



Solano Transportation Authority

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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

MEETING NOTICE

Wednesday, October 8, 2008

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

6:00 p.m. Regular Meeting

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

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

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)	Chair Woodruff
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:00– 6:05 p.m.)	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov’t Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act 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.

STA BOARD MEMBERS

Ed Woodruff Chair City of Rio Vista	Jim Spering Vice Chair County of Solano	Elizabeth Patterson City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Pete Sanchez City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo
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STA BOARD ALTERNATES

Jan Vick	Mike Reagan	Alan Schwartzman	Jack Batchelor, Jr.	Chuck Timm	Mike Segala	Steve Wilkins	Tom Bartee
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**The complete STA Board Meeting Packet is available on
STA’s Website at www.solanolinks.com**

V. EXECUTIVE DIRECTOR'S REPORT

(6:05 – 6:10 p.m.)

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

(6:10 – 7:00 p.m.)

A. Caltrans Report:

B. MTC Report:

C. STA Reports:

1. Presentation on the Capitol Corridor Intercity Rail Service

Gene Skoropowski

2. Presentation on the Proposed Rail Station:

• **Fairfield/Vacaville Rail Station**

Gene Cortright/Wayne Lewis

• **Dixon Rail Station**

Royce Cunningham

3. State Route (SR) 12 Safety Plan Update

Robert Macaulay

4. STA's 11th Annual Awards Nominations

Jayne Bauer

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(7:00 – 7:05 p.m.)

A. STA Board Meeting Minutes of September 10, 2008

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of September 10, 2008.

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B. Review TAC Draft Minutes for the Meeting of September 24, 2008

Johanna Masiclat

Recommendation:

Receive and file.

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C. Amended Final Budget for Fiscal Year (FY) 2007-08

Susan Furtado

Recommendation:

Approve adoption of the Amended Final Budget for FY 2007-08 as shown in Attachment A.

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- D. Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project** Janet Adams
- Recommendation:*
Authorize the Executive Director to execute a Funding Agreement between the Solano Transportation Authority, the County of Solano and City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project.
Pg. 23
- E. I-80 Eastbound Truck Scales Regional Measure 2 (RM 2) Resolution** Janet Adams
- Recommendation:*
Approve the following:
- 1. Allocation request to Metropolitan Transportation Commission (MTC) to transfer \$5.2 million in Bridge Toll funds to the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering. The \$5.2 million will be transferred from the previously allocated \$13.5 million to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Improvements; and*
 - 2. Resolution No. 2008-08.*
- Pg. 29**
- F. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix –September 2008** Elizabeth Richards
- Recommendation:*
Approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
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- G. Funding Agreement for Vacaville and East Fairfield Community Based Transportation Plans** Elizabeth Richards
- Recommendation:*
Approve the following:
- 1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$120,000 for the Vacaville and East Fairfield Community Based Transportation Plans;*
 - 2. Authorize the Executive Director to issue a Request for Proposals for Community Based Transportation Plans for Vacaville and East Fairfield; and*
 - 3. Authorize the Executive Director to enter into a consultant contract to conduct the Vacaville and East Fairfield Community Based Transportation Plans for an amount not to exceed \$120,000.*
- Pg. 37**

VIII. ACTION FINANCIAL ITEMS

A. Funding Agreement Between the Solano Transportation Authority and the County of Solano for the Next Phase of the Jepson Parkway Project

Janet Adams

Recommendation:

Authorize the Executive Director to work with Solano County to develop a funding agreement for the early delivery of the next phase of Jepson Parkway.

(7:05 – 7:10 p.m.)

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B. McGary Road/Solano Bikeway Phase 2

Robert Guerrero

Recommendation:

Pending. To be provided under separate cover.

(7:10 – 7:15 p.m.)

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IX. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) Feasibility Study

Daryl Halls
Janet Adams

Recommendation:

Approve one of the following two options:

1(A). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of work for three specified Regional Transportation Impact Fee (RTIF) nexus studies, including project selection and fee options, as listed in Attachment A.

Or

1(B). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of works for a countywide RTIF nexus study, including project selection and fee options, as listed in Attachment B.

And

2. Authorize the formation of a South Solano Transit Working Group to conduct an assessment for funding transit operations and capital.

(7:15 – 7:30 p.m.)

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- B. Selection of 2009 STA Chair and Vice Chair** Daryl Halls
Recommendation:
Approve the following:
1. *Selection of the STA Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;*
 2. *Selection of the STA Vice-Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;*
 3. *Approve the Updated Schedule for Rotation of STA Chairs and Vice-Chairs as shown in Attachment B; and*
 4. *Request the new Chair to designate the STA Executive Committee for 2009.*
- (7:30 – 7:35 p.m.)
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X. INFORMATIONAL ITEMS – NO DISCUSSION

- A. Implementation Update of Regional Measure 2 (RM 2) Funded Transit Capital Projects in Solano County** Janet Adams
Informational
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- B. State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan Update** Sara Woo
Informational
Pg. 61
- C. Regional Transportation Plan (RTP) T2035 Update** Robert Macaulay
Informational
Pg. 63
- D. Capitol Corridor – Quarterly Report** Robert Macaulay
Informational
Pg. 65
- E. Legislative Update** Jayne Bauer
Informational
Pg. 67
- F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10** Liz Niedziela
Informational
Pg. 86
- G. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects** Liz Niedziela
Informational
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- H State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 102
- I. Project Delivery Update** Sam Shelton
Informational
Pg. 104
- J. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal** Susan Furtado
Year (FY) 2008-08
Informational
Pg. 108
- K. Funding Opportunities Summary** Sara Woo
Informational
Pg. 110
- L. STA Board Meeting Schedule for 2008** Johanna Masiclat
Informational
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XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

Due to the STA's 11th Annual Awards Program, there will be no meeting in November. The next regular meeting of the STA Board is scheduled for **Wednesday, December 10, 2008, 6:00 p.m., Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: October 1, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –October 2008

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

STA to Celebrate 11th Annual Awards Program in Rio Vista *

On November 12, 2008, the STA will co-host its 11th Annual Awards program with the City of Rio Vista. The event will be held at Trilogy and the STA will be recognizing the outstanding individuals, agencies and transportation projects from the past year. At the October 8th Board meeting, the 31 nominees in 10 categories will be announced. The winners will be announced at the awards event in Rio Vista.

Update On Rail in Solano: Ridership is Up and New Stations are on the Way *

The past several years, the ridership on the Capitol Corridors Joint Power Authority's (CCJPA) Intercity Rail Service has continued to grow at a record pace. In July of 2008, the CCJPA had 161,731 riders, the highest ridership amount in the system's history. The patronage at the Suisun City Train Station continues to increase as boardings and alighting have increased to 7,481 in July making Suisun City the 8th busiest station of 16 total CCJPA stations. The CCJPA's managing director, Gene Skoropowski, has been invited to provide an update to the STA Board. Concurrently, two future rail stations are being planned for Solano County. Both the cities of Fairfield and Dixon have been invited to provide the STA Board with a status of their future projects.

Selection of New STA Chair and Vice-Chair for 2009 *

Current STA Chair, Eddie Woodruff, has opted not to seek re-election as the Mayor for the City of Rio Vista. His term as Mayor is scheduled to expire by the beginning of December, two months prior to his term as STA Chair is scheduled to end. In order to ensure a timely appointment of STA's Chair and Vice-Chair for 2009, the selection of Chair and Vice-Chair has been agendaized for the October Board meeting so that the selections can be made by the STA Board and the new Chair and Vice-Chair can assume their roles at the STA's December 2008 Board meeting.

Options for Initiation of Regional Transportation Impact Fee (RTIF) Nexus Study *

The past several months, STA staff has been working with each of the seven cities and the County of Solano to consider options for initiation of a Regional Transportation Impact Fee (RTIF) for a range of unfunded and critically needed transportation projects. Based on the Metropolitan Transportation Commission's recently adopted draft Regional Transportation Plan (RTP), Solano County is projected to have only enough future state and federal funds available over the next 25 to 30 years to fund seven new projects. Without a new source of funds, a number of important mobility projects related to future development and growth will not happen. The STA has received extensive input individually from each of the cities and the County and collectively from the RTIF Working Group comprised of staff representatives from Public Works and/or Community Development. Based on this input, a series of three RTIF Working Groups and one Transit Operating Working Group have been recommended to be formed for the purpose of moving forward to the next step in the process. At their meeting of September 29th, the STA Board's Executive Committee raised the issue of whether to approach the next stage as a countywide process, with the intent to consider one RTIF fee by all seven cities and the County, or to pursue the fee based on specific project areas as proposed by the RTIF Working Groups. At the recommendation of the STA Executive Committee, both options have been agendaized for discussion by the full STA Board.

Early Delivery Plan for the Next Segment of the Jepson Parkway *

The STA recently issued for public comment the draft environment document for the Jepson Parkway Project. This Project is a proposed north south 12-mile corridor designed to better connect and improve the mobility and safety between the cities of Fairfield, Suisun City and Vacaville, and to provide improved access to both the North and Main Gates at Travis Air Force Base. Currently, the STA has been able to obtain \$30 million in state funds for the project, not enough to construct the entire project, but enough to fund the next significant segment of the project. Recently, the STA, the County of Solano, and the cities of Fairfield and Vacaville agreed to prioritize the Vanden Road segment as the next priority phase of the Jepson Parkway for construction. This segment is located in the county unincorporated area and the STA has held initial discussions with County staff regarding advancing the full cost of the project segment to enable the segment's early construction with the County to reimburse the project through an agreement for its 50% local share per the STA's 50% regional/50% local policy for regional reliever projects such as the Jepson Parkway. An earlier delivery of the project is projected to result in lower construction costs and with the savings to be available to help fund other segments of the Jepson Parkway.

Development of Implementation Plan and Schedule for RM 2 Funded Projects *

Solano County commuters and travelers regularly pay the \$4 toll to utilize the Benicia-Martinez (George Miller) and Carquinez (Al Zampa) Bridges. The Regional Measure 2 (RM 2) funds derived from this toll fund a variety of transit services and transportation

projects, including a number of transit capital projects in Solano County. Recently, the Metropolitan Transportation Commission (MTC) has requested RM 2 project sponsors to update their project's schedules and costs. STA staff has been working with all of the RM 2 project sponsors for Solano County. An estimated total of \$100 million has been obtained to fund new transit facilities in Solano County. These funds provide an excellent opportunity for enhanced access to Solano County's three most popular modes of transit, the Baylink Ferry Service, the Capitol Corridor Intercity Rail Service, and Solano Express Inter-city Bus Service. It is imperative that a project delivery schedule for each of these projects be developed and the projects phased for early delivery. At the Board meetings in October and December, the project sponsors have been invited to provide updates on the status of their respective RM 2 funded projects.

Solano Businesses and Employees Sign Up for the Solano Commute Challenge *

By the end of September, 36 Solano County large employers had registered to participate in STA's 2nd Annual Solano Commute Challenge. Following their leadership, a total of 470 of their employees have registered to strive to meet the Commute Challenge goal of 30 trips via transit, biking, or walking over the three month timeframe of the Challenge. These totals already exceed the totals from last year's inaugural event when 27 employers and 296 of their employees participated.

State Legislature Approves and Governor Signs Ferry Clean-Up Legislation

Last week, the Governor signed Senate Bill (SB) 1093 (Wiggins), the clean-up bill to last year's SB 976 (Perata), which transferred the operations of the Alameda and Vallejo Baylink Ferries to the newly created Water Emergency Transit Authority (WETA). The new bill addresses a number of issues raised by the City of Vallejo related to transfer of assets and operation of the service.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated 9/30/2008)

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A		M	
ABAG	Association of Bay Area Governments	MIS	Major Investment Study
ACCMA	Alameda County CMA	MOU	Memorandum of Understanding
ADA	American Disabilities Act	MPO	Metropolitan Planning Organization
AVA	Abandoned Vehicle Abatement	MTC	Metropolitan Transportation Commission
APDE	Advanced Project Development Element (STIP)	MTS	Metropolitan Transportation System
AQMD	Air Quality Management District	N	
B		NCT&PA	Napa County Transportation & Planning Agency
BAAQMD	Bay Area Air Quality Management District	NEPA	National Environmental Policy Act
BABC	Bay Area Bicycle Coalition	NHS	National Highway System
BAC	Bicycle Advisory committee	O	
BART	Bay Area Rapid Transit	OTS	Office of Traffic Safety
BATA	Bay Area Toll Authority	P	
BCDC	Bay Conservation & Development Commission	PAC	Pedestrian Advisory Committee
BT&H	Business, Transportation & Housing Agency	PCC	Paratransit Coordinating Council
C		PCR	Planning & Congestion Relief Program
CAF	Clean Air Funds	PDS	Project Development Support
CALTRANS	California Department of Transportation	PDT	Project Delivery Team
CARB	California Air Resources Board	PDWG	Project Delivery Working Group
CCCC (4-Cs)	City County Coordinating Council	R	
CCCTA (3CTA)	Central Contra Costa Transit Authority	PMP	Pavement Management Program
CCJPA	Capitol Corridor Joint Powers Authority	PMS	Pavement Management System
CCTA	Contra Costa Transportation Authority	PNR	Park & Ride
CEQA	California Environmental Quality Act	PPM	Planning, Programming & Monitoring
CHP	California Highway Patrol	PS&E	Plans, Specifications & Estimate
CIP	Capital Improvement Program	PSR	Project Study Report
CMA	Congestion Management Agency	PTA	Public Transportation Account
CMAQ	Congestion Mitigation & Air Quality Program	PTAC	Partnership Technical Advisory Committee (MTC)
CNG	Compressed Natural Gas	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
D		SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
DBE	Disadvantaged Business Enterprise	SCTA	Sonoma County Transportation Authority
DOT	Department of Transportation	SCVTA	Santa Clara Valley Transportation Authority
E		SFCTA	San Francisco County Transportation Authority
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	SHOPP	State Highway Operations & Protection Program
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SMCCAG	San Mateo City-County Association of Governments
EPA	Environmental Protection Agency	SNCI	Solano Napa Commuter Information
EV	Electric Vehicle	SOV	Single Occupant Vehicle
G		SP&R	State Planning & Research
GIS	Geographic Information System	SR2S	Safe Routes to School
H			
HIP	Housing Incentive Program		
HOT	High Occupancy Toll		
HOV	High Occupancy Vehicle		
I			
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		
ITS	Intelligent Transportation System		
J			
JARC	Jobs Access Reverse Commute Program		
JPA	Joint Powers Agreement		
L			
LEV	Low Emission Vehicle		
LIFT	Low Income Flexible Transportation Program		
LOS	Level of Service		
LS&R	Local Streets & Roads		



Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: Oct. 2008

SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 10, 2008

I. CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Agenda Item IX.A, Proposed Compensation Changes for Executive Director.

II. CALL TO ORDER

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

MEMBERS

PRESENT:

Jim Spring (Vice Chair)	County of Solano
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

MEMBERS

ABSENT:

Eddie Woodruff (Chair)	City of Rio Vista
Elizabeth Patterson	City of Benicia

STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Services
Liz Niedziela	Transit Manager/Analyst
Judy Leaks	Program Manager
Jayne Bauer	Legislative and Marketing Program Manager
Susan Furtado	Financial Analyst/Accountant
Robert Guerrero	Senior Planner
Sara Woo	Planning Assistant

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Andrew Antwih	Shaw/Yoder, Inc.
Jim Bourgart	Business, Transportation & Housing (BT&H)
Andy Fremier	Bay Area Toll Authority (BATA)
George Gwynn, Jr.	Resident, Suisun City
Dan Kasperson	City of Suisun City
Gus Khouri	Shaw/Yoder, Inc.
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Sabrina Means	Shaw/Yoder, Inc.
Rod Moresco	City of Vacaville
Matt Tuggle	County of Solano

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

On a motion by Board Member Augustine and a second by Board Member Sanchez, the STA Board approved the agenda to include an amendment to Agenda Item IX.D, 2007-09 Job Access Reverse Commute (JARC) Lifeline Transportation Funding Program.

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Regional HOT Lanes on Tap for Discussion
- Segment of SR 12 Dedicated to Officer David Frank Lamoree
- STA Budget Document Reflects Range of Fund Sources
- Update to STA's Joint Powers Agreement
- Fairfield City Council Decides to Move Forward with Current Train Station Site
- SolanoExpress Bus Ridership Grows in FY 2007-08
- Solano Commute Challenge off to a Fast Start
- STA Allocates STA Funds for Transit and Paratransit Priorities
- STA Assists in Development of Baylink Ferry Transitional Operating Plan

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

A. Caltrans Report:

Jim Bourgart, BT&H, provided a presentation on the statewide perspective on High Occupancy Toll (HOT) Lanes and Corridor Management.

B. MTC Report:

Andrew Fremier, BATA, provided an overview of the Metropolitan Transportation Commission's proposed concept for the Regional HOT Lanes Network.

Individual STA Board members engaged in a discussion regarding their recent trip to Southern California where several managed corridor and HOT Lanes projects were toured.

C. STA Report:

1. A Summary of the STA's Southern California Project Tour - Presented by Janet Adams
2. Legislative Update presented by Gus Khouri.
3. SolanoExpress Ridership Report for FY 2007-08 presented by Liz Nidziela
4. SNCI Program Year-End Report for FY 2007-08 presented by Judy Leaks
5. State Route (SR) 12 Safety Plan Update presented by Robert Macaulay.

VIII. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Board Member Augustine, the STA Board approved Consent Calendar Items A thru J.

A. STA Board Meeting Minutes of July 9, 2008

Recommendation:

Approve STA Board Meeting Minutes of July 9, 2008.

B. Review TAC Draft Minutes for the Meeting of August 27, 2008

Recommendation:

Receive and file.

