



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

Wednesday, April 8, 2009, 6:00 p.m.

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

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

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

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

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

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

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

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

STA BOARD MEMBERS

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

Mike Reagan	Mike Segala	Alan Schwartzman	Rick Fuller	Chuck Timm	Ron Jones	Curtis Hunt	Tom Bartee
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IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:00 – 6:05 p.m.)

V. EXECUTIVE DIRECTOR'S REPORT

Daryl K. Halls

(6:10 – 6:15 p.m.)

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

(6:15 – 6:30 p.m.)

A. Caltrans Report:

Doanh Nguyen

B. MTC Report:

Chair Spering

C. STA Reports:

1. Travis Air Force Base South Gate

Paul Wiese

Access Improvement Project

2. STA Status Reports:

A. Projects

Janet Adams

B. Planning

Robert Macaulay

C. Transit and Rideshare

Elizabeth Richards

VII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:30 – 6:35 p.m.)

A. STA Board Meeting Minutes of March 18, 2009

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of March 18, 2009.

Pg. 7

B. Review TAC Draft Minutes for the Meeting of March 25, 2009

Johanna Masiclat

Recommendation:

Receive and file.

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C. Safe Routes to School Mapping Project – Request for Qualifications

Sam Shelton

Recommendation:

Authorize the Executive Director to release a Request for Qualifications for the STA's Safe Routes to School Mapping Project and enter into a contract for an amount not to exceed \$60,000.

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D. 2009 Model TAC Work Plan

Robert Guerrero

Recommendation:

Approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

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- E. Unmet Transit Needs Response for Fiscal Year (FY) 2009-10** Liz Niedziela
Recommendation:
Approve the following:
- 1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and*
 - 2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.*
- Pg. 31**
- F. Paratransit Coordinating Council (PCC) Appointment** Liz Niedziela
Recommendation:
Appoint Dawna Ferneau as a Social Service representative to the PCC for a 3-year term.
- Pg. 41**
- G. Environmental Mitigation Partnership with Solano Community College** Janet Adams
Recommendation:
Authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector Project, the High Occupancy Vehicle (HOV) Lanes Project and the I-80 Eastbound Cordelia Truck Scales Project on Solano Community College property, with constructing a commensurate amount of additional parking and pathway improvements on Solano Community College property
- Pg. 43**
- H. Support for Local Grant Applications for the State Safe Routes to School (SR2S) Program** Sam Shelton
Recommendation:
Approve Resolution No. 2009-07, committing the STA to supporting Safe Routes to School activities and projects for the five schools described in each local agency's State-legislated Safe Routes to School (SR2S) Program grant application, should these schools receive grant funding.
- Pg. 49**
- I. Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee** Robert Macaulay
Recommendation:
Authorize the STA Board Chair to appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.
- Pg. 55**

VIII. ACTION FINANCIAL ITEMS

- A. Solano Rail Crossing Inventory and Improvement Plan Consultant Contract** Robert Macaulay
Recommendation:
Authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Solano Rail Crossing Inventory and Improvement Plan Study for an amount not to exceed \$75,000.
(6:35 – 6:40 p.m.)
Pg. 57
- B. I-80 Eastbound Cordelia Truck Scales Relocation Project Implementation** Janet Adams
Recommendation:
Approve Resolution 2009-06 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$20.7 million for final design and right-of-way acquisition for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
(6:40 – 6:50 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

- A. Updating STA's Joint Powers Agreement** Charles Lamoree
Recommendation:
Approve the following:
1. Revisions to the STA's Joint Powers Agreement as specified in Attachment A (Exhibit A); and
2. Authorize the Executive Director to seek approval of the JPA Amendment by all member agencies.
(6:50 – 7:00 p.m.)
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X. INFORMATIONAL- DISCUSSION ITEMS

- A. Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study** Sam Shelton
Informational
(7:00 – 7:05 p.m.)
Pg. 117
- B. Discussion of Draft STA Overall Work Plan for Fiscal Year (FY) 2009-10 and FY 2010-11** Daryl Halls
Informational
(7:05 – 7:10 p.m.)
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NO DISCUSSION

- C. **Legislative Update**
Informational
Pg. 145
- D. **2009 Congestion Management Program (CMP) Update** Robert Macaulay
Informational
Pg. 155
- E. **Comprehensive Transportation Plan (CTP) Update** Robert Macaulay
Informational
Pg. 157
- F. **Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey** Kenny Wan
Informational
Pg. 159
- G. **Project Delivery Update** Kenny Wan
Informational
Pg. 161
- H. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 167
- I. **STA Board Meeting Schedule for 2009** Johanna Masielat
Informational
Pg. 177

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, May 13, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: March 31, 2009
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –April 2009

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

SR 12 Rehabilitation and Safety Project Groundbreaking

On March 30, 2009, the STA joined with Caltrans, the California Highway Patrol and 75 elected officials and community leaders to celebrate the start of construction for the SR 12 Rehabilitation Roadway Project with a groundbreaking event at the Western Railway Museum. The SR 12 East Rehabilitation Roadway Project will include shoulder widening, left turn channelization, improved drainage, intersection widening, vertical and horizontal alignment improvement, and pavement rehabilitation of the existing roadway surface. When completed, the estimated seven miles of project improvements will enhance safety and rehabilitate the roadway. The \$20.4 million construction project is funded through the State Highway Operational and Protection Program (SHOPP) and is scheduled to be completed by fall of 2011.