C. Emergency Ride Home Program Contract Amendments

Recommendation:

Authorize the Executive Director to execute amendments to extend the term of the existing contracts to deliver the Solano Emergency Ride Home (ERH) Program with Budget Car and Truck Rental of Fairfield and Veteran Corporation for two years with a two-year extension option.

D. STA Marketing Consultant Services for Fiscal Year (FY) 2008-09, Moore Iacofano Goltsman (MIG) Contract Amendment

Recommendation:

Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for FY 2008-09 for an amount of \$80,000 for services as outlined in the Scope of Services as shown in Attachment A.

E. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document - Mark Thomas/Nolte Joint (MTCO/Nolte) Venture

Recommendation:

Authorize the Executive Director to execute a contract amendment with the MTCO/Nolte Joint Venture to complete the EIR/EIS and perform detailed preliminary engineering for the I-80/I-680/SR12 Interchange for an amount not-to-exceed \$6,000,000.

F. State Route (SR) 12 Jameson Canyon Co-Project Manager Contract Amendment

Recommendation:

Authorize the Executive Director to execute a contract amendment with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon project for an amount not-to-exceed \$240,000 for an additional two year term.

- G. North Connector Phase 1 Project - Award of Construction Contract**
Recommendation:
 Approve Resolution No. 2008-07 for the construction of the North Connector Phase 1 (Abernathy/I-80) Project in the amount \$710,000.

- H. Jepson Parkway Project Contract Amendment**
Recommendation:
 Authorize the Executive Director to amend the contract with PBS&J for \$500,000 for the additional work necessary to support completing the Final EIR/EIS.

- I. North Connector Project – Right of Way Acquisition and Relocation**
Recommendation:
 Authorize the Executive Director to make payments for the right of way acquisition and relocation costs associated with the East End of the North Connector Project for a total amount not to exceed \$7.0 million.

- J. State Legislative Advocacy Services Contract Award**
Recommendation:
 Authorize the Executive Director to execute a contract for State Lobbying Consultant Services between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services between October 1, 2008 through September 30, 2010 for an annual amount not to exceed \$46,500.

IX. ACTION – FINANCIAL ITEMS

- A. Proposed Compensation Changes for Executive Director**
 Charles Lamoree reported out from the Closed Session. He stated the Board completed the evaluation of the Executive Director, that the review was positive and they recommended to approve compensation changes as specified in the Amendment No. 9 to the Executive Director’s Employment Agreement.

Public Comments:
 None presented.

Board Comments:
 Board Member Courville publicly commended Daryl Halls for his exemplary performance, but that she could not support the level of compensation recommended.

Recommendation:
 Approve compensation changes as specified in Attachment A: Amendment No. 9 to Executive Director’s Employment Agreement.

On a motion by Board Member Davis and a second by Board Member Sanchez, the STA Board approved the recommendation on a vote of 5 ayes and 1 no. (Board Member Courville opposed the vote).

B. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation

Elizabeth Richards reviewed a draft list of transit projects that STA staff has prepared for approval for the STAF/Regional Paratransit for FY 2008-09 identified by the STA Board as well as programs identified by local transit operators.

Public Comment:

None presented.

Board Comment:

None presented.

Recommendation:

Approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A.

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

C. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment

Elizabeth Richards reviewed staff's approach to the allocation of the STAF funds for FY 2008-09. She summarized the priority transit projects and programs funded for the STAF for FY 2008-09 identified by the STA Board with the adjustments noted and priority transit projects and programs as identified by local transit operators.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve Amendment No. 1 to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C.

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

D. AMENDED - 2007-09 Job Access Reverse Commute (JARC) Lifeline Transportation Funding Program

Elizabeth Richards reported the first Call for Projects for JARC funding for two years, 2007-09, of the JARC Lifeline Transportation Funding Program. She cited that the STA must submit JARC/Lifeline Projects to Metropolitan Transportation Commission (MTC) in September so that MTC can submit them to Caltrans by September 24, 2008.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. The 2008 Solano JARC Lifeline Project Funding Plan as specified in Attachment B; and
2. Direct staff to work with recommended Project Applicants to refine their proposals before submitting to MTC; and
3. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

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

X. ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer provided a status update of two state bills Assembly Bill (AB) 2558, Climate Change Mitigation and Adaptation Fee and Senate Bill (SB) 375, Transportation, Land Use, and California Environmental Quality Act (CEQA)) which the STA Board has already taken a position and two federal bills for which staff recommends taking a position House Representative (HR) 6495, Transportation and Housing Choices for Gas Price Relief Act of 2008 and HR 6052 and the Senate companion legislation Senate (S) 3380, The Saving Energy through Public Transportation Act of 2008.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the specified positions on the following items:

- HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 - Support
- HR 6495 (Blumenauer) Transportation and Housing Choices for Gas Price Relief Act of 2008 – Watch
- S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 – Support

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

B. Update to STA’s Joint Powers Agreement

Charles Lamoree summarized the development of the amendment process for the STA’s Joint Powers Authority (JPA). He cited that the amendments to STA’s JPA require the approval of the STA and the approval of all eight member agencies.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to forward the draft update of the STA's Joint Powers Agreement to the eight member agencies as specified in Attachment B.

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

XI. INFORMATIONAL ITEMS

A. Fiscal Year (FY) 2008-09 and FY 2009-10 Approved Budget Summation

In follow-up to a request made by Board Member Patterson from last month's Board meeting, Daryl Halls and Susan Furtado provided additional information regarding the various fund sources that comprise the budget and how they correspond to the STA's 41 item Overall Work Program for the next two years.

NO DISCUSSION

B. Regional Transportation Impact Fee Feasibility Study Update

C. Regional Transportation Plan (RTP) T2035 Update

D. Comprehensive Transportation Plan (CTP) Update

E. State Route (SR) 12 Status Update

F. Project Delivery Update

G. Solano County Pedestrian Priority Projects - Status

H. Solano County Bicycle Priority Projects - Status

I. Funding Opportunities

J. STA Board Meeting Schedule for 2008

XII. BOARD MEMBER COMMENTS

Board Member Davis publicly thanked Daryl Halls and Jim Spering for their continued help and support throughout the City of Vallejo's transitional and financial issues surrounding the Baylink Ferry.

Daryl Halls commented that MTC had recently approved dedicating \$100 million in Bridge Toll Funds for the I-80/I-680 Interchange.

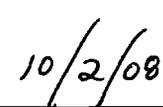
XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:50 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 8, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masiclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
September 24, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present: Gene Cortright City of Fairfield
Dan Kasperon City of Suisun City
Rod Moresco City of Vacaville
Gary Leach City of Vallejo
Paul Wiese County of Solano

STA Staff Present: Daryl Halls STA
Janet Adams STA
Robert Macaulay STA
Elizabeth Richards STA
Liz Niedziela STA
Sam Shelton STA
Sara Woo STA
Johanna Masiclat STA

Others Present: *(In Alphabetical Order by Last Name)*
Ed Huestis City of Vacaville
Jeff Knowles City of Vacaville
Wayne Lewis City of Fairfield
Alysa Majer City of Suisun City
Matt Tugle County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Paul Wiese, the STA TAC approved Consent Calendar Item A. At the request of the County of Solano, Item B was pulled for discussion.

A. Minutes of the TAC Meeting of August 27, 2008

Recommendation:

Approve TAC Meeting Minutes of August 27, 2008.

B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix – September 2008

Paul Wiese, County of Solano, requested clarification to the matrix.

Recommendation:

Forward a recommendation to the STA Board to approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

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

VI. ACTION FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance Criteria and Facilities

Robert Macaulay reviewed the draft Criteria and List of Candidates for the Transit Facilities of Regional Significance. He indicated that the candidate sites consists mostly of existing facilities such as future train and ferry facilities but not future bus and park-and-ride facilities.

In addition, Robert Macaulay distributed and reviewed the letter submitted by the City of Benicia dated September 19, 2008 requesting to include modifications to the List of Transit Facilities and Roadway Routes of Regional Significance. The modifications are as follows:

1. Under the Passenger Transfer Sites (bus) list, include the Benicia Downtown Intermodal Transfer Center (at First and Military) which includes our new regional bus stop and park-n-ride facility for Route 78 to be funded with RM 2 monies.
2. Under the Park and Ride Lots list, modify the proposed Park-n-Ride lots to Benicia to read: Military/Southampton Road and Benicia Industrial Park. Also list the Downtown Intermodal Transfer Center.

Staff noted that at an earlier meeting, the Consortium approved adding to the list the City of Rio Vista's Front and Main St. Park and Ride.

Recommendation:

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

1. The Transit Facilities of Regional Significance criteria as shown in Attachment A; and
2. The Transit Facilities of Regional Significance project list as shown in Attachments B and C.

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation to include the modifications requested by the City of Benicia and the City of Rio Vista as listed above.

B. Solano Routes of Regional Significance Criteria and Network

Robert Macaulay distributed and reviewed an updated list of the Routes of Regional Significance Criteria.

Based on input, the TAC requested modifications to the comprehensive list of Routes of Regional Significance Criteria.

Recommendation:

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

1. Solano Routes of Regional Significance Criteria as shown in Attachment B; and
2. The revised Routes of Regional Significance as shown in Attachment C.

On a motion by Paul Wiese, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation to include the requested changes as well as providing a revised draft to the TAC to include any additional changes requested by the TAC this week.

C. Regional Transportation Impact Fee (RTIF) Feasibility Study Update

Janet Adams outlined the list of tasks and issues that are to be considered as part of the feasibility study. She listed them as 1.) Form two RTIF Committees; 2.) Problems and Existing Conditions; 3.) Identify Solutions: Potentially Funded Projects; and Impact Fee Structure & Policy Options. She identified the potential Regional Transportation Impact Fee (RTIF) Areas & Participating Agencies.

Recommendation:

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

1. Authorize the formation of three multi-agency working groups for the purpose of developing the scope of work for a Regional Transportation Impact (RTIF) nexus study, including project selection and fee options, as listed in Attachment A; and
2. Authorize the formation of a South Solano Transit Working Group to conduct an assessment for funding transit operations and capital.

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. Regional Measure 2 (RM 2) Regional Implementation Update

Janet Adams reviewed the specific status and next steps for the Solano County projects. The Solano County funded RM 2 projects are: 1.) Vallejo Ferry Intermodal Station, 2.) Vallejo Curtola Transit Center, 3.) Benicia Intermodal Facility, 4.) Benicia Park and Ride, 5.) Fairfield Transportation Center, 6.) Fairfield/Vacaville Intermodal Rail Station and Track Improvements, 7.) Vacaville Intermodal Station Phase 1, 8.) I-80/I-680/SR 12 Interchange/North Connector and 9.) I-80 HOV Lanes (Red Top to Air Base Pkwy.).

NO DISCUSSION

B. State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan Update

C. Capitol Corridor - Quarterly Report

D. Legislative Update

E. STA Annual Awards Nominations

F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

G. Lifeline/ State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects

H. State Route (SR) 12 Status Update

I. Project Delivery Update

J. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2007-08

K. Funding Opportunities Summary

L. STA Board Meeting Highlights of September 10, 2008

M. STA Board and Advisory Committee Meeting Schedule for 2008

IX. ADJOURNMENT

The meeting was adjourned at 2:30 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, November 19, 2008.



DATE: September 29, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Amended Final Budget for Fiscal Year (FY) 2007-08

Background:

In June 2008, the STA Board approved an update to the final budget for FY 2007-08. Subsequently, staff is recommending the Board approve a final fiscal year budget revision to reflect the closeout of financial operations for the multi-year funded projects. The proposed budget amendment is supported by various budget matrixes and program expenditures.

Discussion:

The Amended Final Budget for the FY 2007-08 (Attachment A) revenue and expenditure is balanced at \$15.85 million. The amended final budget of annual revenue and expenditure for FY 2007-08 is increased from \$15.27 million to \$15.85 million.

FY 2007-08 Revenue Changes

Amendment to the approved revenue budget for FY 2007-08 is primarily due to additional funds advanced for the completion of multi-year contracts resulting from the fast pace delivery of STA's priority projects and carryover of funds to FY 2008-09 for the continuation of programs and projects. Budget changes are summarized as follows:

- 1) The Metropolitan Transportation Commission (MTC) has lowered the funding estimates for the Transportation Development Act (TDA) funds for FY 2007-08 to statewide transportation agencies. As a result, STA's funding was reduced by \$8,787. The Members Contribution fund was used to cover this funding reduction.
- 2) The Surface Transportation Program (STP) fund is reduced by \$84,134 and a carryover fund for FY 2008-09 of \$282,443 for the continuation of various projects, such as, the Comprehensive Transportation Plan (CTP), State Route (SR) 12 Major Investment Study (MIS)/Corridor Study, Safe Routes to Transit, and the Transportation for Livable Communities Program (TLC).
- 3) The State Transit Assistance Funds (STAF) is reduced by \$32,605 and reprogrammed the funds for FY 2008-09 in the amount of \$361,805 for the continuation of different project studies. These studies include the Solano Express Marketing (\$125,000), Transit Consolidation and Feasibility Implementation (\$46,300), I-80/I-680/I-780 Operation/Implementation Plan (\$62,500), Safe Route to Transit (\$18,245), Expenditure Plan (\$71,200), I-80 HOV/Turner Parkway (\$17,101), and the Lifeline Program (\$21,459).
- 4) The State Planning and Research (SP&R) Program fund allocation for the I-80/I-680/I-780 Operation/Implementation Plan project study is revised to carryover the full funding allocation of \$250,000 and the local fund match of \$62,500 from the STAF fund to FY 2008-09 for continuation of the study that had a delayed start.

- 5) The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) fund is revised to reflect a reduction to the carryover fund by \$31,654 for FY 2008-09. The Project Study Reports (PSR) for SR 12/Church Road and the SR 12 Median Barrier has carryover funding for FY 2008-09 of \$445,515 for the continuation of these studies.
- 6) The STIP fund is used for the Jepson Parkway Environment Impact Report (EIR). With the fast pace delivery of this project, the anticipated multi-year budget for FY 2007-08 was under estimated. The project budget is revised to reflect additional funding of \$559,500.
- 7) In November 2007, the I-80/I-680/SR 12 Interchange Project received an allocation from the Regional Measure (RM) 2 for \$8.3 million for the continuation of this multi-year project. As with several other STA priority projects, the fast pace delivery of this project was under estimated in the final budget revision. The final budget for FY 2007-08 is amended to reflect a total project budget change from \$2.45 million to \$3.20 million, a total funding increase of \$747,530.
- 8) The State Route (SR) 12 Bridge Realignment Study and the I-80 High Occupancy Vehicle (HOV)/Turner Parkway projects are amended to reflect actual reduced funding expended for the fiscal year and carryover for FY 2008-09 for the continuation of the project.

FY 2007-08 Expenditure Changes

Changes to the approved budget are reflective of the funds carried over and revenue as described above. The budget expenditures revisions are summarized as follows:

Operation and Administration

The STA Operation and Administration total budget expenditures is not amended. The program funding associated with projects and programs are carried over to FY 2008-09 for the continuation of the operation and administration oversight.

Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)

- 1) STAF funds for the General Marketing, Solano Express, Lifeline Program, and the Transit Consolidation Feasibility Study are revised to reflect the returned funds, which will be reclaimed and reprogrammed for FY 2008-09 for continuation of the programs and studies.
- 2) The Solano Paratransit Capital Improvement budget is revised to include the total expenditures used to wrap four (4) Paratransit vehicles with the funding available for the project.

The Transit and Rideshare Services/SNCI budget expenditure is reduced by \$87,611 and is reprogrammed for FY 2008-09 for the continuation of services.

Project Development

The project development budget expenditures are adjusted to reflect the rapid pace in the delivery of projects.

- 1) With the release of the Jepson Parkway Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for public comment, this Project has reached a major milestone. With the scheduled delivery of Project, the budget is amended to reflect the actual cost expended in FY 2007-08 from \$1.02 million to \$1.58 million.

- 2) In May 2008, the STA Board was notified of the need to modify the I-80/I-680/SR12 Interchange Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and associated technical studies to account for the need to separate the Environmental Document (ED) of the I-80 East Bound (EB) Cordelia Truck Scales. This change created additional work for the Interchange as the traffic studies and subsequent air quality and noise analysis was required to be adjusted. With this change, the I-80/I-680/SR 12 Interchange Project approved final budget for FY 2007-08 is being amended to reflect additional cost from \$2.45 million to \$3.20 million.

The total Project Development budget is amended to reflect budget cost consistent with the project deliveries from \$10.79 million to \$11.64 million, an increase of \$850,949. Other projects, such as the I-80 HOV/Turner Parkway and the SR 12 Bridge Realignment Study budget are being revised to reflect actual project activities and carryover funds to FY 2008-09 for the continuation of the different multi-year projects.

Strategic Planning

The expenditure budget for the Solano County Transportation for Livable Communities (TLC) Program and the Transportation for Clean Air Funds (TFCA) is revised to reflect unexpended funds and funds carried over to FY 2008-09 for the continuation of these projects.

The total Strategic Planning budget expenditure is reduced by \$179,058 and to be carried over to FY 2008-09 for the continuation of the projects and studies.

As required in the STA's Accounting Policies and Procedures budget policy, the approved budget for FY 2007-08 is amended to reflect budget revenue and expenditures changes and updates for continuation of projects.

Fiscal Impact:

The approved amended final budget for FY 2007-08 include the additional revenue and expenditures of \$584,280.

Recommendation:

Approve adoption of the Amended Final Budget for FY 2007-08 as shown in Attachment A.

Attachment:

- A. STA Amended Final Budget for FY 2007-08 dated October 8, 2008 (The STA Amended Final Budget for FY 2007-08 dated October 8, 2008 has been provided to the STA Board members under separate enclosure. Copies of the Amended Final Budget for FY 2007-09 dated October 8, 2008 may be requested by contacting the STA at (707) 424-6074.)