Proposed Amendments to STA's Joint Powers Agreement *

The STA was established through a joint powers agreement by the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo to serve as the congestion management agency (CMA) and countywide transportation planning agency for Solano County. The STA's JPA was last updated and amended in 1997. Over the past 12 years, the work program and responsibilities of the STA have expanded in order to meet the increasing complex and challenging requirements of planning, funding, implementing, and managing Solano County's transportation system. Chuck Lamoree, STA's Legal Counsel, has prepared a series of amendments that more accurately reflects the STA's current tasks in the areas of transportation plan, funding, transit coordination, and project delivery. This revised JPA has been distributed for review and comment to the STA Technical Advisory Committee, Solano City Managers Group, and the STA Board's Executive Committee. Based on the input received, the Executive Committee is recommending the STA Board approve the revised STA JPA and authorize its distribution to the County of Solano and the seven cities for their adoption. Approval by all eight agencies is required to approve amendments to the STA's JPA.

STA Proposes to Expand Mitigation Partnership with Solano Community College *

As part of the STA's accelerated delivery of priority projects along the I-80 Corridor, the STA has partnered with several agencies to identify opportunities to mitigate the impacts

of these projects. One of these previous partnerships was between Caltrans, the STA and Solano Community College for the mitigation associated with the construction of the I-80/I-680 Auxiliary Lanes which were constructed by Caltrans in 2004. The mitigation for this project was facilitated by the STA and located by Caltrans on the Fairfield campus of Solano Community College. The STA is proposing to expand this partnership with Solano Community College through a mitigation agreement for the North Connector, I-80 High Occupancy Vehicle (HOV) Lanes and I-80 Eastbound Cordelia Truck Scales Relocation Projects.

Status of Travis AFB Access Projects *

A priority for Solano County and the STA has been to provide improved access to Travis Air Force Base in partnership and coordination with the base. Two STA priority projects identified to support this effort are access improvements to the South Gate and North Gates at Travis AFB. Thanks to a federal authorization earmark provided by Congressional Representative Ellen Tauscher, the STA received \$3 million to fund the Travis AFB South Gate Access Improvements. Through a three agency agreement between the STA, County of Solano and Suisun City, the County of Solano has been designated as the lead agency to deliver the project and the STA will continue to pursue funding for the North Gate. Paul Wiese from the County of Solano will provide a project status at the meeting.

I-80/I-680/I-780 Corridors Highway Operations Implementation Study *

STA staff has been working with Caltrans, the Metropolitan Transportation Commission (MTC) and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo to plan future improvements to the Interstate corridors of I-80, I-680 and I-780. The study is focused on various operational improvements and policy recommendations related to Intelligent Transportation System (ITS), ramp metering, high occupancy vehicle (HOV) networks and landscape and hardscape improvements. Staff will provide an overview of the study at the meeting.

Solano Paratransit Service Partnership Requested to Be Disbanded

On March 25, 2009, the STA received a letter from the City of Fairfield dated March 19, 2009 notifying the STA of the City of Fairfield's intent to discontinue its operation of and participation in the Solano Partnership which provides intercity paratransit services for the cities of Dixon, Fairfield, Suisun City, Vacaville, and the County of Solano. Solano Paratransit has been operated by Fairfield Suisun Transit (Now called FAST – Fairfield and Suisun Transit) under a contract with the STA since November of 1994. STA staff is currently working with the other participating agencies that are participants in the Solano Paratransit intercity service to develop a transitional service plan to ensure their eligible residents are adequately notified and replacement service can be identified and provided. An update will be provided at the May 13th STA Board meeting.

Attachment:

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

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

SCVTA Santa Clara Valley Transportation Authority
 SFCTA San Francisco County Transportation Authority
 SHOPP State Highway Operations & Protection Program
 SMAQMD Sacramento Metropolitan Air Quality Management District
 SMCCAG San Mateo City-County Association of Governments
 SNCI Solano Napa Commuter Information
 SOV Single Occupant Vehicle
 SP&R State Planning & Research
 SR2S Safe Routes to School

SR2T Safe Routes to Transit
 STA Solano Transportation Authority
 STAF State Transit Assistance Fund
 STIA Solano Transportation Improvement Authority
 STIP State Transportation Improvement Program
 STP Surface Transportation Program

T

TAC Technical Advisory Committee
 TAM Transportation Authority of Marin
 TAZ Transportation Analysis Zone
 TCI Transportation Capital Improvement
 TCM Transportation Control Measure
 TCRP Transportation Congestion Relief Program
 TDA Transportation Development Act
 TDM Transportation Demand Management
 TE Transportation Enhancement Program
 TEA-21 Transportation Efficiency Act for the 21st 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
March 18, 2009**

I. CALL TO ORDER

Chair Spring called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

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

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

STAFF

PRESENT:

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

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Erin Beavers	City of Fairfield
Angelo Cellini	Member of the Public
Susan Chang	PBS&J
Birgitta Corsello	County of Solano
Gene Cortright	City of Fairfield

Raymond Demos	Resident, City of Fairfield
Barry Eberling	The Daily Republic
Mike Ferrell	California Highway Patrol (CHP)
Pete Flores	Member of the Public
Rick Fuller	Vice Mayor, City of Dixon
George Gwynn	Resident, City of Suisun City
Curtis Hunt (STA Board Alternate Member)	Vice Mayor, City of Vacaville
Dan Kasperson	City of Suisun City
Michael Kay	PBS&J
Corey Lang	PBS&J
Gary Leach	City of Vallejo
Alysa Mayer	City of Suisun City
Rod Moresco	City of Vacaville
Crystal Odum-Ford	City of Vallejo
Robert & Debra Papin	Members of the Public
Ted Peterson	Member of the Public
Tom Phillippi	Businessowner, City of Vacaville
Don Raina	Member of the Public
Dan Schiada	City of Benicia
Mike Segala (STA Board Alternate Member)	Vice Mayor, City of Suisun City
Jim Spaulding	Colonel, Travis Air Force Base
Jay Swanson	City of Fairfield
Ken Swenson	Member of the Public
Robert Triplett	Member of the Public
Roberto Valdez	Member of the Public
Thanh Voung	City of Fairfield
Paul Wiese	County of Solnao

II. CONFIRM QUORUM/ STATEMENT OF CONFLICT/PLEDGE OF ALLEGIANCE

Chair Sperring requested a moment of silence to commemorate the construction worker who was killed earlier in the day on the construction site of the North Connector Project.

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Travels to Sacramento to Discuss State Budget Impact on Transportation
- MTC Approves Initial List of Federal Economic Stimulus Projects for Solano
- STA Board to Consider Jepson Parkway Project Environmental Document
- State Route (SR) 12 East Safety Project Scheduled for Groundbreaking
- Reprogramming of STIP Funds to Vallejo Station Project
- Safe Routes to School Program’s 3-Year Work Plan
- STA Mid-Year Budget Update

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

A. Caltrans Report:

Doanh Nguyen, Caltrans, provided an update on the Red Top Slide, Benicia Bridge Retrofit, and I-80 SHOPP Projects.

B. MTC Report:

Chair Spering distributed MTC's Federal Lobby booklet and he noted the \$1 million of funding for McGary Road was included in the North Bay Safety Projects indicated on page 70.

C. STA Reports:

1. STA Coordination of a Countywide Senior Transportation Summit presented by Chair Spering
2. McGary Road Project Presentation presented by City of Fairfield's Thanh Vuong
3. Status of Water Emergency Transportation Authority (WETA) Ferry Transition Plan presented by City of Vallejo's Crystal Odum-Ford
4. STA Status Reports:
 - A. Projects - I-80 HOV Lanes update provided by Janet Adams
 - B. Planning – Update on MTC's Regional Transportation Plan provided by Robert Macaulay
 - C. Transit and Rideshare – Update Presented by Elizabeth Richards

VII. CONSENT CALENDAR

On a motion by Vice Chair Pete Sanchez, and a second by Board Member Price, the STA Board approved Consent Calendar Items A thru G.

A. STA Board Meeting Minutes of February 11, 2009

Recommendation:

Approve STA Board Meeting Minutes of February 11, 2009.

B. Review TAC Draft Minutes for the Meeting of February 25, 2009

Recommendation:

Receive and file.

C. SolanoExpress Intercity Transit Consortium 2009 Work Plan

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2009 Work Plan as shown in Attachment B.

D. American Recovery and Reinvestment Act (ARRA) Federal Section 5311 Grant Application for Solano Paratransit Bus Replacements

Recommendation:

Adopt Resolution No. 2009-04 authorizing the Executive Director to submit an application for Caltrans' Federal Section 5311 funds up to \$375,000 for up to five (5) Solano Paratransit bus replacements.

E. McGary Road Project

Recommendation:

Authorize the Executive Director to include the following provisions in the three-way funding agreement for the McGary Road/Solano Bikeway Phase 2 project with the Solano Land Trust (SLT), the County of Solano County and STA:

1. Contribute up to \$400,000 in TDA Article 3 funding as the local match for the remaining federal earmark balance;
2. Timely use of TDA Article 3 funds: TDA Article 3 local match must be allocated no later than FY 2011-12; and
3. TDA Article 3 funding contribution must be used to construct a bicycle or pedestrian facility.

F. Preliminary Engineering Priorities for Project Study Reports (PSRs) for Caltrans Oversight

Recommendation:

Approve adoption of the FY 2009-10 preliminary engineering prioritized PSR workplan to submit to Caltrans as specified in Attachment B.

G. Summary of Federal Economic Stimulus Funds for Transportation Projects in Solano County

Recommendation:

Approve the following:

1. The Federal Economic Stimulus Solano County Project List for Transportation as specified in Attachment D;
2. The Federal Economic Stimulus Solano County Project List for Transit as specified in Attachment E; and
3. Authorize the Executive Director to enter into a funding agreement with the Cities of Rio Vista, and Vacaville for the swap of Federal Economic Stimulus STP formula funds and local funds.

VIII. ACTION – FINANCIAL ITEMS

A. Fiscal Year (FY) 2008-09 Mid-Year Budget Revision

Daryl Halls provided an overview of the STA's FY 2008-09 Mid-Year Budget that reflect several changes due to the recently passed State Budget with some modifications to project schedules.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Adopt the FY 2008-09 Mid-Year Budget Revision as shown in Attachment A.

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

B. Amendment to Programming of the State Transportation Improvement Program (STIP)

Janet Adams outlined the changes that will move the programmed STIP funds from the North Connector to the I-80/I-680/SR 12 Interchange and fully fund the regional share of the North Connector Project with RM 2 funds. She added that the construction allocation for the RM 2 funds has already been made to MTC. She also noted the Vallejo Station Project is sponsored by the City of Vallejo and this proposed reprogramming of STIP funds will bring in line the programming year of the STIP with the timing of the project ready to begin construction.