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DATE: September 28, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project

Background:

The Travis Air Force Base Access Improvement Project consists of improvements to both the south gate (Petersen Road) and the north gate (Northgate Road and Canon Road) of Travis AFB.

The south gate portion of the Project will consist of widening Petersen Road from Walters Road to about one mile east to a paved width of 54 feet, with 4 foot dirt shoulders. The north gate portion of the Project will consist of widening Canon Road from the easterly right-of-way line of the railroad near Vanden Road to Northgate Road, and Northgate Road from Travis AFB to Canon Road, to a paved width of 32 feet with 4 foot dirt shoulders, as well as constructing horizontal and vertical curve improvements. The north gate portion of the Project will also consist of constructing intersection improvements to the Canon/Northgate Road intersection, which may consist of a roundabout, signalization, or other measures at the County's discretion. The north gate portion of the project may also be extended to include improvements to the Canon/Vanden Road intersection and approaches at the County's discretion, which will largely depend upon the amount and timing of funding that can be obtained for the Project.

The STA has successfully obtained a \$3,200,000 Safe, Accountable, Flexible, Efficient Transportation Equality Act A Legacy of Users (SAFETEA-LU) federal earmark for this Project. It is estimated that 85 percent, or \$2,720,000, of the federal earmark funding will actually be available for the project. The federal earmark requires a 20 percent match, or \$680,000, making the total current funding for the Project \$3,400,000. There is currently not sufficient funding to complete both portions of the Project. The existing funding will be used to perform all work on the south gate portion of the Project, and as much work on the north gate portion of Project as practical. Work at the south gate has been determined by Travis AFB to have priority over the north gate improvements this time. Currently, the Base is also working on a south gate relocation and improvement project which is anticipated to be completed prior to this Projects completion.

The Project will be implemented by Solano County with the required local match from the City of Suisun City and Solano County. As such, an agreement needs to be developed with all parties to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. The agreement would cover project development activities, including environmental clearance, right-of-way acquisition and construction. The STA, the City of Suisun City and Solano County will work in partnership to deliver the Project.

Discussion:

With specific regard to the south gate, local required matching funds for a given phase of this portion of the Project will be allocated in proportion to the ownership of Petersen Road at the time funds for that phase are obligated. At the present time, 75 percent of the south gate portion of the Project is within the City of Suisun City, while 25 percent is within the unincorporated County. The City will be initially responsible for paying 50 percent of the local match, with the County paying the remaining 50 percent of the local match. The County share of the local match will be fully reimbursed by the City should the City fully annex Petersen Road.

The County will be the lead agency for all phases of the Project, including environmental clearance, right-of-way acquisition, design and construction. Should property acquisition by eminent domain be required, the City shall be responsible for the condemnation of any needed property located within the City, while the County shall be responsible for the condemnation of any needed property located within the unincorporated area.

The County and the City share an interest in having the City assume responsibility for the maintenance of the entire south gate portion of the Project upon its completion. To accomplish this, the City is considering annexing the Petersen Road portion of the Project that is located in the unincorporated area, as well as some or all of the properties located adjacent to said portion of Petersen Road. Should the annexation by the City of the County portion of Petersen Road within the limits of the Project occur, the City shall assume responsibility for the maintenance of the entire Project and for providing any additional local matching funds required to complete the Project. Should the City annex all of Petersen Road before funding for all phases of the south gate portion of the Project have been obligated, at the County's discretion the County may withdraw as the lead agency for future phases of the south gate portion of the Project, and the City will assume the lead agency role.

Approval from the City of Suisun City and Solano County respective council/board is pending and will be completed prior to STA executing the funding agreement. The funding agreement is provided for as Attachment A.

Fiscal Impact:

There is not a fiscal impact to the STA to approve this funding agreement. The STA is not contributing to the 20 percent local match requirements. The federal earmark obtained by the STA is being used for the intended purpose. The north gate improvements are not currently fully funded; as such STA will work with the County to seek additional funds to fully implement this portion of the Project.

Recommendation:

Authorize the Executive Director to execute a Funding Agreement between the Solano Transportation Authority, County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project.

Attachment:

- A. Funding Agreement for the North Travis Air Force Base (AFB) Access Improvement Project between the Solano Transportation Authority, the County of Solano and the City of Suisun City.

**AGREEMENT AMONG THE COUNTY OF SOLANO, THE CITY OF SUISUN CITY
AND THE SOLANO TRANSPORTATION AUTHORITY REGARDING THE TRAVIS
AIR FORCE BASE ACCESS IMPROVEMENT PROJECT**

This Agreement dated _____, 2008, among the County of Solano (County), the City of Suisun City (City) and the Solano Transportation Authority (STA), collectively known as “the Parties”, is based upon the following facts:

1. The STA has successfully obtained Federal High Priority Project funding for the Travis Air Force Base Access Improvement Project (Project). The Project consists of improvements to both the south gate (Petersen Road) and the north gate (Northgate Road and Canon Road) of Travis AFB.
2. The south gate portion of the project is located in both the City and the unincorporated County, while the north gate portion of the project is located almost entirely within the unincorporated County, with a small portion located within the City of Fairfield.
3. The County, the City and the STA wish to specify the roles of the three Parties for the delivery of the Project.

In consideration of the foregoing facts it is agreed as follows:

1. The County will be the lead agency for all phases of the Project, including environmental clearance, right-of-way acquisition, design and construction. The County will submit field review forms to Caltrans and request the obligation of funding from Caltrans for both the south gate and the north gate portions of the Project. The funding requests for the two portions of the Project may be submitted to Caltrans as two different projects, at the County’s discretion. Should property acquisition by eminent domain be required, the City shall be responsible for the condemnation of any needed property located within the City, while the County shall be responsible for the condemnation of any needed property located within the unincorporated area.
2. The estimated cost of the project is reflected in Exhibit A. Current Federal High Priority Project funding for the project is \$3,200,000. It is estimated that 85 percent, or \$2,720,000, of the Federal High Priority Project funding will actually be available for the project. The Federal High Priority Project funding requires a 20 percent match, or \$680,000, making the total current funding for the Project \$3,400,000.
3. The Parties understand that there is not sufficient Federal High Priority Project funding at the present time to complete both portions of the Project. The existing Federal High Priority Project funding will be used to perform all work on the south gate portion of the Project, and as much work on the north gate portion of Project as practical. The initial request for funding obligation will be for the environmental clearance and design work on both portions of the Project. The Parties will support efforts by the STA and the County to obtain additional funding to complete the construction of the north gate portion of the Project.

4. The south gate portion of the Project will consist of widening Petersen Road from Walters Road to about one mile east to a paved width of 54 feet, with 4 foot dirt shoulders. The north gate portion of the project will consist of widening Canon Road from the easterly right-of-way line of the railroad near Vanden Road to Northgate Road, and Northgate Road from Travis AFB to Canon Road, to a paved width of 32 feet with 4 foot dirt shoulders, as well as constructing horizontal and vertical curve improvements. The north gate portion of the project will also consist of constructing intersection improvements to the Canon Road – Northgate Road intersection, which may consist of a roundabout, signalization, or other measures at the County’s discretion. The north gate portion of the project may also be extended to include improvements to the Canon Road – Vanden Road intersection and approaches at the County’s discretion, which will largely depend upon the amount and timing of funding that can be obtained for the Project.
5. Local funds required initially to match the Federal High Priority Project for a given phase of the south gate portion of the Project will be allocated in proportion to the ownership of Petersen Road at the time funds for that phase are obligated. At the present time, 75 percent of the south gate portion of the Project is within the City, while 25 percent is within the unincorporated County. The City will be initially responsible for paying 50 percent of the local match, with the County paying the remaining 50 percent of the local match. The County share of the local match will be reimbursed by the City upon the annexation by the City of portions of Petersen Road as described in Paragraph 6 below, and the initial shares of the local match will be modified to provide that all remaining matching funds for the south gate portion of the Project shall thereafter be paid by the City. Eligible costs incurred by both the County and the City may be included as part of the local match.
6. The Parties share an interest in having the City assume responsibility for the maintenance of the entire south gate portion of the Project upon its completion. To accomplish this, the City is considering annexing the Petersen Road portion of the Project that is located in the unincorporated area, as well as some or all of the properties located adjacent to said portion of Petersen Road. The County is not at this time aware of any issues that would result in the County’s opposing the City’s annexation of the adjacent properties, and will give any request by the City to the Local Agency Formation Commission to annex the adjacent properties careful consideration. Upon the annexation by the City of the County portion of Petersen Road within the limits of the Project, the City shall reimburse the County for the County’s local matching funds expended on the south gate portion of the Project within 30 days of the receipt of an invoice by the County, and the City shall assume responsibility for the maintenance of the entire Project and for providing any additional local matching funds required to complete the Project. Should the City annex all of Petersen Road before funding for all phases of the south gate portion of the Project have been obligated, at the County’s discretion the County may withdraw as the lead agency for future phases of the south gate portion of the Project, and the City will assume the lead agency role.
7. The City and the STA shall support the County in the implementation of the Project. The City shall pay all County invoices associated with the Project within 30 days of receipt of the invoice. The County and the City shall condemn any additional right-of-way needed for the Project that is located within their jurisdictions, if required. Any additional right-of-way that is acquired within unincorporated Solano County in order to add width to a

City portion of Petersen Road shall either be acquired on behalf of the City, or shall be acquired by the County and conveyed to the City, at the County's discretion. The City shall apply for annexation of the right-of-way acquired within unincorporated Solano County in order to add width to a City portion of Petersen Road within 90 days of the date the City acquires ownership of such right-of-way.

8. The County will be responsible for providing the local match for Federal High Priority Project funds for the north gate portion of the Project. The County may obtain a portion of those funds from the City of Fairfield, at the County's discretion. Should additional segments of the north gate portion of the Project be annexed by the City of Fairfield or others, the Parties shall request Fairfield to pay its proportionate share of the Project costs in conformance with the methodology described in the previous section. Should Fairfield decline to participate in such a cost sharing arrangement, the Project limits will be reduced to only include roadways located within unincorporated Solano County.

9. Each Party to indemnify the others

Each party (the City, County and STA individually,) agrees to defend and indemnify the other parties, their agents, officers and employees, from any claim, action or proceeding against itself, arising solely out of its own acts or omissions in the performance of this Agreement. At its sole discretion, any party may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the other parties of any obligation imposed by this Section. Each party shall notify the other parties promptly of any claim, action or proceeding and cooperate fully in the defense.

10. Each party to defend itself for concurrent claims

County agrees to defend itself, City agrees to defend itself, and the STA agrees to defend itself from any claim, action or proceeding arising out of the concurrent acts or omissions of County, City, and the STA. In such cases, County, City and the STA agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in paragraph 11 below.

11. Joint Defense

Notwithstanding paragraph 8 above, in cases where County, City and the STA agree in writing to a joint defense, the parties may appoint joint defense counsel to defend the claim, action or proceeding arising out of the concurrent acts or omissions of County, City and STA. Joint defense counsel shall be selected by mutual agreement of County, City and the STA. County, City, and the STA agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in paragraph 10 below. The parties further agree that no party may bind the other to a settlement agreement without the written consent of County, City, and the STA.

12. Reimbursement and/or Reallocation

Where a trial verdict or arbitration award allocates or determines the comparative fault of the parties, County, City and the STA may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

13. Contractor

City and the STA understand that some or all of the construction work may be done by a third party contractor under County's supervision, in which case County will require the contractor to indemnify City, County and the STA and to add County, City and the STA as additional insured.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

SOLANO TRANSPORTATION
AUTHORITY

COUNTY OF SOLANO

Daryl Halls
Executive Director

Michael D. Johnson
County Administrator

Approved as to form:

Approved as to form:

STA Attorney

Lori Mazzella
County Counsel

CITY OF SUISUN CITY

Suzanne Bragdon
City Manager

Approved as to form:

City Attorney

September 19, 2008
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DATE: September 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Truck Scales Regional Measure 2 (RM 2) Resolution

Background:

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

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

In April 2008, the California Transportation Commission (CTC) approved the Proposition 1B which includes the Trade Corridor Improvement Fund (TCIF) Program. The I-80 Eastbound (EB) Truck Scales Relocation Project was one of the projects included in the TCIF Program and as such, received \$49.8M in TCIF funding, which is being matched with \$49.8M in Bridge Tolls funds from the Metropolitan Transportation Commission (MTC). STA is working in cooperation with Caltrans to deliver the Project.

Discussion:

In October 2007, MTC allocated \$13.5 million of Regional Measure 2 (RM 2) funds to continue to move forward with the completion of the I-80/I-680/SR 12 Interchange Environmental Impact Report/Environmental Impact Statement (EIR/EIS), including detailed preliminary engineering. This allocation is being used to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Project, as well as the I-80 EB Cordelia Truck Scales Relocation Project. MTC has requested the STA to formally transfer a portion of the \$13.5 million allocation to the I-80 EB Cordelia Truck Scales Relocation Project. As such, staff is recommending the Board approve the attached resolution, which indicates that \$5.2 million of the already allocated \$13.5 million be transferred to the I-80 EB Cordelia Truck Scales Relocation Project. As part of the standard process, STA is required to approve the attached resolution (Attachment A), the Initial Project Report (IPR) for RM 2 Project No. 7 (Attachment B) and a cash flow plan (Attachment C).

Fiscal Impact:

The environmental document and detailed preliminary engineering for the I-80 Eastbound Cordelia Truck Scales Project are being funded with Bridge Toll funds already allocated.

Recommendation:

Approve the following:

1. Allocation request to Metropolitan Transportation Commission (MTC) to transfer \$5.2 million in Bridge Toll funds to the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering. The \$5.2 million will be transferred from the previously allocated \$13.5 million to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Improvements; and
2. Resolution No. 2008-08.

Attachments:

- A. Resolution No. 2008-08

The following attachments have been provided to the STA Board members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.

- B. Initial Project Report (IPR) for RM 2 Project No. 7
- C. Cash Flow Plan

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2008-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION TRANSFER REQUEST FOR
REGIONAL MEASURE 2 FUNDS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION TO THE I-80 EASTBOUND CORDELIA
TRUCK SCALES RELOCATION PROJECT**

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

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

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

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

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

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report 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 Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that 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 the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; 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, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 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 Regional Measure 2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 2 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 Regional Measure 2 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 Regional Measure 2 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 Regional Measure 2 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 transfer request to MTC for Regional Measure 2 funds in the amount of \$5,200,000.00 for the environmental phase, including detailed preliminary engineering, for the I-80 Eastbound Cordelia Truck Scales Relocation project, purposes and amounts included in the project application attached to this resolution (the \$5.2 million will be transferred from the previous allocation of \$13.5 million to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR12 Interchange Improvements); 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.

Eddie Woodruff, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of October 8, 2008.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of October, 2008 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: September 24, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)
Matrix –September 2008

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000 if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies share in the cost of various transit services (e.g., Solano Paratransit and major intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Discussion:

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

At the March Consortium and TAC meetings, the first draft of the FY 2008-09 TDA Matrix was presented. As local jurisdictions prepare their TDA claims, the TDA matrix has been updated. This month, the City of Dixon and the County of Solano have been added.

The attached matrix also includes an update of the TDA revenue estimates. In July, MTC approved revised TDA revenue estimates. Essentially, with the close of FY 2007-08, carryover, estimates were revised. In most cases, the carryover was reduced to zero resulting in lowering the total amount of TDA available for allocation in FY 2008-09. As TDA is generated from a percentage of sales tax, this reflects the lower actual revenues received versus projected.

Attachment A is the September 2008 version of the Solano TDA Article 4/8 funds matrix for FY 2008-09. Further updates will be forwarded as needed.

The TAC recommended approval of the September 2008 TDA Matrix for FY 2008-09.

Fiscal Impact:

Local jurisdictions' TDA claims must be consistent with the TDA matrix to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Attachment:

- A. September 2008 Solano TDA Article 4/8 Matrix for FY 2008-09 (This attachment has been provided to the STA Board members under separate enclosure. A copy of the September 2008 Solano TDA Article 4/8 Matrix for FY 2008-09 may be requested by contacting the STA at (707) 424-6075).



DATE: September 25, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding Agreement for Vacaville and East Fairfield
Community Based Transportation Plans

Background:

The Community Based Transportation Planning (CBTP) studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning program is to implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified as part of this report: Dixon, Cordelia, and Vallejo. These studies have been completed. The next communities that meet the criteria as economically disadvantaged communities in Solano County and identified to be studied by MTC are Vacaville (Markham area) and East Fairfield particularly along the Tabor Avenue corridor.

Discussion:

The key component of these studies is community involvement. The community's input is critical to identify the needs, but also to identify the priorities once the participants understand the parameters of the transportation system and resources. These CBTP studies can identify a wide array of potential solutions including, but not limited to fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

At the beginning of the study, a variety of stakeholders will be identified who represent a wide range of organizations who interact with the study's target population (low-income residents): employers, social services, community and business organizations, churches, and transportation providers. They will provide input to the study by identifying key transportation obstacles, issues, and mitigation strategies. The mitigation strategies are prioritized. Priority projects identified in the Community Based Transportation Plans are eligible for Lifeline Transportation Funds.

To complete the Vacaville and East Fairfield studies, staff is proposing to issue a Request for Proposal (RFP) for consultant support to conduct both studies. To fund each of these studies in the amount of \$60,000, MTC is preparing a funding agreement in the amount of \$120,000. Staff proposes issuing an RFP by November to secure a consultant and begin the studies in early 2009. The studies will be completed and presented to the STA Board for approval in the Fall of 2009.