Board Comments:

Board Member Davis publicly thanked the STA Board and staff for their assistance in making the STIP swap happen and supporting the construction schedule for the Vallejo Station.

Public Comments:

None presented.

Recommendation:

Approve the STIP programming change as follows:

1. Reprogram \$11.412 million in STIP funds (FY 2009-10) currently programmed for the North Connector Project to the Vallejo Station Project (FY 2009-10);
2. Reprogram \$11.412 million in STIP funds currently programmed to the Vallejo Station Project (FY 2011-12) to the I-80/I-680/SR 12 Interchange (FY 2011-12); and
3. Retain \$1.716 million in STIP funds (program year FY 2011-12) that are currently programmed for the Vallejo Station project.

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

C. Solano County Clean Air Grant Priorities

Robert Macaulay reviewed the staff recommended prioritization of the three programs for the BAAQMD, TFCA, and YSAQMD Funds for the next two years, FY 2009-10 and FY 2010-2011. He listed the programs as 1.) SSCI's Rideshare Incentives Program; 2.) STA's Safe Routes to School Program; and 3.) The Solano County Climate Protection Plan.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Prioritize BAAQMD TFCA and YSAQMD Clean Air Funds for projects in FY 2009-10 and 2010-11 for the Solano Napa Commuter Information Program, Solano Safe Routes to School Program, and development of a County Climate Change Strategy for SB 375 as indicated in Attachment A; and
2. FY 2009-10 TFCA Program Manager Resolution No. 2009-05 as shown in Attachment B.

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

IX. ACTION NON-FINANCIAL ITEMS

A. Jepson Parkway Project, Final Environmental Impact Report (FEIR)

Janet Adams and the project consultant team (PBS&J's Susan Chang, Corey Lang, and Michael Kay) provided an overview of the proposed 12-mile project of the Jepson Parkway Project, Final Environmental Impact Report (FEIR) and the Final Project Technical Report for the Jepson Parkway Project. Susan Chang outlined the comparison of each of the five (5) Alternatives.

Chairman Sperring opened the Public Hearing at 6:32 p.m.

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

Tom Philippi expressed his support and encouraged the Board to move forward with Alternative B.

George Gwynn, Jr. supported Alternative B and discouraged Alternative C or E due to Homeland Security risks associated with Travis Air Force Base.

Colonel Jim Spaulding, Travis Air Force Base, submitted a letter that commented and advocated against C & E, because the elevated flyways included as part of alternatives C & E would create a hazardous elevated line of sight near the air force base.

Angelo Cellini, Suisun City Resident, expressed his support to move forward with Alternative B. He stated that the Operating Engineers Local Union believe the project will create local work needed to stimulate the Solano County economy. Mr. Cellini added that he endorses any project alternative as long as it creates work locally.

Rod Moresco, City of Vacaville Public Works, recommended Alternative B because the project will benefit the citizens of Vacaville and the rest of the county. Mr. Moresco stated that he looks forward to begin the work and proceed with final design.

Erin Beavers and Gene Cortright, City of Fairfield, expressed the City of Fairfield's support for the project. They thanked STA staff for their efforts in the project. Gene Cortright expressed his concerns regarding the funding challenges for Fairfield's segment of the Jepson Parkway and cited that it will be difficult for the City of Fairfield to cover that extension.

Paul Wiese, Solano County Public Works Engineer, expressed the County of Solano's support for Alternative B. He stated that he is looking forward to work with the STA in the months ahead to design and construct the project.

Raymond Demos, Fairfield Resident, stated his concerns about an unsafe situation which has not been addressed near the mobile home park (350 people) which has access to Walters Road. Mr. Demos described how southbound traffic moves too quickly to safely enter or exit the mobile home park. Mr. Demos requested that the STA work with the residents of the mobile home park to make it safer to enter and exit the park through the Jepson Parkway Project.

Mr. Pappin, Leisure Town Rd. resident, stated his opposition to the project since the project will remove several heritage oak trees.

Robert Valdez stated that he was given inadequate time to respond to the STA's response in the Final EIR to his comments concerning the Draft EIR. Mr. Valdez requested that the STA Board adopt Alternative A before considering Alternative B. Mr. Valdez recommended that the STA Board at least postpone approval of Alternative B until the general public was given adequate time to respond to the FEIR comments and findings.

There being no further speakers, the Chair closed the Public Hearing at 6:52 p.m. and referred the matter to the Board for comments and action.

Board Comments:

Board Member Augustine asked the consultant to discuss access issues to the mobile home park. PBS&J Consultants and Janet Adams stated that design issues related to the mobile home park's access will be brought back to the STA Board prior to when final design is approved. Ms. Adams stated that STA staff will work with the mobile home park's residents with regard to the design of the project.

Board Member Augustine requested that the consultants comment on the taking of heritage oak trees on Mr. Pappin's property on Leisure Town Road. PBS&J's Corey Lang and Michael Kay responded that during the design of this phase construction with the property owners regarding the trees will occur.

Board Member Patterson asked if the STA, as part of the construction mitigation monitoring plan, would follow protocols for fish and wildlife during construction. Ms. Adams stated that those protocols will be included in design plans, specifications, and estimates and is noted in the EIR and will occur prior to construction activities. Board Member Patterson also asked about the possibility of putting barriers around the Heritage trees to avoid taking it. Ms. Adams answered that if a tree is outside the curb line they will do what they can to avoid removal of the trees.

Board Member Price stated his full support for the Jepson Parkway Project. Board Member Price added that safety can be further addressed through master planning the area around the Fairfield/Vacaville Intermodal Station as well as being mindful of the residents that live there now.

Recommendation:

CONDUCT a public hearing to consider:

1. **ADOPTION** of Alternative B as the Preferred Jepson Parkway Project Alternative;

On a motion by Board Member Price, and a second by Vice Chair Pete Sanchez, the STA Board unanimously approved the recommendation to adopt Alternative B as the Preferred Jepson Parkway Project Alternative.

2. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the Jepson Parkway Project;

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation and certified the Jepson Parkway Final Environmental Impact Report.

Then:

3. **APPROVE** Resolution No. 2009-03, including certification of the Environmental Impact Report for the Jepson Parkway Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; and

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved Resolution No. 2009-03, including certification of the Environmental Impact Report for the Jepson Parkway Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program.

4. **DIRECT** that upon approval of Action Non-Financial Item IX.B. (approval of the Jepson Parkway Project), that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board unanimously approved the filing of a Notice of Determination with the County Clerk and the State Office of Planning and Development by the STA Executive Director and authorized payment of applicable filing fees.

B. Final Project Technical Report and Jepson Parkway Project
No staff presentation made.

Board Comments:
None presented.

Public Comments:
None presented.

Recommendation:

Approve the following:

1. Project Technical Report for the Jepson Parkway Project; and
2. The Jepson Parkway Project.

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

C. STA Safe Routes to School Program's 3-Year Work Plan

Sam Shelton reviewed the available grant sources and recommended work plan for the STA's Safe Routes to School (SR2S) Program for FY 2008-09, FY 2009-10, and FY 2010-11. He commented that for Fiscal Year 2008-09, the only available funding for the SR2S Program comes from the BAAQMD in the form of TFCA grants, restricting the STA's funded activities to only the Cities of Benicia, Fairfield, Suisun City, and Vallejo.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve STA's Safe Routes to School Work Plan for FY 2008-09, FY 2009-10, and FY 2010-11, as described in Attachment A.

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

D. Legislative Update

Jayne Bauer provided an update to the state budget package signed by the Governor. She reported that the STA Board members and key community group and business leaders traveled to Sacramento earlier that day to urge support for Solano's transportation priorities. In addition, she requested the STA Board adopting the following legislative positions: 1.) Assembly Bill (AB) 744 (Torrico) – Support; 2.) AB 1219 (Evans) – Sponsor/Support; 3.) Assembly Constitutional Amendment (ACA) 9 (Huffman) – Support; and 4.) Senate Bill (SB) 205 (Hancock) – Support.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Assembly Bill (AB) 744(Torrico) – Support;
2. Assembly Bill (AB) 1219 (Evans) – Sponsor/Support;
3. Assembly Constitutional Amendment (ACA) 9 (Huffman) - Support; and
4. Senate Bill (SB) 205 (Hancock) – Support

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

X. INFORMATIONAL ITEMS

A. New State Budget Impact on Solano Transit

Elizabeth Richards provided an overview of the impact of the new state budget on Solano County Transit Service and Operators. She cited that the State Transit Assistance Funds (STAF) loss is \$2,118,934 for FY 2008-09 and \$2,929,580 for FY 2009-10.



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
March 25, 2009

I. CALL TO ORDER

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

Present:

TAC Members Present: Royce Cunningham City of Dixon
Wayne Lewis City of Fairfield
Alysa Majer City of Suisun City
Rod Moresco City of Vacaville
Paul Wiese County of Solano

STA Staff Present: Robert Macaulay STA
Robert Guerrero STA
Sam Shelton STA
Liz Niedziela STA
Kenny Wan STA
Sara Woo STA
Karen Koelling STA
Johanna Masiclat STA

Others Present: *(In Alphabetical Order by Last Name)*
Ed Huestis City of Vacaville

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Rod Moresco, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero noted that the SR 113 Steering Committee approved the SR 113 Major Investment Study at their meeting on March 23, 2009.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Items A & E.

A. **Minutes of the TAC Meeting of February 25, 2008**

Recommendation:

Approve TAC Meeting Minutes of February 25, 2008.

B. **Safe Routes to School Mapping Project – Request for Qualifications**

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director issue a Request for Qualifications for the STA's Safe Routes to School Mapping Project and enter into a contract for an amount not to exceed \$60,000.

C. **2009 Model TAC Work Plan**

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

D. **State Route (SR) 113 Major Investment and Corridor Study**

Recommendation:

Forward a recommendation to the STA Board to approve the SR 113 Major Investment and Corridor Study.

E. **Unmet Transit Needs Response for Fiscal Year (FY) 2009-10**

Recommendation:

Forward a recommendation to the STA Board approve the following:

1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

VI. ACTION FINANCIAL AND NON-FINANCIAL ITEMS

A. **Solano Rail Crossing Inventory and Improvement Plan Scope of Work**

Robert Macaulay identified STA's need to conduct a rail crossing inventory and a rail facilities master plan update. He indicated that the identification of all rail crossings and the prioritization of safety measures, up to and including grade separations, is a task that will not only support the update of the facilities plan, but will also assist the Fairfield-Vacaville and Dixon station projects and the CCJPB's Intercity Rail Service. He stated that the STA and the Capitol Corridor Joint Powers Authority staff are working in partnership in seeking a consultant to develop a rail crossing inventory and improvement plan for all of Solano County.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Study for an amount not to exceed \$75,000.