Fiscal Impact:

The STA will receive funding from MTC for these studies which are currently in STA's FY 2008-09 budget. An RFP will be issued after the funding agreement is secured.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$120,000 for the Vacaville and East Fairfield Community Based Transportation Plans;
2. Authorize the Executive Director to issue a Request for Proposals for Community Based Transportation Plans for Vacaville and East Fairfield; and
3. Authorize the Executive Director to enter into a consultant contract to conduct the Vacaville and East Fairfield Community Based Transportation Plans for an amount not to exceed \$120,000.



DATE: September 28, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Funding Agreement Between the Solano Transportation Authority and the County of Solano for the Next Phase of the Jepson Parkway Project

Background:

The Jepson Parkway Project is a partnership project with STA, the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The 12-mile Project will improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Four (4) construction projects within the Jepson Parkway project have been completed: The extension of Leisure Town Road from Alamo to Vanden (Vacaville/County); The relocation of the Vanden/Peabody intersection (Fairfield); improvements to Leisure Town Road bridges (Vacaville); The Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

A Notice of Preparation (NOP) and Notice of Intent (NOI) for the Project were published in the summer of 2000. Publication of these notices established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research has been conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality. Caltrans is the federal lead agency under National Environmental Protection Act (NEPA) and STA is acting as State lead agency under California Environmental Quality Act (CEQA).

Discussion:

The Draft EIR/EIS comment period closed on August 6, 2008 with over 40 letters or comments submitted. Many of these communications contained multiple comments. STA is working with Caltrans to have a Final EIR/EIS ready in early 2009. A key milestone is the concurrence from the resource agencies on the preferred alternative. A meeting to present the locally recommended alternative to these resource agencies is being scheduled for late October.

Currently, staff is working on the Implementation Plan for the project. The Implementation Plan would include; identification of elements included in segments, priority of segments for construction, lead for segments, corridor funding and an operational agreement for the entire project.

To help guide this Project, there is currently in-place a technical advisory working group which is comprised of the STA Technical Advisory Committee (TAC) member from each jurisdiction (the cities of Suisun City, Fairfield, Vacaville and the County of Solano) and the STA Jepson Parkway Committee which is comprised of the Board member from each of these jurisdictions. This technical advisory working group has recommended that should Alternatives B, C, or D be selected, that the priority segment that should be constructed is the portion within the county. This section of the roadway is currently 2-lanes with no shoulders. Further, the working group has recommended that the currently programmed funds in the State Transportation Improvement Program (STIP) should be fully utilized on the priority segment for benefit to the public. Although this project is subject to the 50/50 funding policy, it does not prohibit advancement of these regional funds to a segment. A funding agreement would be required to implement and fund this segment.

In addition, in early fall 2007, the STA Board approved a \$1.9 million STIP fund swap for priority planning and project development needs of the STA. Staff proposes this fund swap be facilitated through the County as part of a proposed funding agreement for Jepson Parkway.

The Jepson Parkway Project is subject to the 50/50 policy whereas, projects that have both local and regional benefit would require 50 percent of the project costs be provided by local funds and 50 percent of the project costs be provided by regional funds.

It is proposed a funding agreement between the STA and Solano County be executed to provide for the early delivery of the Vanden Road segment of the Jepson Parkway. The funding agreement would include:

- ✓ Early delivery of the Vanden Road Improvements with 100 percent STA allocated STIP Funds, to advance the local share with regional funds.
- ✓ Repayment of local 50 percent share to next or future Jepson Parkway segment(s).
- ✓ STA lead for the Vanden Road segment for design, Right-of-Way (pending approval of revised Joint Powers Authority Amendment), and construction.
- ✓ Facilitate the \$1.9 million STIP fund swap with the County as part of the agreement.
- ✓ Recognize and credit the County's pending \$150,000 contribution to the Vallejo Ferry Transition Plan as part of the funding agreement.

Fiscal Impact:

Currently there are \$30 million in STIP funds programmed to the Project. These STIP funds are available for the Vanden Road segment of the Jepson Parkway. The Engineer's cost estimate for the Vanden Road segment is just under \$30 million which includes the design, right-of-way and construction.

Recommendation:

Authorize the Executive Director to work with Solano County to develop a funding agreement for the early delivery and funding of the next phase of Jepson Parkway.

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DATE: October 2, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: McGary Road/Solano Bikeway Phase 2

Background:

McGary Road is located between Red Top Road (within the City of Fairfield) to Solano County's Lynch Road. The road functioned as a frontage road immediately adjacent to Interstate 80 (I-80). The Solano Bikeway Phase 2 connects the existing Solano Bikeway in Vallejo to Fairfield via McGary Road, thus extending the Solano Bikeway between these two cities. More importantly, this project addresses an existing regionally significance gap since the Solano Bikeway is the most direct route linking the Al Zampa (formerly Carquinez) Bridge, Contra Costa County, and the Greater Bay Area to northeastern Solano County and on to the cities of Davis and Sacramento. McGary Road was closed to the general public by the City of Fairfield in 1998 following structural damage caused by a land slide at Red Top after a heavy rain season.

The STA's Bicycle Advisory Committee have advocated to re-open the road since then, and has made this segment in the Countywide Bike Network their top priority project.

Discussion:

The estimated cost for the McGary Road/ Solano Bikeway Phase 2 project is \$2.5 million. On October 10, 2007, the STA Board approved \$825,000 of bicycle and pedestrian funding for the City of Fairfield to rebuild McGary to include a class III bicycle facility. A total of \$650,000 from the \$825,000 is funded with a federal fund source called the Congestion Mitigation Air Quality (CMAQ) Improvement Program. The remaining balance is funded through a local bicycle fund source called Transportation Development Act (TDA) Article 3 funds. The entire \$825,000 was included as part of a larger construction funding package which also included requested grant funds from the Caltrans' Bicycle Transportation Account (BTA) Grant Program.

Recently, the STA and the City of Fairfield was informed that they did not receive funding from the BTA Program. In addition to underfunding the project, it may put the \$650,000 in federal CMAQ funds at risk due to the forthcoming funding allocation deadline. STA staff is currently working with the staff from the City of Fairfield and Solano County to address the funding shortfall for their project. STA staff will provide a supplemental staff report to the STA Board with a recommendation at the STA Board October 8, 2008 meeting.

Fiscal Impact:

The CMAQ funding of \$650,000 approved for the McGary Road/Solano Bikeway Phase 2 can potentially be at risk.

Recommendation

Pending. To be provided under separate cover.

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DATE: September 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Transportation Impact Fee (RTIF) Feasibility Study Update

Background:

One of the tasks identified by the Solano Transportation Authority (STA) Board as a priority project in the STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2008-09 and 2009-10 is the initiation of a Regional Impact Fee Feasibility Study. Regional Transportation Impact Fees (RTIF) are used by a variety of counties throughout the State of California. A transportation impact fee is established by local government (and usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities. The legal requirements for enactment of a traffic impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be reasonably related to the cost of the facility or service provided by the local agency.

One of the primary reasons for counties to consider implementing a regional impact fee is to help mitigate and plan for the impact of future growth on local and regional transportation system. According to the Association of Bay Area Governments' (ABAG) most recent growth projections for Solano County (Projections 2007), Solano County is projected to continue to be the fastest growing Bay Area county by percentage with Solano County projected to add 33,000 new residents, 12,450 new jobs, and 10,220 new households between 2010 and 2015 and 94,400 new residents, 54,030 new jobs, and 33,600 new households between 2015 and 2030. According to the STA's Comprehensive Transportation Plan (CTP), Solano County has an estimated projected funding shortfall of over \$3 billion over the next 25 years in funds necessary to both fund the maintenance of the current transportation system and to provide system performance and capacity to address for future growth.

A number of counties in California have planned to mitigate the impacts of their future growth by implementing some form of a countywide, subarea or corridor based traffic impact fee. On February 17, 2005, the STA Board discussed the initiation of a feasibility study to examine issues and options associated with conducting and/or implementing a Countywide Regional Impact Fee Study. In preparation for the previous STA Board discussion of this topic, staff researched other California counties and identified 17 counties that have some form of existing or pending countywide, subarea or corridor- based transportation impact fee:

Alameda	Amador	Contra Costa
El Dorado	Los Angeles	Madera
Marin	Merced	Monterey
Orange	Placer	Riverside
Sacramento	San Francisco	Santa Barbara
Santa Cruz	Sonoma County	

Two STA Board established committees, the SR 12 Steering Committee and the SR 113 Steering Committee, have been separately evaluating options for improving mobility and safety along these respective corridors. A key obstacle facing both corridors and a number of other projects located off of the state highway system is the lack of identified federal, state or local funds currently or in the projected near-term future (next ten years) to address critically needed improvements. Earlier this year, members of both committees and STA staff traveled to the nearby counties of Contra Costa and Placer to meet with their transportation agencies and elected officials to discuss their implementation and use of locally generated impact fees to fund critically needed projects on Highway 4 in Contra Costa and in South Placer County and to tour recently constructed projects funded through this approach. The general message conveyed by both Contra Costa and Placer Counties elected officials and staff was that the implementation of their respective fee programs have been successful and a key ingredient in helping start, advance and/or finish transportation projects that would have not otherwise occurred.

At a follow-up meeting on May 20th, the STA Board participants from both the SR 12 Steering Committee and SR 113 Steering Committee met to discuss the two approaches in Contra Costa and Placer County. The group recommended the STA Board consider authorizing STA staff to move forward with the feasibility study for regional traffic impact fees. The direction at the meeting was for the feasibility study to include an assessment of issues, future growth impacts to be addressed, potential projects to be funded to address these impacts, projected revenues to be raised, a range of fee options, and options for participation at either a corridor, sub-regional or countywide level.

On July 9th, the STA Board authorized the Executive Director to begin the feasibility study. On August 13th and 14th, a STA Board delegation and STA Staff visited San Diego, Riverside, and Orange County to tour various impact fee and toll facilities in southern California (Attachment A). Projects visited include San Diego Association of Governments (SANDAG) TransNet (half-cent sales tax) I-15, Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF), Orange County Transportation Authority (OCTA) I-91 Express Lane, Transportation Corridor Agencies (TCA) “The Toll Roads”

Discussion:

Below is a list of tasks and issues that are to be considered as part of this feasibility study.

Form two RTIF committees

- Policy Advisory Committee
- Technical Working Group

Problems and Existing Conditions

- Determine and assess growth projections in Solano County jurisdictions
- Identify all local traffic impact fees currently in effect in Solano County jurisdictions and update Regional Impact Fee programs currently in effect in other counties
- Identify current and future transportation needs

Identify Solutions: Potentially Funded Projects

- Identify list of candidate projects eligible for the fee and funding shortfalls for these specified projects
- Identify potential fee revenue based on optional fee levels
- Project Transportation Revenues with Current Sources

Impact Fee Structure & Policy Options

- Identify options for implementation of regional traffic impact fee by corridor, sub-region and countywide
- Identify options for a proposed Capital Improvement Program
- Prepare Alternatives and Options for Development of Regional Transportation Impact Fee
- Identify Pros and Cons of Establishing Regional Transportation Impact Fees
- Conduct Outreach to Local Agencies, the Business Community, interest groups and the public
- Identify Institutional Options for Implementing a Regional Impact Fee Program
- Identify Cumulative Impacts of proposed Regional Traffic Impact Fees on current fees
- Prepare Conclusions, Recommendations and Next Steps

Below is a schedule of meetings aimed at completing the study by October 8th for STA Board consideration:

Date	Committee/Group	Meeting Agenda
July 23	City Managers Meeting	RTIF Study Introduction
July 30	Public Works Directors and Planning Directors	RTIF Study Introduction
August 27	RTIF Working Group meeting	Review background and RTIF options
Aug 27 – Sept 17	Individual Agency Meetings	Review potential TIF Projects & Options
September 17	RTIF Working Group meeting	Recommend Draft RTIF Study for additional committee review
October TBD	RTIF Policy Committee meeting	RTIF Intro & review of Draft RTIF Study
September 24	STA TAC Meeting	Recommend Draft RTIF Study to STA Board for Adoption
October TBD	Developers and Business Community Meeting	RTIF Intro & review of Draft RTIF Study
October 8	STA Board Meeting	Present RTIF Study

On August 27, STA Staff convened the first RTIF Working group of planning directors and public works directors. STA Staff also presented the draft RTIF Feasibility Study information at the Solano County City Managers meeting later that day. Overall, agencies were interested in exploring the possibility of RTIFs and asked for clarification of some draft statistics.

STA staff met individually with all seven cities and county agencies between August 27 and September 17 to further discussing RTIF options and potential projects, in preparation for the second RTIF Working Group meeting. On September 17th, the RTIF Technical Working Group met to discuss the corrected data and to discuss the formation of individual working groups based on the project priorities identified at the individual meetings. The RTIF Technical Working Group along with STA Staff recommended forming working groups for potential impact fee nexus studies for the following four areas:

Area/Roadways	Agencies to Participate in Working Groups
Jepson Parkway/Peabody Road	Fairfield, Solano County, Vacaville
State Route 12 - East	Solano County, Rio Vista
State Route 12 - Central	Fairfield, Suisun City
South Solano County Transit Operations	Benicia, Vallejo

This recommendation was consistent with the feedback provided at the individual agency meetings. Staff recommends the STA assist these agencies with their working groups as well as continuing to serve as the lead agency on conducting impact fee nexus studies, if the working groups choose to move forward with RTIFs. An impact fee may not be the focus of the “South Solano County Transit Operations” working group, which may choose to explore other funding options (e.g., Benefit Assessment Districts, Community Facilities Districts, etc.) better suited to transit operations in coordination with the Solano Transit Consolidation Study.

On September 24, the STA Technical Advisory Committee (TAC) discussed the STA Staff recommended set of working groups and recommended that the STA Board authorize their formation.

On September 29, 2008, the STA Board’s Executive Committee met to discuss the recommendation for the formation of the four RTIF working groups and discussed the added potential and uniformity of pursuing a countywide approach to the nexus study and the potential collection of the RTIF. Two of the concerns expressed regarding the four working groups were that not all of the agencies were participants under this approach and focusing on just selected corridors and projects could result in bottlenecks in the countywide transportation system and different fee rate for regional or multi-agency projects among individual cities.

It was recommended by the STA Executive Committee that the full STA Board should be presented two options for consideration. The first option for consideration would be to move forward with the four separate RTIF working groups as specified to develop the specific nexus study and the focused project lists. The second option would be to move forward with a countywide fee approach and nexus study to include all seven cities and the County of Solano with the four specified working groups to be formed initially to develop the specific project lists for consideration in the countywide fee study.

Fiscal Impact:

In addition to staff time to facilitate local agency working group meetings, there is also the potential cost of impact fee nexus studies. If all working groups move forward with more detailed technical studies or impact fee nexus studies, the potential costs for the STA as the lead agency for these reports could reach a total of \$300,000 (based on recent consultant contracts for countywide impact fee nexus studies in other counties and STA transit related studies).

Recommendation:

Approve one of the following two options:

1(A). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of work for three specified Regional Transportation Impact Fee (RTIF) nexus studies, including project selection and fee options, as listed in Attachment A.

Or

1(B). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of works for a countywide RTIF nexus study, including project selection and fee options, as listed in Attachment B.

And

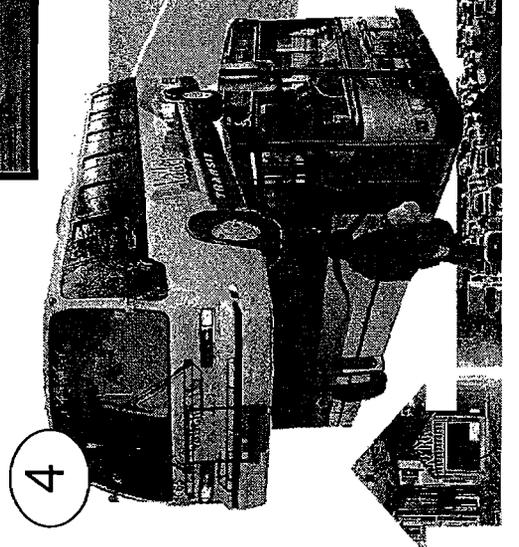
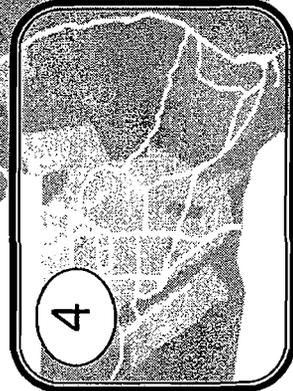
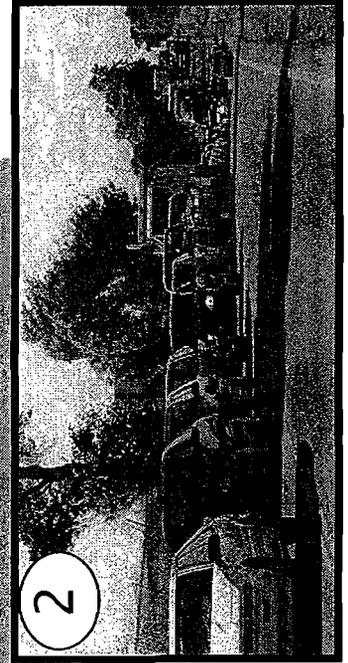
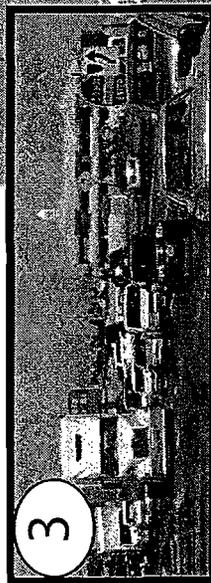
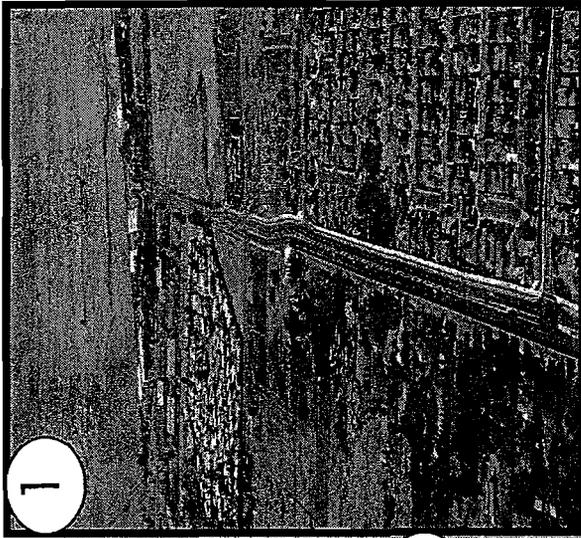
2. Authorize the formation of a South Solano Transit Working Group to conduct an assessment for funding transit operations and capital.

Attachments:

A. Potential Regional Transportation Impact Fee (RTIF) Areas & Participating Agencies

Potential RTIF Working Groups

	Area/Roadways	Agencies to Participate in Working Groups
1.	Jepson Parkway/Peabody Road	Fairfield, Solano County, Vacaville
2.	State Route 12 – East/ McCormick Rd	Solano County, Rio Vista
3.	State Route 12 – Central	Fairfield, Suisun City
4.	South Solano County Transit Operations	Benicia, Vallejo



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DATE: September 30, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Selection of 2009 STA Chair and Vice Chair

Background:

The STA policy for selection of STA Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent being to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianese and Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair.

In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA's Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member scheduled to serve as Chair following the new Vice-Chair. The last two years, the STA Chair has opted to include Solano County's representative to the Metropolitan Transportation Commission (MTC), Supervisor Jim Spring, on the Committee. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board. The selection of the STA's Executive Committee remains at the discretion of the new STA Chair. With the completion of then Rio Vista Mayor Marci Coglianese's term as Chair in 2001, all eight STA member agencies had had the opportunity to serve as the Chair of the STA since 1991.

On September 12, 2007, the STA Board approved modifying the schedule for the rotation of the selection of Chair and Vice-Chair for 2008 based on the departure of STA's Chair and Vice-Chair two months prior to the completion of their terms. At this same meeting, the Board scheduled the selection of the STA's Chair and Vice-Chair for 2008 for the meeting of October 12, 2007. Listed below is the revised schedule for rotation of STA Chairs approved by the STA Board:

<u>Year</u>	<u>Agency</u>
2008	Rio Vista
2009	Solano County
2010	Suisun City
2011	Fairfield
2012	Dixon
2013	Vacaville
2014	Vallejo
2015	Benicia

Discussion:

The STA's Chair for 2008 is Rio Vista Mayor Eddie Woodruff. Recently, Chair Woodruff announced his intention not to seek reelection as the Mayor for the City of Rio Vista. His term as Mayor is scheduled to end at the first Rio Vista Council meeting in December. It is anticipated that his term on the STA Board will conclude before the regular STA Board meeting scheduled for December 10, 2008. Thus his last regular scheduled meeting as Chair will be the Board meeting of October 8th.

Based on this transition, the STA Board's Executive Committee, at their meeting of September 29, 2008, recommended that the Board consider making the selection of the STA's Chair and Vice-Chair for 2009 at their Board meeting of October 8th. This would enable the new STA Chair to run the STA Board meeting of December 10, 2008.

Based on the rotation of Chairs and Vice-Chairs approved by the STA Board last year, the new Chair would be Supervisor Jim Spering, the current STA Vice-Chair, and the County of Solano's representative to the STA. Pete Sanchez, the Mayor for the City of Suisun City, is next in line for consideration as Vice-Chair. This item has been agendaized for consideration by the STA Board.

The selection of the STA's 2009 Executive Committee is at the discretion of the newly appointed STA Chair.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;
2. Selection of the STA Vice-Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;
3. Approve the Updated Schedule for Rotation of STA Chairs and Vice-Chairs as shown in Attachment B; and
4. Request the new Chair to designate the STA Executive Committee for 2009.

Attachments:

- A. List of Past STA Chairs**
- B. Updated Schedule for Selection of STA Chairs and Vice-Chairs –
October 10, 2008**

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PAST STA BOARD CHAIRS

YEAR	CHAIR	MEMBER AGENCY
1991	Jim Spering	City of Suisun City
1992	Sam Caddle	County of Solano
1993	Gary Falati	City of Fairfield
1994	Richard Brians <i>(January – May 1994, was not re-elected)</i>	City of Dixon
1994-95	Jerry Hayes <i>(June 1994 – December 1995)</i>	City of Benicia
1996-97	Steve Lessler	City of Fairfield
1998	Don Erickson	City of Dixon
1999	Rischa Slade	City of Vacaville
2000	Dan Donahue	City of Vallejo
2001	Marci Coglianese	City of Rio Vista
2002	John Silva	County of Solano
2003	Jim Spering	City of Suisun City
2004	Karin MacMillan	City of Fairfield
2005	Mary Ann Courville	City of Dixon
2006	Len Augustine	City of Vacaville
2007	Anthony Intintoli	City of Vallejo
2008	Eddie Woodruff	City of Rio Vista



STA BOARD CHAIR/VICE CHAIR

ROTATION BY AGENCY

YEAR	MEMBER AGENCY
2009	County of Solano
2010	City of Suisun City
2011	City of Fairfield
2012	City of Dixon
2013	City of Vacaville
2014	City of Vallejo
2015	City of Benicia
2016	City of Rio Vista



DATE: September 30, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Implementation Update of Regional Measure 2 (RM 2) Funded
Transit Capital Projects in Solano County

Background:

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

Discussion:

In an effort to monitor the RM 2 capital program for STA sponsored projects, STA staff has met or will meet with all of the Solano County RM 2 project sponsors to get an update on the status to the projects, major issues, and schedule for each Phase.

The specific status and next steps for the Solano County projects are as follows:

Vallejo Ferry Intermodal Station (Total Project Cost \$99,000,000 - RM 2 Funding \$28,000,000)

The Vallejo Station Project will consist of a Multimodal transportation facility and privately funded transit-oriented residential and commercial improvements. The Vallejo Station Project will improve pedestrian, automobile, and public transportation access to the Vallejo Ferry Terminal, Vallejo Bus Transit Center, and Vallejo downtown areas. The focus of the project is to provide pedestrian access between the Ferry Terminal, the proposed Vallejo Station Ferry Parking Garage (1,200-space Parking Structure (public portion)), the proposed local Bus Transfer Center, the regional bus turnouts on Mare Island Way, and the downtown area. The Vallejo Station Project also includes public open spaces and pedestrian walkway enhancements. Overall, the Vallejo Station Project will provide Multimodal bus and ferry connections, with a pedestrian connection to Downtown and the Waterfront to the north and south.

On October 30, 2007 the City executed a contract with DMJM Harris for design services for the Vallejo Transit Center portion of the project. Design on this portion of the project is currently at 20% with an anticipated complete date of December 12, 2008.

A design contract was executed with Watry Design on November 13, 2007 for design of the parking structure and streetscape improvements. Design is approaching the end of the schematic stage with an anticipated overall completion date of March 27, 2009

The Right-of-Way phase has begun with construction expected to begin as soon as early 2009. The total estimated cost includes cost escalations and future developer funded improvements.

Vallejo Curtola Transit Center (RM 2 Funding \$11,750,000)

Before moving forward with the site development of the Curtola site in accordance with the 2004 Major Investment Study (MIS), the City of Vallejo retained a consultant to validate the MIS conclusions. Validation includes, establishment of the program for the new facility (needs of the user), evaluate potential site locations, and evaluate short-list of most feasible sites. This validation has been completed with the following conclusions:

- ✓ Existing location is centrally located and convenient
- ✓ Greyhound operates independently
- ✓ Market is largely the San Francisco workforce
- ✓ SF commuters use express Bus #80, transfer to BART
- ✓ Casual carpooling is highly popular

Comments and suggestions:

- ✓ Lack of security
- ✓ Limited parking capacity
- ✓ Constrained access and vehicle conflicts
- ✓ Few comments requesting on-site retail

The City is currently evaluating the short-list of most feasible sites. This evaluation will include refining the detailed evaluation criteria, conducting Phase I Environmental Site Assessment for each site and evaluate how each site would accommodate a new parking structure and transit center. The City expects to conclude the validation by December and immediately commence the environmental clearance phase. Overall the city has indicated they plan to proceed with a phased approach to the project and construct a phase with the funds currently available.

Benicia Intermodal Facility (RM 2 Funding \$3,000,000)

Recently the City of Benicia has moved in a modified direction with regard to the scope of the projects for this funding. The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The revised scope consists of:

Benicia Downtown Intermodal Transfer Center - A regional bus stop and park-n-ride facility at Military and First St. This will consist of new bus stop/street improvements along the 100 block of Military West, new parking facilities along the 100 block of West K St and intersection/traffic calming improvements along First St. between Military and West K St. Preliminary estimate is \$1.5M to \$2.5M.

West Benicia Intermodal Park-n-Ride - A regional bus stop and park-n-ride facility at Military West/Southampton Road. This will consist of a new park-n-ride facility improvements (paving, landscaping, lighting, access) within the property at the northeast corner of Military West/Southampton Road. Preliminary estimate is \$1M to \$2M.

Currently, the time schedule for implementation on both of these facilities is:

- ✓ 12 months for public input, environmental review and preliminary design approval
- ✓ 6 to 9 months for final design preparation
- ✓ 6 to 12 months for construction

Benicia Park and Ride (RM 2 Funding \$1,250,000)

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, is advertising for construction bids. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No updated activity on this project.

Fairfield Transportation Center (Total Project Cost \$20,000,000 - RM 2 Funding \$7,750,000)

The City of Fairfield certified the environmental document the week of September 15, 2008. The City is moving forward with design of the facility. Currently the facility is not fully funded.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$35,000,000 - RM 2 Funding \$20,996,000)

The City of Fairfield has reaffirmed the location of the facility to be at the Peabody/Vanden intersection. The City is expecting to release the draft environmental document for public comment at the end of this year. According to the City, the facility is not fully funded, however, STA will be working with the City to phase the implementation of the project with the funds that are currently available.

Vacaville Intermodal Station Phase 1 (Total Project Cost \$12,200,000 - RM 2 Funding \$7,250,000)

With a recent additional contribution of Congestion Mitigation Air Quality (CMAQ) funds to the project, this phase is fully funded. The total CMAQ funds for the project are \$3,028,000. Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, which is currently unfunded, envisions a 400-space parking garage. The City is pursuing the purchase of a site south of Interstate 80 located to the east of Allison Drive, between Nut Tree Parkway and Ulatis Drive, owned by CCC Associates. Communications with the landowner are on-going to establish a mutually beneficial property trade that would be based on fair market value prices. This past quarter, staff continued to work with Area West to obtain environmental clearance of the project in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). A topographic survey of the site was completed and staff began preliminary design. Staff received proposals for the architectural design of the bus shelter and entry features, and is currently negotiating with

the architectural firms. Staff has retained the services of a landscape architect for the project. Construction is expected to begin in mid 2009 for the Phase 1 Project.

I-80/I-680/SR 12 Interchange/

North Connector (Total Project Cost \$58,164,000 - RM 2 Funding \$21,552,000)

The environmental document was certified by the STA Board in May 2008. Final design and right-of-way activities have begun with offers made to the affected property owners for the East End project. A Phase 1 construction contract has been approved with construction to begin in October 2008. The Phase 1 contract will install signals at I-80/Abernathy. Construction on the East End Project is expected to begin in the summer 2009.

I-80 HOV Lanes (Red Top Road to Air Base Pkwy) (Total Project Cost \$50,000,000 - RM 2 Funding \$9,750,000)

Construction on this project began in June 2008 with the new HOV Lanes expected to be opened in fall 2009.

Recommendation:

Informational.



DATE: September 30, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail
Bicycle and Pedestrian Connections Plan Update

Background:

A primary route identified in the Solano Countywide Bicycle Plan is the I-80/I-680/SR 12 Interchange Project – Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 interchange.

There are other agencies with bicycle and pedestrian plans located along SR 12 Jameson Canyon corridor in addition to the STA, specifically:

1. Napa County Transportation and Planning Agency (NCTPA)
2. Bay Area Ridge Trail Council
3. City of Fairfield
4. County of Solano

Not all of the proposed bicycle routes and pedestrian improvements are consistent. As more improvements are proposed for SR 12 Jameson Canyon corridor, it will be beneficial to have a clear, concise, and coordinated plan for bicycle and pedestrian improvements. This will enable agencies involved with constructing improvements to have better clarity and guidance on how to address bicycle and pedestrian issues and improvements within the corridor.

On December 12, 2007, the STA Board approved a Bay Area Ridge Trail Grant application to address the inconsistency of the various planned bicycle routes along the SR 12 Jameson Canyon Corridor. On June 6, 2008, STA was notified of its success in obtaining the Bay Area Ridge Trail grant for \$55,000 from the California Coastal Conservancy.

Discussion:

On July 9, 2008, the STA Board authorized the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant and to issue a Request for Proposals (RFP) for the SR 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan. The STA Board also authorized the Executive Director to enter into an agreement with the selected consultant for an amount not to exceed \$55,000.

In August 2008, STA staff issued a RFP to qualified planning and engineering firms to assist in developing the SR 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan. STA staff received four proposals from firms and interviewed qualified firms during the week of September 15, 2008. The selection panel was comprised of a representative from the Bay Area Ridge Trail Council, City of Fairfield, County of Solano and STA. The selection panel and STA staff discussed the merits and qualifications of each firm and recommended Questa Engineering Corporation to develop the plan. A contract has been prepared by the STA Legal Counsel (Attachment A). Questa Engineering Corporation will be responsible for coordinating with agencies and key stakeholder groups to develop a conceptual plan that will identify the potential alternatives for bicycle and pedestrian connectivity from Solano County to Napa County along SR 12 Jameson Canyon Road.

Fiscal Impact:

The Bay Area Ridge Trail Grant will provide \$55,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

Recommendation:

Informational.



DATE: September 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Update

Background:

The Metropolitan Planning Commission (MTC) is updating the Regional Transportation Plan (RTP). This plan sets the transportation priorities for the 9 Bay Area counties for the next 25 years.

Discussion:

On July 23rd, the MTC approved the draft fiscally constrained Regional Transportation Plan (RTP). This is the document that will undergo environmental analysis, including air emission modeling and conformity analysis.

The Draft RTP includes 7 regional programs, including a climate change initiative, Freeway Performance Initiative (FPI) and funding for Priority Development Areas. MTC has not announced details of how these projects will be structured and administered, and does not expect to do so before adoption of the RTP in March 2009. MTC has also not discussed in detail whether or not regional planning funding for county level implementation of the regional programs will be provided to the Congestion Management Agencies. The Congestion Management Agencies have asked MTC staff to discuss these issues with them before the public release of the program details.

The Draft Environmental Impact Report and air quality conformance analysis are scheduled for release in December 2008. Following a 45-day public comment period, final hearings and adoption of the final RTP is scheduled for March 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: September 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Capitol Corridor - Quarterly Report

Background:

The Capitol Corridor provides intercity passenger train service from Auburn to San Jose. There is currently one Capitol Corridor train station in Solano County, located in Suisun City. The Capitol Corridor is governed by a Joint Powers Authority, and has two Solano County representatives (currently Dixon Mayor Mary Ann Courville and Solano County Supervisor Jim Spring) and one alternate (Vacaville Mayor Len Augustine). Day-to-day management is provided by staff from the Bay Area Rapid Transit Authority (BART).

Discussion:

The Capitol Corridor prepares an annual business plan and publishes statistics on a monthly basis regarding achievement of the business plan goals. There are three system-wide statistics and one Suisun City station statistic that will be reported to the STA Board on a quarterly basis.

System Ridership:

- Ridership has grown 14.19% over the past 12 months.
- June 2008 ridership is 16.6% higher than June 2007 ridership.

System Revenue:

- The July 2008 system revenue was \$2.2 million. This was \$0.33 million greater than called for in the Capitol Corridor business plan. Total calendar year-to-date revenues were \$19.3 million, \$3.4 million greater than anticipated in the business plan.
- Revenue has exceeded business plan projections for every month in 2008 – as of June, revenues were 13.1% ahead of the business plan.
- Year-to-date system operating ratio is 54.6%.
 - Business plan goal is 50%.
 - Previous year-to-date system operating ratio was 47.1%.

On-Time Performance:

- On-Time Performance (OTP) for June 2008 was 66%, due to delays caused by track work. By August, the OTP had improved to 91.8%.

Suisun City Station Passengers:

- CCJPA station performance minimums are 200+ boardings and alightings per day.

- Average daily passenger boardings are 215 for Suisun City.
- Average daily passenger alightings are 220.
- Overall passenger activity is up approximately 1/3 in 2008 compared to 2007.

Destinations from the Suisun City Station:

- 61% of passenger trips are to/from the Bay area; 39% to the Sacramento Area.
- Most common single-station destination is Sacramento

Other Solano Stations:

- The Fairfield City Council has reaffirmed its commitment to the Peabody/Vanden site for the Fairfield/Vacaville Multi Modal Station.
 - The draft environmental document is expected to be released before the end of 2008.
- The City of Dixon is conducting preliminary engineering design work on track and pedestrian access layouts for the downtown Dixon site.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 29, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues.

Discussion:

The current STA Legislative Matrix is included (Attachment A) for further information.

The state legislative update from Shaw/Yoder (Attachment B) contains a broad overview of the state budget that was signed by the Governor on September 23, 2008.