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

B. Legislative Update

Robert Macaulay introduced Assembly Bill (AB) 277 regarding local retail transaction and use taxes for transportation. He stated that the bill is currently with the Committee on Local Government, and is still skeletal in nature. He noted that staff recommends a watch position on AB 277 as it develops more substance through the legislative process, based on Funding Platform #VII.19 of the 2009 STA Legislative Priorities and Platform.

City of Fairfield's Wayne Lewis and City of Vacaville's Rod Moresco raised some concerns regarding the STA's position on AB 1219 (Evans); STA direct claim of TDA funds and 2% off-the-top take-off for planning activities. They commented that they felt the TAC was bypassed on this item and that the Board item did not disclose the 2% amount. Rod Moresco asked if this would replace member contributions to STA.

They asked that their concerns be passed on to Daryl Halls.

Recommendation:

Forward the following recommendation to the STA Board to watch AB 277 (Ammiano).

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. Update on STA's Overall Work Plan

Robert Macaulay stated that the most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 is currently being modified for the forthcoming two fiscal years (FY 2009-10 and FY 2010-11). He noted that once updated, the OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

B. Federal Economic Stimulus Status of Solano Transit Projects

Liz Niedziela noted the MTC has specified deadlines to ensure that American Recovery and Reinvestment Act (ARRA) funds not be lost to other states. She added that the FTA Section 5311 ARRA Program of Projects application deadline has been set by MTC by April 10, 2009 and applications submitted to Caltrans is April 17, 2009.

C. New State Budget Impact on Solano Transit

Liz Niedziela reviewed the State Budget Impact on Solano Transit Operators. She noted that over \$2 million of STAF funds for Solano were cut in FY 2008-09 as compared to the original State Budget approved in September 2008. She added that when STAF is suspended completely in FY 2009-10, nearly \$3 million in critical transit funds will be eliminated in Solano County.

D. Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey

Kenny Wan noted that MTC is using the new performance score in the distribution formula for the economic stimulus funds, which MTC has asked for the performance part of the survey to be reviewed on an expedited schedule. He added that in January 2009, MTC distributed pavement survey requests to the CMAs to coordinate the collection of the PCI survey on behalf of MTC. He also indicated that updating the survey is important as a poor performance score would negatively affect the county's share of the regional local streets and roads fund.

E. Comprehensive Transportation Plan (CTP) Update

Robert Macaulay noted that staff is still working to complete the State of the System – Arterials, Highways and Freeways Report and the State of the System – Bike and Pedestrian facilities portion of the Alternative Modes element. He cited that the reports will be ready for STA TAC to review in April 2009.

F. 2009 Congestion Management Program (CMP) Update

Robert Macaulay noted that with the pending adoption of the RTP, local CMPs will be required to reflect the goals and policies of the RTP. He added that the projects in the CMP Capital Improvement Program (CIP) must be consistent with the RTP project list. He stated that the STA staff will provide a comparison of the current CMP CIP with the RTP project list at the April TAC meeting.

G. Transit Consolidation Study Status

Robert Macaulay cited that the draft financial and other report sections for each of the operators were distributed to the transit operators for review; comments received would be incorporated into a larger report. He added that since some comments were not received on time, the revised full report will be presented to the Consortium at a later time. He also indicated that the analysis and evaluation of the options will be developed in April in preparation for review by the Transit Consolidation Steering Committee tentatively scheduled to meet in May.

NO DISCUSSION

H. Project Delivery Update

I. Funding Opportunities Summary

J. STA Board Meeting Highlights of March 18, 2009

K. STA Board and Advisory Committee Meeting Schedule for 2009

ADJOURNMENT

The meeting was adjourned at 2:25 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 29, 2009.**

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DATE: March 27, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Safe Routes to School Mapping Project – Request for Qualifications

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

As part of the STA's SR2S Plan (February 2008), one of the recommended tasks was to "Work with students and parents to develop a map with the safest walking/bicycling routes to school" with an estimated cost ranging from \$60,000 to \$100,00 to cover all the schools in Solano County. On March 18, 2009, the STA Board adopted the STA's SR2S 3-Year Work Plan, which includes the STA's SR2S Mapping Project.

Discussion:

On March 10, 2009, the STA's Safe Routes to School Advisory Committee reviewed and recommended the attached scope of work for use in a Request for Qualifications (RFQ) (Attachment A). The selected consultant will use the ArcGIS Network Analyst to measure and map incremental distances from student homes to schools (e.g., 5 minute walking distances, 10 minute walking distances, 15 minute walking distances, etc.). These maps will be used to assist students and parents to walk and bicycle to school and to assist in the creation of Walking School Buses and Bicycle Trains (where groups of students are supervised by volunteers to walk and bike to school together). Additionally, the consultant will train STA staff in the use of ArcGIS Network Analyst in the production of these maps. The scope of work covers the production of 10 maps with an optional task to produce 15 more maps before the Fiscal Year (FY) 2009-10 school year.

On March 10, the SR2S Advisory Committee recommended approval of the staff recommended scope of work with the amendment to add an additional task to define criteria for selecting "Suggested Routes to School" with the SR2S Advisory Committee prior to creating any maps.

On March 25, 2009, the STA Technical Advisory Committee approved on consent the SR2S Advisory Committee's recommendation to the STA Board.

Fiscal Impact:

Of the \$116,000 Bay Area Air Quality Management District's (BAAQMD) Transportation for Clean Air (TFCA) Program Manager funding awarded to the STA's Safe Routes to School Program, \$60,000 is tentatively budgeted towards this task between FY 2008-09 and FY 2009-10.