The federal legislative update from Akin Gump (Attachment C) provides information regarding the upcoming appropriations and reauthorizations process, as well as other congressional activity of interest to STA.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update for September 2008 – Shaw/Yoder, Inc.
- C. Federal Legislative Update for September 2008 – Akin Gump

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Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

September 24, 2008

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

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Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 842	Jones	Regional plans: traffic reduction	Watch		3
AB 2295	Arambula	Transportation capital improvement projects		Support: CSAC, LCC	3
AB 2558	Feuer	Climate change mitigation and adaptation fee	Seek Amendment	Support: BAAQMD, MTC Oppose: CCTA Watch: CSAC, LCC	3
AB 2971	DeSaulnier	Safety programs: bicyclists and pedestrians	Watch	Watch: CSAC, LCC	4
SB 286	Lowenthal	Transportation enhancement funds: conservation corps requirement			4
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review	Watch	Support: ABAG, BAAQMD, CSAC, LCC, MTC, SACOG Oppose: CCTA, Self- Help Counties Coalition	4
SB 748	Corbett	State-Local Partnership Program allocation guidelines.	Watch	Support: CSAC, LCC, MTC	5

ABAG = Association of Bay Area Governments; **BAAQMD** = Bay Area Air Quality Management District; **CCJPA** = Capitol Corridor Joint Powers Authority; **CCTA** = Contra Costa Transportation Authority; **CSAC** = California State Association of Counties; **CTA** = California Transit Association; **LCC** = League of California Cities; **MTC** = Metropolitan Transportation Commission; **SACOG** – Sacramento Area Council of Governments

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 1093	Wiggins	SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)	Watch	Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce	5
SB 1422	Lowenthal Ridley-Thomas	High Speed Rail Authority HOT Lanes Demonstration Program in Los Angeles	Support	Watch: CSAC, LCC	5
SB 1429	Perata	Bay Area state-owned toll bridges	Watch		5

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
HR 6052	Oberstar	Public transportation funding	Support		6
HR 6495	Blumenauer	Transportation and housing options.	Watch		6
S 294	Lautenberg	A bill to reauthorize Amtrak.			6
S 3380	Clinton	Public transportation funding	Support		6

For details of important milestones during the 2008 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.

Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or jbauer@sta-snci.com. STA's Legislative Matrix is also available for review on our website at www.solanolinks.com.

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Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 842 (Jones) Regional plans: traffic reduction	AB 842 would require the Department of Housing and Community Development (HCD), when ranking applications for funding under the Infill Incentive Grant (Infill) Program and the Transit Oriented Development Implementation (TOD) Program, to award preference or priority to projects located in areas where the local or regional entity has adopted a general plan, transportation plan, or regional blueprint that will reduce the growth of vehicle miles traveled (VMT) by at least 10 percent, and the project is consistent with that planning document. <i>Last amended 08/18/08.</i>	09/18/08; Enrolled	Watch
AB 2295 (Arambula) Transportation capital improvement projects	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds. <i>Last amended 07/14/08.</i>	09/17/08; Enrolled	Support: CSAC, LCC
AB 2558 (Feuer) Climate change mitigation and adaptation fee	This bill authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues amongst the nine counties that would be generated in the MTC region. It is unclear whether the amendments would indeed provide a favorable "return to source" as was established in AB 595 (Brown), Chapter 878, Statutes of 1997. <i>Last amended 08/19/08.</i> <i>*STA seeks an amendment to include a return to source provision, which is included in the 08/19/08 amended bill.</i>	08/25/08; SEN inactive file	*Seek amendment Support: BAAQMD, MTC Oppose: CCTA Watch: CSAC, LCC

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State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
<p>AB 2971 (DeSaulnier)</p> <p>Fees: construction of bridges & major thoroughfares: fatality rates</p> <p>Safety programs: bicyclists and pedestrians</p>	<p>Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. This bill contains other related provisions and other existing laws.</p> <p>This bill would require the department, on or before January 1, 2010, to establish guidance and criteria to ensure that the needs of bicyclists and pedestrians are addressed in the development of its safety programs, and to consider specified factors in that regard. <i>Last Amended on 08/19/08</i></p>	<p>09/18/08; Enrolled</p>	<p>Watch</p> <p>Support: CTA Watch: CSAC, LCC</p>
<p>SB 286 (Lowenthal)</p> <p>Transportation enhancement funds: conservation corps</p>	<p>Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. <i>Last amended 08/15/08.</i></p> <p><i>Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.</i></p>	<p>09/17/08; Enrolled</p>	
<p>SB 375 (Steinberg)</p> <p>Transportation planning: travel demand models: preferred growth scenarios: environmental review.</p>	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Dept. of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050. <i>Last amended 08/22/08.</i></p> <p><i>*STA Board Chair requested amendment (which is <u>not</u> included in the 08/18/08 amended bill) authorizing a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to ABAG and MTC.</i></p>	<p>09/17/08; Enrolled</p>	<p>Watch</p> <p>Support: ABAG, BAAQMD, CSAC, LCC, MTC, SACOG Oppose: CCTA, Self-Help Counties Coalition</p>

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) State/Local Partnerships	States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines. <i>Last amended 07/12/07.</i>	08/30/07; ASM APPROP, Second hearing cancelled by author	Watch Support: CSAC, LCC, MTC
SB 1093 (Wiggins) SF Bay Area Water Emergency Transportation Authority	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. <i>Last amended 08/12/08.</i> <i>*STA seeks amendments providing permanent Solano representation on the WETA Board, which are <u>not</u> included in the latest amended bill.</i>	09/17/08; Enrolled	*Support with amendments Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce
SB 1422 (Lowenthal) High Speed Rail Authority (Ridley-Thomas) HOT Lanes	Provides an exemption, pertaining to public works contracts undertaken by state agencies, to the Calif. High Speed Rail Authority (HSRA) allowing HSRA, rather than the California Department of Transportation (Caltrans), to award contracts for constructing a high-speed rail passenger project in CA. Last amended 04/07/08. This bill would authorize a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Route 110 and Interstate 10 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority (LACMTA).	08/20/08; ASM inactive file 09/17/08; Enrolled	Support Watch: CSAC, LCC
SB 1429 (Perata) Bay Area state-owned toll bridges	This bill requires state-owned toll bridge project sponsors to provide that identification of the source of any state matching funds for toll revenues be included in information reported to the Bay Area Toll Authority (BATA) by Caltrans and project sponsors, and that BATA may include this reported data in its Annual Report to the SF Bay Area State Legislative Delegation. <i>Last amended 04/23/08.</i>	08/04/08: ASM inactive file	Watch

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA / Others' Position
HR 6052 (Oberstar) Public transportation funding	Saving Energy Through Public Transportation Act of 2008 - Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas. (Companion bill: S 3380)	06/27/08 Ref to Senate Committee on Banking, Housing, and Urban Affairs	Support Cosponsored by Rep. Tauscher
HR 6495 (Blumenauer) Transportation and housing options	A bill to authorize programs and activities to support transportation and housing options that will assist American families in reducing transportation costs, and for other purposes.	07/16/08 Ref. to Sub-comm: Highways and Transit.	Watch Cosponsored by Rep. Tauscher
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	07/23/08 Message on House action received in Senate and at desk: House amendment to Senate bill and House requests a conference.	Cosponsored by Senator Boxer
S 3380 (Clinton) Public transportation funding	Saving Energy through Public Transportation Act of 2008. Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas. Companion bill to HR 6052.	7/31/08 Ref. to Committee on Banking, Housing, and Urban Affairs.	Support

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California Legislature 2007-08 Regular Session Calendar

<p>January 2008 (Second year of 2-year legislative session)</p> <p>1 Statutes take effect 7 Legislature reconvenes 9 Governor's State of the State Address 10 Budget Bill must be submitted by Governor 18 Last day for policy committees to meet/report to Fiscal Committees fiscal bills introduced in their house in 2007 21 Martin Luther King, Jr. Day 25 Last day for committees to meet/report to the floor bills introduced in their house in 2007 & to submit bill requests to Leg. Coun. Off. 31 Last day for each house to pass bills introduced in 2007 in their house</p>	<p>June</p> <p>2 Committee meetings may resume 15 Budget Bill must be passed by midnight 26 Last day for a legislative measure to qualify for the Nov. 4 Gen. Election ballot 27 Last day for policy committees to hear and report bills</p>
<p>February</p> <p>11 Lincoln's Birthday 18 Washington's Birthday observed 22 Last day to introduce bills</p>	<p>July</p> <p>3 Summer Recess begins on adjournment, provided Budget Bill has been passed 4 Independence Day</p>
<p>March</p> <p>13 Spring Recess begins upon adjournment 24 Legislature reconvenes from Spring Recess 31 Cesar Chavez Day</p>	<p>August</p> <p>4 Legislature reconvenes 15 Last day for Fiscal Committees to meet/report bills to Floor 18-31 Floor session only – No committee may meet for any purpose (except conference and Rules committees) 22 Last day to amend bills on the Floor 31 Last day for any bill to pass - Final Recess begins on adjournment</p>
<p>April</p> <p>18 Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house</p>	<p>September</p> <p>3 Labor Day 30 Last day for Governor to sign/veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p>May</p> <p>2 Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house 16 Last day for policy committees to meet prior to June 2 23 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 23 Last day for Fiscal Committees to meet prior to June 2 26 Memorial Day observed 27-30 Floor session only - No committee may meet for any purpose 30 Last day for bills to be passed out of the house of origin</p>	<p><u>Important Dates Occurring During Final Recess:</u></p> <p><u>2008</u> Nov. 4 General Election Nov. 30 Adjournment <u>Sine Die</u> at midnight Dec. 1 12 midnight convening of the 2009-10 Regular Session</p> <p><u>2009</u> Jan. 1 Statutes take effect</p>

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110th United States Congress 2008 Second Session Calendar

<p>January 15 House convenes 21 Martin Luther King, Jr. Day 22 Senate convenes (tentative) 28 State of the Union</p>	<p>July June 30- July 4 Independence Day District Work Period</p>
<p>February 18 President's Day 19-22 Presidents' Day District Work Period 25 Senate and House reconvene</p>	<p>August 11-Sept 5 Summer District Work Period 25-28 Democratic convention</p>
<p>March 9 Daylight Savings Time Begins 17 St. Patrick's Day 17-28 Spring District Work Period</p>	<p>September 1 Labor Day 1-4 Republican convention 8 Senate and House reconvene 26 Target Adjournment Date 30 Rosh Hashanah</p>
<p>April</p>	<p>October 9 Yom Kippur 13 Columbus Day</p>
<p>May 26- 30 Memorial Day Recess/District Work Period</p>	<p>November 2 Daylight Savings Time Ends 4 Election Day 11 Veterans Day 27 Thanksgiving Day</p>
<p>June</p>	<p>December 22 Hanukkah 25 Christmas Holiday</p>

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SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

September 25, 2008

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- OCTOBER

Overall Budget Picture

Governor Schwarzenegger signed the 2008-09 State Budget AB 1781 (Committee on Budget), the Conference Committee report along with a series of budget trailer bills, including AB 88 and AB 268, the transportation omnibus bill on Tuesday, September 23rd. The budget which was late by a record 85 days, resolved the state's \$25 billion shortfall. The Governor also took action to reduce State General Fund expenditures by \$510 million below the expenditure levels authorized by the legislature. Among his many reductions, the Governor reduced funding to the State Transit Assistance (STA) Program by \$100 million (discussed below). This brings total General Fund expenditures to \$103.4 billion, with a reserve of \$1.7 billion.

The 2008-09 Budget includes many other program reductions, suspensions of increases, and elimination of tax loopholes and so called "revenue accelerations" in order to provide sufficient resources to fund existing state services. In addition, the Budget does not provide funding for various cost-of-living adjustments (COLAs) for the State Supplemental Payments (SSP), CalWORKs programs and K-14 education categorical programs, and limiting the level of COLA (less than 1%) provided for K-12 education revenue limits and community college apportionments.

Furthermore, the Budget diverts approximately \$1.7 billion (including an estimated \$1.47 billion in estimated spillover revenues) from transit as a means of providing an equivalent amount of General Fund relief. Department of Transportation Will Kempton reiterated the components of the Budget Act's impact on transportation during a presentation at the regional transportation planning agency meeting on Wednesday, September 24th. The key elements of the Budget are as follows:

Impacts on Transportation

- Fully funds (\$1.43 billion) Proposition 42 to be allocated according to the following formula:
 - 40% (\$572 million) to the STIP

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- 20% (\$286 million) to cities for maintenance, rehabilitation and resurfacing of local streets and roads.
- 20% (\$286 million) to counties for maintenance, rehabilitation and resurfacing of local streets and roads
- 20% (\$286 million) to the Public Transportation Account (PTA), divided as follows:
 - 75% (\$214.5 million) to the State Transit Assistance Program
 - 25% (\$71.5 million) to the STIP for transit capital projects.
- **Local Gas Tax Subventions.** The Legislature suspended \$500 million in revenue from the Highway User Tax Account (HUTA) in February, in order to relieve cash flow issues. These funds are collected through the excise tax on gasoline and used for local street and road projects. Reimbursements for the months of April through September will begin at the end of September.

Impacts on Public Transportation

- Diverts approximately \$1.67 billion from “spillover” and other traditional transit funding sources to the General Fund as follows:
 - \$857 million to the General Fund for transportation related G.O. bond debt;
 - \$589 million to the General Fund for Home-to-School transportation;
 - \$138 million to the Department of Developmental Services for regional center transportation;
 - \$83 million to reimburse the General Fund for repayment of a prior loan from Proposition 42 transit funds to the General Fund.
- **State Transit Assistance (STA) program.** Provides \$306 million to eligible transit operators. The legislature provided \$406 million for STA, but the Governor used his line-item veto authority to reduce funding for this program by \$100 million.
- No funding is provided for transit capital funding in the State Transportation Improvement Program (STIP).

What does this mean for the State Transit Assistance (STA) Program?

- **An STA Program of \$306 million.** The STA derived its revenue from sales tax revenues. The Proposition 42 contribution into the STA is **\$213 million**. This amount includes a \$71 million increase in Proposition 42 revenue resulting from the enactment of SB 717 (Perata), Chapter 733, Statutes of 2007, which split revenues 75%/25% to favor STA for all Proposition 42 revenue deposited into the PTA. The total STA amount also includes a mix of the STA’s share of half of the sales tax on diesel fuel (**\$34.5 million**) and half of the state sales tax on the added 9 cents of the gas tax (**\$182.5 million**) and perhaps some spillover revenue. Current law would provide an STA Program of \$969 million.
- The total spillover amount projected for 2008-09 is **\$1.427 billion**. Under current law, the budget act should contribute half of that amount (\$713.5 million), to the PTA, with 2/3 of that amount (\$470.9 million) going to STA. This is not the case

as STA will receive \$306 million, an amount equivalent to last year's total (\$316 million).

- **\$122 million** for Intercity rail, **\$23 million** for planning, and **\$9 million** for the Caltrans Division of Mass Transportation.
- **\$46 million for High-Speed Rail** of which of which \$29.1 million will be made available once the bond measure passes in November.

Why isn't there any money available for transit projects in the STIP?

- The Budget Act diverts more than \$1.67 billion pay for bond debt service (\$857 million), home-to-school transportation (\$589 million) and regional occupational center transportation (\$138 million), and \$83 million to reimburse the General Fund for repayment of a prior loan from Proposition 42 transit funds to the General Fund.

Prop 1B Economic Stimulus Funding

- Includes, as part of an economic stimulus package, \$250 million in Proposition 1B funding for local streets and roads; of this amount \$187 million is directed to cities and \$63 million is directed to counties. This appropriation will be available on a first come, first served basis to cities that have already received their full allocation in the 2007-08 fiscal year. Cities must meet the following criteria to be eligible for funding:
 - Received full allocation for FY 2007-08;
 - Submitted Prop 1B Local Streets and Roads Annual Report to Department of Finance for FY 2007-08;
 - Agree to use the funds only for projects that do not currently have dedicated funding;
 - Funds must be committed to projects before July 1, 2009; and
 - Must certify that the unencumbered balance of their road fund is no more than three months of anticipated Highway User Tax Account (HUTA) and Prop. 42 income. If the unencumbered balance exceeds this amount, the city must agreed to decrease the unencumbered balance be either of the following:
 - An amount equivalent to the allocation received in FY 2008-09, or
 - Until the unencumbered balance is no more than three months of anticipated HUTA and Prop. 42 income.
 - Note: For the purpose of this item, "unencumbered" means any portion of funding that is not designated, through prior approval by the city council, for use on the planning, review, design, or construction phase of a project currently underway at the time of the road fund report.

Proposition 1B Allocations

- Provides \$4.7 billion in Proposition 1B bond funding, including:
 - \$1.5 billion for the Corridor Mobility Improvement Account (CMIA);
 - \$996 million for the State Transportation Improvement Program (STIP);
 - \$417 million for the Trade Corridors Improvement Fund (TCIF);
 - \$350 million for the Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA)

- \$214 million for the State Highway Operations Protection and Preservation (SHOPP) Program;
- \$200 million for the State Local Partnership Program(SLPP);
- \$101 million for the Transit System Safety Security and Disaster Response Account.
- \$103 million for State Route 99

The following is a summary of items of interest to STA that are contained in the most budget proposal:

Proposition 1B Trade Corridor Improvement Fund (TCIF) Program- AB 268, the transportation trailer bill contains language which conforms spending for this program to what was adopted by the California Transportation Commission. There is revenue set aside in this program to fund the Cordelia Truck Scales project.

Proposition 1B State and Local Partnerships (SLP)- AB 268 also implements the State and Local Partnership Program. The legislature has proposed to provide \$200 million for this program for 2008-09. Distributes approximately a 60/40 North-South split and includes a \$50 million set-aside for uniform developer fees. Funding for southern California areas are distributed by population among the southern counties with a sales tax for transportation, which prevents Los Angeles County from receiving a disproportionate share.