Recommendation:

Authorize the Executive Director to release a Request for Qualifications for the STA's Safe Routes to School Mapping Project and enter into a contract for an amount not to exceed \$60,000.

Attachments:

- A. STA SR2S Mapping Project Scope of Work, 03-17-09

Solano Transportation Authority

Safe Routes to School Mapping Project Scope of Work, 03-17-09

Safe Routes to School Mapping Project

The Solano Transportation Authority (STA) is issuing a Request for Qualifications (RFQ) for the STA's Safe Routes to School Mapping Project. The selected consultant will use the ArcGIS Network Analyst to measure and map incremental distances from student homes to schools (e.g., 5 minute walking distances, 10 minute walking distances, 15 minute walking distances, etc.). These maps will be used to assist students and parents to walk and bicycle to school and to assist in the creation of Walking School Buses and Bicycle Trains (where groups of students are supervised by volunteers to walk and bike to school together). Additionally, the consultant will train STA Staff in the use of ArcGIS Network Analyst in the production of these maps.

1. Final Budget & Scope of Work
 - a. Revise budget and scope of work with STA Staff
2. Discuss and Recommend Criteria for selecting "Safe Routes" to school.
 - a. Discuss "Suggested Routes to School" Criteria with the STA's Safe Routes to School Advisory Committee for selecting routes to highlight as suggested walking and bicycling routes on project maps.
 - b. DELIVERABLE: "Recommend criteria for selecting suggested school routes."
3. Information Gathering
 - a. Hold meetings at school sites to discover the pedestrian and bicycle networks safe for student access.
 - b. Obtain GIS Data from Solano County GIS Department (aerial photos, street and school layers, etc.). STA Staff has obtained the proper rights and permission to use and share this data with consultants.
4. Network Mapping
 - a. Compile pedestrian and bicycle network information with ArcGIS Network Analyst software (ArcGIS workstation onsite can be provided by the STA for this project).
 - b. Train STA Staff to compile pedestrian and bicycle network information with ArcGIS Network Analyst software.
5. Draft SR2S Maps
 - a. Work with STA Staff to incorporate GIS data with Layout Publishing programs for final map production.
 - i. Importing GIS Maps and Data Layers into CorelDRAW X4 Layout Program for final map publishing (knowledge of layout programs is not required, but preferred to assist in this task).
 - b. DELIVERABLE: "Produce 10 draft SR2S Maps"
6. STA Committee meetings
 - a. Attend three STA Safe Routes to School Advisory Committee meetings for review and adoption of draft and final maps.
 - b. DELIVERABLE: "Produce 10 final SR2S Maps"

OPTIONAL: Produce additional 15 Final school maps in preparation for the 2009/10 school year.

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DATE: March 27, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: 2009 Model TAC Work Plan

Background:

On September 12, 2001, the Solano Transportation Authority (STA) Board authorized the development of the first Solano Napa Multi-Modal Regional Transportation Model. Solano County modelers and modeling associates from the surrounding counties and regions were invited to participate in the development of the new Solano Model. This core group of modelers informally became the Technical Advisory Committee for the new model. The STA staff and the modeling consultant (DKS Associates) relied upon the Model Technical Advisory Committee (TAC) to assist in providing data and peer review for quality control.

Discussion:

The STA Model TAC met on March 9, 2009 and recommended the following tasks to be included in the 2009 Model TAC Work Plan:

- | | |
|---|----------------------------|
| 1. Formalizing Model TAC | May 2009 |
| 2. Completion of Model Technical Update | February-March 2009 |
| 3. Regional Transportation Impact Fee (RTIF)
Nexus Study Traffic Analysis Input and Review | April-August 2009 |
| 4. Traffic Counts Update | TBD |
| 5. Quarterly Land Use/Development Updates | Continuous |
| 6. Tracking STA Model Requests
(reviewing results of Model usage for each project) | Continuous |

One work plan task supported and discussed at length at the March 9th Model TAC meeting was updating traffic count data for Solano County. Details for how and when the traffic counts will be conducted will be discussed at a future Model TAC meeting. Another work plan task discussed at length was establishing a formal process for reviewing land use development projects and providing the information to the STA. The issue for STA staff is the lack of project report notification from a majority of the cities. As part of the Congestion Management Program(CMP), the STA uses the model to monitor traffic impacts to the CMP network from new development projects. This item will also be discussed in more detail at future meetings with the Land Use Subcommittee of the Model TAC.

The next decennial Federal census is in April 2010. As census maps and data are developed, the Model TAC and Land Use Subcommittee may be involved in reviewing data and boundary lines to enhance the model's utility. Once the census results are released, the Model TAC will help prepare a scope of work for an upgrade and update of the model.

STA staff is currently in the process of formalizing the Model TAC membership and responsibilities. A draft Memorandum of Understanding (MOU) for formal participation on the STA Model TAC was circulated to current Model TAC participants, including both Planning and Public Works staffs. The MOU includes the creation of a Land Use Subcommittee to assist in providing regular updates on general plan amendments and current development projects. The goal is to use the Model TAC for technical review and administration of STA's model. The Model TAC is expected to meet once per quarter for the remainder of the year. Once functional comments have been received, STA staff will also seek comments from each jurisdiction's legal counsel, and will then circulate a final draft of the MOU.

On March 25th, 2009, the STA Technical Advisory Committee reviewed and unanimously approved STA staff's recommendation.

Fiscal Impact:

None.

Recommendation:

Approve the 2009 Model Technical Advisory Committee (TAC) Work Program.

Attachment:

- A. 2009 Model TAC Work Program

Solano Transportation Authority
Model Technical Advisory Committee (Model TAC) 2009 Work Plan

- | <u>Task</u> | <u>Date</u> |
|---|----------------------------|
| 1. <u>Formalizing Model TAC</u>
Complete MOU with all seven cities, the County of Solano and Napa County Transportation Planning Agency. The MOU will specify committee member and STA roles and responsibilities. Create a Land Use Subcommittee of the Model TAC and appoint new members based on the MOU. | May 2009 |
| 2. <u>Completion of Model Technical Update</u>
Provide input on land use changes within each jurisdiction for the Model Technical Update. | February-March 2009 |
| 3. <u>Regional Transportation Impact Fee (RTIF) Nexus Study Traffic Analysis Input and Review</u>
Provide technical support for modeling data resulting from the RTIF Nexus Study Traffic Analysis. | April-August 2009 |
| 4. <u>Traffic Counts Update</u>
Develop purpose and needs statement for updating traffic counts. Identify funding to perform traffic counts and potential count locations. | TBD |
| 5. <u>Quarterly Land Use/Development Updates</u>
Review with Model TAC the Congestion Management Program (CMP) Requirements for impacts on the CMP network related to development projects. Determine how often development updates are submitted to STA and include all submitted information in the Model Land Use database. Work with Land Use Subcommittee to prepare for 2010 Census update. | Continuous |
| 6. <u>Tracking STA Model Requests</u>
Update the Model User Agreement Form for future STA Model data requests. The Model User Agreement will be updated to ensure that other agencies using the model data maintain the integrity of the STA's model with product review and input by the STA Model TAC. Create a Model User tracking database that provides current status information for which agency is using the model and for what purpose. | Continuous |

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DATE: March 27, 2009
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Response 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. Currently, two out of eight jurisdictions plan to use TDA funds for streets and roads (Rio Vista and the County of Solano) in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the 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 the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County's transit operators working with the transit operators and MTC staff. STA has submitted drafted a response for submittal to MTC. (Attachment B).

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from Rio Vista and the County of Solano. For FY 2009-10, all TDA claims for local streets and roads are held by MTC until this process is completed.

The following is the schedule to timely submit the response to MTC.

The following steps have been completed:

- February 25, 2009 – Assign the questions to the Transit Operators.

- March 11, 2009 – Deadline for Transit Operators to provide responses to STA allowing time to preparation of the staff report and production of the agenda for the Consortium and TAC to review and approval.
- March 20, 2009 – Present issues to the Paratransit Coordinating Council (PCC) for their review.
- March 25, 2009 – Consortium and TAC review and approve responses.

The remaining steps to be completed:

- **April 8, 2009** – STA Board review and approval.
- **April 10, 2009** – Submit responses to MTC.
- **May 14, 2009** - Responses are an action item on MTC's Program Allocation Committee.

MTC staff who handles the TDA claims may have time constraints handling the Unmet Needs Response along with all the regional TDA claims which peak in June. Therefore it is important to meet the timeline or the streets and roads portion of the TDA claims for Rio Vista and County of Solano will be delayed until the Unmet Needs process is complete.

On March 25th, 2009, the STA Technical Advisory Committee reviewed and unanimously approved STA staff's recommendation.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the two local jurisdictions that plan to do so in FY 2009-10. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

Approve the following:

1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC February 10, 2009 letter re: FY 2009-10 Unmet Transit Needs
- B. FY 2009-10 Unmet Transit Needs Issues and Responses



METROPOLITAN
TRANSPORTATION
COMMISSION

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February 10, 2009

Bill Deald, Chair
Napa County and Cities

Scott Huggerty, Vice Chair
Alameda County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bate
Cities of Alameda County

Dean J. Chin
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Solano County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Saripati
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heninger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Telli Authority

Therese W. McMillan
Deputy Executive Director, Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 15, 2008, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2009-10 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Preliminary Issues

1. Fairfield service comments – Requests for more stops and shelters Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Requests for better connections to Vacaville, Vallejo, Benicia and Rio Vista.
2. Vallejo service comments – Requests for return of hourly headways to Route 3 and increased frequency for Route 78. Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia. Later service on Vallejo Route 5 from the Vallejo Center of Solano College.

3. Route 90 service comments – Request for later service on Route 90, more Route 90 service stopping in Suisun, better driver training, passenger training and customer support on Route 90.
4. Benicia service comments -- More service from Benicia to Fairfield in the commute hours and better coordination with Route 90 and service to Davis and Sacramento.
5. Paratransit service comments - Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup 'wait' from 5 minutes to 7 minutes. Increase ability to schedule trips – longer than one week in advance. Earlier ADA service in Fairfield and the removal of 'standby' status for trips.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by STA staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the preliminary issues, listed above, at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. STA staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place through the fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or

4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2009-10 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Scott Haggarty, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Dale Pfeiffer, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Brent Salmi, City of Rio Vista
Fernando Bravo, City of Suisun City
Birgitta Corsello, County of Solano
George Bartolome, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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FY 2009-10
Solano County Unmet Transit Needs Response

Issue 1: Request for more stops and shelters at Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Request for better connections to Vacaville, Vallejo, Benicia, and Rio Vista.

Transit Operator: Fairfield and Suisun Transit (FAST)
Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

As part