The Northern California funds are distributed back to the counties or regions based on the amount of funds they generate (i.e., return to source) to avoid distribution complications because there are both sales tax counties in the Bay Area and Metropolitan Transportation Commission which administers bridge tolls and represents 9 different counties, some of which do not have local sales tax measures. In addition, the SLP formula distributes funds matched by local sales tax measures by population, which moves some dollars (from the Bay Area's share) to the counties of Madera, San Joaquin, Fresno, and Sacramento.

Specifies grant criteria, reporting requirements and categories of projects that may be funded through Proposition 1B bond funds for the \$1 billion State-Local Partnership Program and continuously appropriates funds from subaccounts within the State-Local Partnership Program Account. In addition, this section defines eligible local matching funds under the State-Local Partnership Program for purposes of the required dollar-for-dollar match as any voter approved tax or fee (including property or parcel taxes and voter approved bridge tolls) or uniform developer fees.

OTHER STATE PROGRAMS

State Transportation Improvement Program (STIP)

- **\$1.5 billion** in STIP funding. This represents a \$600 million reduction in funding from 2007-08 (\$2.1 billion). The administration cites statutory changes to spillover and the Public Transportation Account in general through the passage of SB 79 and SB 717 as an underlying reason.

State Highway Operation Protection Program (SHOPP)

- **\$1.6 billion** in SHOPP funding. This represents a \$400 million decrease in funding from 2007-08 (\$2 billion) due to a one-time increase of \$460 million in reimbursements for

past emergency expenditures and the redistribution of federal funds that other states were unable to use.

Traffic Congestion Relief Program (TCRP)

\$183 million to fund remaining projects in the program, \$100 million of which is to be derived from the tribal gaming compact proceeds (should they materialize) and \$83 million from Proposition 42 loan repayments.

State Legislative Update

AB 2558 (Feuer) - climate change mitigation and adaptation fee - authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues that would be generated amongst the nine counties in the MTC region similar to what was established in AB 595 (Brown), Chapter 878, Statutes of 1997 as requested by the STA board. The bill was put on hold on August 25 however, and will not go forward in this legislative year.

SB 375 (Steinberg) regarding transportation, land use, and the California Environmental Quality Act (CEQA) was introduced to require the California Transportation Commission (CTC) to adopt guidelines for reducing carbon-based emissions. SB 375 would require that regional transportation plans (RTPs) contain a preferred growth scenario that meets carbon dioxide emission reduction targets by 2020 and 2050. Those targets would be set by the Air Resources Board (ARB). The bill would also require that the preferred growth scenario be consistent with adopted state planning priorities, including regional housing targets. SB 375 would provide for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a preferred growth scenario and that meet specified criteria.

The STA Board took a watch position on SB 375 last year. The STA Board Chair sent a letter to Senator Steinberg on August 12, 2008, seeking an amendment to authorize a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to the Association of Bay Area Governments (ABAG) and MTC.

The requested amendment was not included in the amended version of SB 375 dated August 18, 2008. Similar requests have been sent to the bill's author recently by the Bay Area CMA Directors, County of Solano, and the Solano City County Coordinating Council. This issue was originally raised by the CSAC and the LCC. On August 25th, SB 375 passed through the Assembly. On August 30th, the bill was sent to enrollment as amended by the Assembly. It is uncertain whether the Governor will sign the bill given the Chamber of Commerce's opposition.

SB 1093 (Wiggins), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) bill to make technical changes to the WETA legislation in line with the concerns as expressed by the STA Board and City of Vallejo, was enrolled on August 26, 2008. Several amendments were included to the satisfaction of the City of Vallejo.

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**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law**MEMORANDUM**

September 29, 2008

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

Congress returned from the August recess on September 8 intent on concluding legislative business and adjourning by September 28. The House and Senate Leadership set an ambitious agenda that included funding the federal government through a continuing resolution, passing energy legislation that included increased funding for public transportation and enacting an economic stimulus package that included funding for infrastructure projects. Congress' plans for a quick exit were complicated on September 20, when Treasury Secretary Paulson urged Congress to pass legislation that would provide a \$700 billion bailout of the country's financial institutions. Another complicating factor was the need to enact disaster assistance legislation that would provide funding to areas impacted by severe flooding in the Midwest and Hurricanes Gustav and Ike.

This month Rep. Ellen Tauscher sent letters to local elected officials asking them to identify their agency's transportation priorities for the SAFETEA-LU reauthorization bill. We are working with STA to identify priorities and develop strategies for communicating your priorities to Rep. Tauscher, who serves on the House Transportation and Infrastructure Committee, and to other members of the STA congressional delegation, including Senator Boxer, who chairs the Senate Environment and Public Work Committee.

We also communicated with Rep. Tauscher's office regarding the rescission of funding in the Senate military construction appropriations bill for Travis road improvements. Rep. Tauscher's staff confirmed that the funding was Air Force funding for improvements within Travis and not for road improvements outside the gate.

Appropriations

The House and Senate passed a \$600 billion continuing resolution (CR) that will fund the federal government through March 2009 on September 24 and 27, respectively. The CR includes the fiscal Year 2009 Defense, Military Construction, and Homeland Security bills, an extension of funding for most other federal programs through March 6, 2009 at fiscal year 2008 levels, \$22.9 billion in disaster relief funding for areas damaged by recent hurricanes and flooding and \$7.5 billion for a loan program to support the U.S. automobile industry. The Democratic leadership suspended work on the individual appropriations bills and pursued a continuing resolution through next year after President Bush threatened to veto appropriations bills that exceeded his budget. The Democrats' reasoning was that they

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will be in a better position to negotiate their funding priorities next year if Senator Obama is in the White House.

Transit Funding

Transit supporters in the House and Senate had attempted to find a vehicle to provide additional funding for transit agencies, but action on the financial bailout appears to have derailed these efforts.

On September 16, the House passed a comprehensive energy package (H.R. 6899) that included funding for local transit agencies to offset high gas prices and increased transit ridership. *The Saving Energy through Public Transportation Act* (H.R. 6052), attached to the energy bill, would have authorized an additional \$1.7 billion in Fiscal Years 2008 and 2009, \$750 million for urbanized areas and \$100 million for rural areas through the transit formula grant programs.

Senate leaders also attempted to use energy legislation as a vehicle for transit funding. The Senate Banking Committee held a hearing on a companion bill to H.R. 6052, introduced by Sen. Hillary Clinton (D-NY). Sen. Jeff Bingaman (D-NM) and Majority Leader Harry Reid (D-NV) proposed an amendment that would have provided up to \$1.3 billion for public transportation capital expenses and authorized an additional \$400 million over the next two years for public transportation agencies to invest in green facilities and vehicles.

The Senate was expected to take up its own energy legislation in the last week of the session. Throughout the month, consideration of the bill was pushed back as senators attempted to reach a compromise to allow increased oil and gas production on the outer continental shelf. The financial crisis and consideration of the bailout bill ended plans to bring up competing proposals.

Infrastructure Funding

On September 26, the House voted (264-148) to pass a \$60.7 billion economic stimulus package (H.R. 7110) that includes funding for "ready to go" infrastructure projects, state Medicaid plans, and other priorities and extends unemployment benefits. The bill provides \$3.6 billion in funding to transit agencies by formula, \$12.8 billion to states for highway projects and \$600 million to airport projects. The funding is targeted to ready to go projects where a sponsor can award contracts based on bids within 120 days. The bill also includes \$1 billion in energy assistance grants that would be available for transit capital and operating costs, including transit fuel costs.

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chambers by large margins. The House voted 311-104 in favor of the Amtrak bill on July 22 and the Senate passed its version of the bill on October 30, 2007, by a vote of 70-22. Rail safety legislation also received considerable support with the House adopting its version of the bill by a vote of 377-38 on Oct. 17, 2007. The Senate passed an amended version Aug. 1, 2008.

Highway Trust Fund Shortfall

On September 15, President Bush signed H.R. 6532, which authorized the transfer of \$8.017 billion from the general treasury. The solvency of the Highway Trust Fund has been undermined as rising gasoline prices have caused a historic decline in vehicle miles traveled, reducing revenue from the gasoline tax and advancing a projected insolvency. On September 5, Department of Transportation Secretary Mary Peters reversed the Administration's previous position that it would oppose a transfer of funds from the general fund, and requested the transfer, because revenue from the gasoline tax had dropped dramatically, causing an immediate deficit and threatening an end to federal reimbursements to the States and the loss of 380,000 jobs. Prior to the shortfall, the Administration had proposed using funds from the transit account to make up for the deficit in highway funding; however, Congress opposed that plan.

With the Administration's support, the Senate approved the bill by voice vote on September 10 and the House voted 376 to 29 on September 11 to send the bill to the President. The legislation offered only a temporary fix to the fund with additional shortfalls of \$3 to \$6 billion expected in the next fiscal year.

Bridge Repair

The Senate Environment and Public Works Committee approved *The National Highway Bridge Reconstruction and Inspection Act* (H.R. 3999) by a voice vote and without amendment on September 17, 2008. The bill would authorize \$1 billion over two fiscal years to repair bridges and establish a risk-based process for the States to assign priority for the replacement or rehabilitation of all federal-aid highways bridges found to be structurally deficient or functionally obsolete. The bill was introduced in response to the I-35W bridge collapse in Minnesota on August 1, 2005, and passed by the House on July 24. Sen. James Inhofe (R-OK), the Ranking Republican Member, opposed the bill because he wants to address the issue in the highway reauthorization bill next year. Other Senators objected that the bill would restrict State flexibility in administering their highway programs by preventing them from transferring funds from the account toward more pressing priorities. The Administration is also opposed and issued a veto threat against the legislation when it was considered on the House floor.

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When Senate Environment and Public Works Chairman Barbara Boxer (D-CA) attempted to bring the bill up on the Senate floor on September 26 under unanimous consent, Sen. Wayne Allard (R-CO) objected. Because of Sen. Allard's objection, the rules on the Senate would require a vote of 60 senators to bring up the bill and because of the short time left in the session, the vote and final passage appear unlikely.



DATE: September 24, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, and the County of Solano). This will be the last year Suisun City will be claiming TDA funds for streets and roads. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

Discussion:

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. The date is chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. This year Unmet Needs Hearing is scheduled to be held on Monday, December 15, 2008 from approximately 6:00 pm – 8:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers.

STA staff will work with MTC and local transit operators to outreach to the public. MTC will produce a flyer announcing the public hearing that will be provided to transit operators to post on their buses and other locations. Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs, will be forwarded by MTC to STA. On September 10, 2008, MTC is Programming and Allocations Committee authorized MTC staff to proceed with the Unmet Transit Needs Public Hearing for Solano County (see Attachment A). An issue was raised concerning the budget challenges facing Vallejo Transit and whether the services are inter-or intra-county and eligible for apportionment beyond Vallejo based on TDA statute. MTC staff has indicated they will consider these issues in making its finding whether there are any unmet transit needs that are reasonable to meet that emerge from this year's hearing process.

Recommendation:
Informational.

Attachment:

- A. MTC Programming and Allocations Committee Unmet Transit Needs Public Hearing for Solano County

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 10, 2008

Item Number 4c

Unmet Transit Needs Hearings

- Subject:** Unmet Transit Needs Public Hearing for Solano County
- Background:** Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.
- In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold a transit unmet needs public hearing in November or December 2008 for the upcoming fiscal year 2009-10.
- The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Spring 2009.
- Issues:** Vallejo Transit has approached MTC about substantial budget shortfalls driven by high fuel prices in the current fiscal year that could affect its ability to maintain existing service levels for its ferry service. To-date, discussions have focused on the ferry services, but there are likely similar budget challenges for the bus services. To the extent that the services are inter- or intra- county and eligible for apportionment areas beyond Vallejo based on TDA statute ((e.g. Public Utilities Code Section 99231), MTC must consider these issues in making its findings of whether there are any unmet needs that are reasonable to meet in the coming year.
- Recommendation:** We recommend that the Programming and Allocations Committee authorize staff to proceed with the public hearing.
- We request that Commissioner Tissier, as Chair of the Committee, appoint Commissioner Spring to serve as Chair at the hearing and one additional Commissioner to sit on the panel. Staff will complete final arrangements for the hearings and will confirm these with the Commissioners.
- Attachments:** None

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DATE: September 26, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
SUBJECT: Lifeline State Transit Assistance Funds (STAF) and
Proposition 1B Call for Projects

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies including the STA. The STA will select the Solano Lifeline projects for funding and submit these projects to MTC. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$4,266,529 of Lifeline Funds provided by the MTC for Solano County.

The estimated \$4.3 million is comprised of three sources of funding which have various requirements and issues.

\$2,336,762: State Transit Assistance Funds (STAF)
\$1,512,722: Proposition 1B funds
\$ 416,834: JARC (Jobs Access Reverse Commute)
\$4,266,318 TOTAL

The JARC funds are distributed through the Urbanized Areas (UA's). MTC administers the JARC funds for the large San Francisco UA which covers most of the Bay Area. Solano consists of three small UA's: Vallejo, Fairfield, and Vacaville. Caltrans administers the JARC funds for small UA's. Two years of funding, will be allocated by Caltrans for Solano Lifeline Transportation Projects in the target amount of \$416,834.

The Lifeline Advisory Committee reviewed the proposals and heard the project applicants present their projects. The Committee evaluated and prioritized the projects and developed a consensus recommendation. The recommendation was provided to the STA Board and was approved on September 10, 2008. The STA staff forwarded the applications to MTC on September 24, 2008. MTC will certify that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, get MTC Commission approval and then forward the applications for final approval and allocation to Caltrans. If awarded by Caltrans, the funds should be available in Spring 2009.

Discussion:

The current Call for Projects is to allocate approximately \$3,849,695 of Prop 1B and STAF. Priority projects identified through the Community Based Transportation Planning process or the 2002 countywide Welfare to Work Transportation Plan (Attachment A and B) will be eligible to apply for Lifeline funding. Priority for the limited Lifeline funds will be given to Solano transit operators that are out of the Unmet Transit Needs process. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. Based upon the recommendations contained in the three completed CBO studies and Welfare to Work Plan, the following priorities have been identified:

- Enhanced connections between local and regional transit services;
- Infrastructure improvements at bus stops including shelters, benches, and lighting;
- Post bus schedules at all bus stops;
- Better routes and fare information in Spanish;
- Expand service to Community College;
- Expand coverage to low income riders; and
- Establish travel ambassador program

Staff plans to discuss these specific issues with the STA Board’s Transit Committee and Lifeline Advisory Committee prior to awarding Lifeline funds.

At this time, the STAF funds are an estimate due to issues associated with the State budget and will be finalized soon. In addition, MTC has indicated that they will reserve \$1.5 million of STAF off the top of the original \$43,986,585 regional STAF for Lifeline for a “means-based fare pilot program”, this has been taken into account above.

Timeline Summary for Prop 1B and STAF for both Tier I and Tier II

Issue Lifeline Call for Projects- Prop 1B and STAF	August 2008
Applications Due to STA	Friday, October 31, 2008 3:00 pm
Lifeline Advisory Committee/ Project Applicant Interviews	First/second week of November
STA submits draft list projects to MTC	November 30, 2008
STA Board Approval of Lifeline Projects	December 10, 2008
MTC Commission approval of second cycle Lifeline Program of Projects	January 2009
STAF funding projects: projects sponsors begin to claim funds or enter into agreements	February 2009
Prop 1B transit-funded projects: projects sponsors receive funds from state	February 2009 (estimated)
Revision of Lifeline Program of Projects (Tier II)	September 30, 2009
MTC Commission approval of Tier II Lifeline Program of Projects	December 2009

Some eligible projects for STAF include potential funding for operations of new, continued or expanded fixed-route service (Attachment C). Prop 1B funds may only be used on capital

projects. Transit operators may be able to address some of their present and future budgetary challenges with projects identified as priorities for low-income residents in their community. Projects for both sources of funds must be presented as a solution in addressing the low-income transportation gaps.

MTC deadline for submitting projects for the Prop 1B and STAF funding is November 30, 2008. Since the STA Board is not meeting in November due to the STA Annual Awards Ceremony, the Lifeline Committees recommendation will be submitted to MTC pending the STA Board approval. These projects will be presented to the STA Board for approval on December 10, 2008.

The STA staff is in the process of scheduling a workshop with the transit operators to get a sense of what types of projects are being planned for this funding. Through this discussion, a collaborative team work effort in sharing projects and ideas should assist in making sure that all the funding is appropriated to best meet the needs of Solano's low-income population.

Fiscal Impact:

STA is programming STAF and Prop 1B Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

Recommendation:

Informational.

Attachments:

- A. CBTP Priority Projects
 - 1. Dixon
 - 2. Cordelia/Fairfield/Suisun
 - 3. Vallejo
- B. Welfare to Work Transportation Plan
- C. Funding Source Information

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Solano Transportation Authority/MTC
COMMUNITY-BASED TRANSPORTATION PLANNING FOR DIXON

Figure 6-1-Summary of Needs and Solutions

Need Addressed	Solution	Description	Lead Agency
POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)			
Stakeholder comments regarding unfamiliarity with available community transportation resources or what their transportation options may be. Opportunity to offer expanded bilingual services.	1. INFORMATION DISSEMINATION	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Redit Ride may not necessarily provide the transportation, but will advise callers as to what their transportation options may be.	STA and City of Dixon/ Redit Ride
Coordinated demand for select trips outside City limits (outside Redit Ride's service area); need for utilization of available volunteer transportation resources.	2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT	STA and Redit Ride officials jointly facilitate on-going dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Redit Ride, with Stakeholders
Accommodate low-density travel demand likely evenings, weekend or "regional" service. Migrant worker needs; May address demand for evening, weekend and outside of City-limits, service; Out-of-hours school student needs met.	3. TAXI SCRIP / VOUCHER PROGRAM	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Redit Ride
Transportation as a barrier to accessing health care; Medical patients without other options needs potentially met; regular demand for service to out-of-Dixon destinations.	4. MEDICAL SHUTTLE SERVICE	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Redit Ride
Households who are transportation disadvantaged and whose work/service needs can only be met by auto.	5. VEHICLE PURCHASE ASSISTANCE	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon
POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)			
Address demand for evening, weekend and outside of City-limits, service Employee needs met (Kragen and School District).	6. ENHANCED READI RIDE	Although immediate expansion not envisaged, additional study to determine service planning needs for future Redit Ride expansion; will include updating of Redit Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Redit Ride
Demand for out of Dixon destinations and connecting services in Solano and Yolo Counties.	7. ENHANCED ROUTE 30	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA

The following table shows the priority projects.

Project	Implementation Lead	Potential Funding Sources	Cost
Late-night shuttle, possibly funded by local employers, for employees.	Cities of Fairfield, Suisun City; Fairfield/Suisun Transit, Solano Transportation Authority	Private funding, TDA, STA, JARC, Prop 1B	At least \$40,000/year
Expand service on Sundays, particularly on Rt. 7, and holidays using a public dial-a-ride service.	Fairfield/Suisun Transit	TDA, STA, JARC	At least \$150,000/year
Extend time on transfers and/or offer day passes. Expand frequency of service and/or provide complementary service with shuttles.	Fairfield/Suisun Transit	TDA, STA, JARC, Prop. 1B	TBD
Make infrastructure improvements at bus stops, including shelters and benches.	Fairfield/Suisun Transit	TDA, STA, JARC, Prop 1B	\$12,000/shelter
Lower transit fares; provide additional passes for social services agencies to assist clients.	Fairfield/Suisun Transit, Area Agency on Agency, Solano County Health and Human Services	STA, JARC	Minimal to over \$100,000/year
Post bus schedules at all bus stops.	Fairfield/Suisun Transit	STA, JARC, Prop. 1B	\$350/stop, more than 350 stops
Establish a transit ambassadors/travel buddies program for low-income residents that provides one-on-one orientation and/or accompaniment. Staff can be volunteers or paid.	Fairfield/Suisun Transit, Solano Transportation Authority, others	TDA, STA, JARC, New Freedom	\$100,000/year
Expand services for seniors through existing programs such as Faith in Action.	Faith in Action or other non-profits	STA, JARC	\$75,000/year
Offer enhanced training through Fairfield/Suisun Transit. F/S Transit would provide the training venue and access to drivers and personnel.	Fairfield/Suisun Transit, ILRC,	STA, New Freedom	Less than \$10,000 for meeting space, administration
Provide better route and fare information in Spanish.	Fairfield/Suisun Transit, Solano Transportation Authority	TDA, STA, JARC	\$300/brochure, plus layout and printing costs

The following table shows the priority projects.

Project	Implementation Lead	Potential Funding Sources	Cost
Improve transit route coverage, frequencies, and span of service throughout Vallejo.	Vallejo Transit	STA, JARC	Significant. Depends upon level of service improvement. Operating costs are over \$100/hour
Provide more weekend Vallejo Transit service.	Vallejo Transit	STA, JARC	Depends upon level of additional service. At minimum over \$200,000/year
Extend Vallejo Transit route coverage to Solano Community College-Vallejo.	Vallejo Transit, Solano Community College	STA, JARC, student fees	\$580,000/year
Extend route coverage to Mare Island, especially to social service providers.	Vallejo Transit, Touro University, Public Agency	STA, JARC, student fees, TFCA	Depends upon level of additional service. At minimum, over \$500,000/year
Improve bus stops and shelters; provide better lighting, covered stops, and benches.	Vallejo Transit	STA, JARC, Prop 1B	\$12,000/shelter
Expand the taxi scrip program.	Vallejo Transit	STA, JARC, New Freedom	\$200,000/year
Establish a transit ambassadors/travel buddies program for low-income residents that provides one-on-one orientation and/or accompaniment.	Vallejo Transit, Solano Transportation Authority, others	STA, JARC, New Freedom	\$100,000/year
Expand paratransit eligibility.	Vallejo Transit, others	STA, JARC, New Freedom, 5310	\$500,000-\$2million/year, depending on extent of service

Project	Implementation Lead	Potential Funding Sources	Cost
Expand capacity of senior escort service. Funding could supplement the donation gap and be used to hire a full-time staff person to recruit drivers, dispatch and manage the daily program.	Area Agency on Aging	STA, New Freedom	\$75,000/year
Provide better route and fare information in Spanish. Transit brochures and other materials would be translated into Spanish and provided wherever Vallejo Transit information is available.	Vallejo Transit, Solano Transportation Authority	STA, JARC	\$300/brochure, plus layout and printing costs

Chapter 5 High Priority Transportation Gaps and Barriers

Introduction

This chapter summarizes the high priority transportation gaps and barriers in Solano County. These were chosen by the Advisory Committee from the larger list outlined in Chapter 4 of this report. A list of the ten highest prioritized gaps and barriers is presented along with a brief example of the gap/barrier as it exists in Solano County.

Top Ten Priorities

It should be noted that the top three issues together received half (50%) of all votes, indicating the agreement among committee members that these three issues need immediate attention. Issues are county-wide unless specified otherwise.

- 1. Lack of late night and owl service for swing shifts and graveyard shifts (18% of votes among the top ten issues)** – Many entry-level jobs throughout Solano County require working non-traditional shifts. Warehousing, retail and light manufacturing are among the types of jobs available in the county with swing and graveyard shifts.
- 2. Childcare transportation (17% of votes among the top ten issues)** – includes transporting children of SolanoWORKs participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home in the evening or night.
- 3. Lack of transit service to Benicia Industrial Park (15% of votes among the top ten issues)** – Some of the best paid entry-level jobs are available at this large industrial park, but it is not served by public transit.
- 4. Lack of transportation to/from Rio Vista (ten percent of votes among the top ten issues)** – This community is relatively isolated from the rest of the county. The only public transit available is a van service that provides trips on weekdays to regional destinations, but serves only one or two destinations each day on a rotating schedule.

5. **Lack of coordination in service hours between regional routes and local routes (nine percent of votes among the top ten issues)** – Most intercity routes in Solano County provide service into the evening after the local routes end service. Local service hours need to be coordinated with service hours on regional routes so that passengers may complete their trips on public transit.
6. **Need for a coordinated and simplified fare system between transit operators (seven percent of votes among the top ten issues)** – A unique fare system is in the pilot phase now - TransLink® will be implemented in Solano County as soon as late 2003.
7. **Lack of transit service to Solano Industrial Park in Fairfield (six percent of votes among the top ten issues)** – Many of the employers in this industrial park are not within walking distance of the existing bus stops. Also, service hours do not accommodate swing and graveyard shifts.
8. **Lack of weekend service (six percent of votes among the top ten issues)** – There is no fixed route local Sunday service anywhere in the county and very little regional service. Saturday service exists but is reduced from the weekday schedule especially in the early mornings, making it difficult to begin work earlier than 10:00 AM.
9. **Inadequate service frequencies during morning and evening peak periods (six percent of votes among the top ten issues)** – Most transit services in the county operate on 30 or 60 minute frequencies. If a passenger misses a connection they will have a significant wait for the next bus.
10. **Inadequate service to/from Dixon (five percent of votes among the top ten issues)** – Dixon has only 4 roundtrips daily to Davis, Fairfield and Vacaville. The last trip ends at 5:30 PM.

For the purpose of this effort, priorities #3 and #7 have been combined into the larger issue of transportation to suburban industrial parks. Priorities #4 and #10 are also combined because they are both outlying cities with very little public transit service available.

ATTACHMENT E - Funding Source Information

Lifeline Transportation Program Second-Cycle Funding, FY 2009 – FY 2011

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMIS_EA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services; including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority
Eligible Projects	<p>Transit Capital and Operations, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities 	<p>Transit Capital (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements</p>	<p>Capital or Operating projects including:</p> <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management <p>Projects must be derived from the regionally adopted Coordinated Public Transit-Human Services Transportation Plan</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds. ▪ For “Other entities” the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.	Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirement	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim ▪ “Other entities” must submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. 	<ul style="list-style-type: none"> ▪ Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. 	<ul style="list-style-type: none"> ▪ All project sponsors will submit quarterly performance reports with invoices for reimbursement to MTC. Prior to submittal to MTC, reports will be submitted to Lifeline Program Administrators for review.

Note: Information on this chart is accurate as of May 2008. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).



DATE: September 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting, and has monitored their implementation on a regular basis. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *Office of Traffic Safety (OTS) Grant*

The OTS Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on September 16, 2008 in Suisun City. As of August 30, 2008, the Solano office of the CHP has used 733 hours of officer time paid for by the OTS grant; 203 hours remain for use in 2008.

The OTS Grant is designed to achieve two goals:

- To reduce the number of fatal victims in the corridor from 12 to 11 as compared to the number, 12, that occurred during the same months from January 1, 2006, through December 31, 2006. There have been no fatal accidents in the Solano County portion of the SR 12 OTS grant corridor in 2008. There have been two fatal accidents in the San Joaquin County portion of the corridor.
- To reduce the number of injured victims on Corridor 1 by 5 percent, from 203 to 193 as compared to the number, 203, that occurred during the same months from January 1, 2006, through December 31, 2006. CHP-compiled statistics show an 88% reduction in injured subjects in crashes along the entire safety corridor since April 2008, compared to the same period in 2006.

With the passage of the state budget, OTS is able to sign contracts to purchase and distribute promotional materials and run safety ads on local radio and TV.

- 2) *State Legislation*
There are no pending SR 12 related legislative measures. The Officer David Frank Lamoree Memorial Highway was dedicated at a ceremony held in Rio Vista on September 4, 2008. More than 100 people and several regional news organizations attended the dedication ceremony. The signs are expected to be in place no later than October 15, 2008.
- 3) *Education*
Publication of Volume 3 of the SR 12 Status Newsletter has been delayed until after the Officer David Frank Lamoree memorial Highway dedication.
- 4) *Engineering*
Caltrans has stated that they will not be able to finish right-of-way acquisition for the SR 12 State Highway Operations and Protection Program (SHOPP) improvements until November 2008. Construction of the improvements will not begin until weather and soil conditions allow in 2009.

Caltrans has had difficulty maintaining the fiberglass delineators between Lambie Road and Dourin Drive. Caltrans is considering increasing the spacing of the delineators from approximately every 20 feet to every 40 feet in order to reduce the number of delineators that need to be replaced..

On July 8, 2008 the Executive Steering Committee for the SR 12 Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and avoid costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism. Utility pot holing activities in the corridor are ongoing and scheduled to be completed within the next 2 months.

The Metropolitan Transportation Commission (MTC) submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. STA received a letter from Caltrans on September 15, 2008, announcing that Caltrans had not selected the SR 12 corridor application for funding in this cycle. STA staff will explore other options for funding this study.

The SR 12 Steering Committee was held for September 4, 2008, to coincide with the Officer David Frank Lamoree Memorial Highway dedication. The SR 12 Corridor Advisory Committee, involving representatives from Sacramento and San Joaquin counties, has not met.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 29, 2008
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There were 4 project delivery reminders for the TAC this month:

1. Change in FY 2008-09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:

MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate. **STA Staff will submit final changes to this obligation plan to MTC by October 3, 2008.**

Projects to be included in FY STP/CMAQ 2008-09 Federal Obligation Plan			
<ul style="list-style-type: none"> - \$7.86M in Federal funding - Last changes due to STA by October 3, 2008. - Submit E76 Request by February; receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON Currently in PE phase. Submit TE allocation request to CTC by Nov 2008 for Jan 2009 allocation.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Currently in ENV/PE.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	SOL070012	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 for CON <u>Full funding required for TIP amendment.</u> Currently in ENV/PE phase.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.
Solano County	SOL050046	Old Town Cordelia	\$500,000 for CON.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for CON
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in ENV.

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 04/01/08 – 06/30/08			
Invoice Submission Due to LPA: 08/14/08			
Justification Due to DLAE: 08/26/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$220,375	Listed inactive during review period. Invoiced 07/3/08.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Recently reimbursed, to be taken off list.
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	\$426,000.00	Final invoice submitted to Caltrans.

Projects that will become inactive by December 2008			
Vallejo	Georgia St. From Santa Clara To Mare Island , Street Extension And Streetscape	\$79,065	Authorized 05/30/02. Last Billed, 12/19/06.
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.
Projects that will become inactive by March 2009			
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	\$1,633,258	Invoice sent 03/24/2008. Award CON by 4/22/2008. Recent CON invoice sent.

3. Right of Way “Certification 3” Must Be Approved by FHWA

Caltrans no long has the authority to approve projects for advertising using a Right-of-way Certification 3. FHWA must approve a project sponsor’s ROW Certification 3 before a project sponsor and advertise their project. Project sponsors should allow at least **10 additional days** for this certification from FHWA to occur.

STA PDWG members have stated that FHWA has approved their ROW Certification 3” requests between 3-5 days.

4. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious

After working things out with FHWA, Caltrans is awaiting US Department of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

- a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
- b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
- c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

5. Caltrans D4 Local Assistance, New Environmental Planner Contact

Boris Deunert is the new District 4 Environmental Clearance coordinator, who schedules field reviews and approves Preliminary Environmental Study (PES) forms. After submitting your E76 or PES and Field review forms to the District Local Assistance Engineering (DLAE), Boris Deunert will be your environmental contact. As the single point of contact between local agencies and other Caltrans environmental staff, he hopes to expedite the environmental clearance process for categorical exclusions.

Mr. Deunert has considerable experience with environmental reviews and expects much more thorough PES forms before he schedules field reviews. He recommends reviewing the latest changes to the Local Assistance Procedures Manual (LAPM) as the PES form has changed.

Recently, the City of Vacaville has experienced project delivery delays related to these new changes. STA Staff is working with both Caltrans Local Assistance and the City of Vacaville to help resolve any issues.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 29, 2008
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2007-08

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:

In FY 2007-08, STA was allocated \$365,352 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned of \$1,070 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies for the guidelines of the program. STA deducted \$10,960 (3%) of the funding received for FY 2007-08 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has been invited to participate in the program; however, they do not currently have many abandoned vehicle and want to defer their participation for a later time.

In January 2007, the California Highway Patrol (CHP) revised the Abandoned Vehicle Abatement (AVA) Program Handbook. Included in the handbook revision is the reporting requirement for the number of notices issued to vehicle owners of intent to abate and remove an abandoned, wrecked, dismantled, or inoperative vehicle or parts thereof as a public nuisance.

The following is a matrix summarizing FY 2007-08 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2007-08				FY 2006-07		
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Average Cost	# of Abated Vehicles	Reimbursed Amount	Average Cost
City of Benicia	6	19	\$9,799	\$1,633	18	\$12,376	\$688
City of Dixon	308	156	\$2,895	\$9	702	\$5,778	\$8
City of Fairfield	986	986	\$41,988	\$43	554	\$50,615	\$91
City of Suisun	389	444	\$48,601	\$125	338	\$33,266	\$98
City of Vacaville	196	2,183	\$58,366	\$298	229	\$54,595	\$238
City of Vallejo	1,201	1,108	\$161,824	\$135	1,421	\$140,532	\$99
Solano County Unincorporated area	261	210	\$32,024	\$123	790	\$59,427	\$75
Total	3,347	5,106	\$355,497	\$106	4,052	\$356,589	\$88

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 30, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Solano Lifeline Transportation Funding Program – Prop 1B & STAF*	Liz Niedziela, STA (707) 399-3217	October 31, 2008
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	November 24, 2008

* New funding opportunity



FUNDING OPPORTUNITY

Solano Lifeline Transportation Funding Program

Application Due: October 1st, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Solano STAF & Prop 1B Lifeline Transportation Funding Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public Agencies, transit agencies, county social service agencies, cities and counties, and private operators of public transportation services

Program Description: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties

Funding Available: Approximately \$3.8 million is available

Eligible Projects: The Lifeline Transportation Program funds are intended to fund operating and capital projects serving the low-income residents of Solano County:

Operating:

- new or enhanced fixed route transit services
- restoration of lifeline-related transit services eliminated due to budget shortfalls
- shuttles
- children's transportation programs
- taxi voucher programs
- improved access to autos

Capital:

- purchase of vehicles
- bus stop enhancements
- other enhancements to improve transportation access for residents of low-income communities

Further Details: <http://solanolinks.com/stajobs.htm#grant>

Program Contact Person: Liz Niedziela, Transit Program Manager/Analyst (STA),
(707) 399-3217
eniedziela@sta-snci.com

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst,
(707) 399-3217
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Bikes Belong Coalition Grants Program

Applications Due November 21, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Public agencies, private for profit organizations, private non-profit organizations
- Program Description:** The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.
- Funding Available:** Approximately \$180,000 per year
- Eligible Projects:** Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
 - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
 - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
 - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
 - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41> (Application)
<http://www.bikesbelong.org/node/42> (Grant Seeker's Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong),
(303) 449-4893 x3
elizabeth@bikesbelong.org

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214₁₁₂
swoo@sta-snci.com



DATE: September 30, 2008
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

Discussion:

Attached is the STA Board meeting schedule for Calendar Year 2008.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2008



STA BOARD MEETING SCHEDULE
Calendar Year 2008
 (Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12	6:00 p.m.	STA 11 th Annual Awards	Trilogy - Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

STA BOARD MEETING SCHEDULE
Calendar Year 2009
 (Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 11	6:00 p.m.	STA 11 th Annual Awards	Trilogy - Rio Vista	Confirmed
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed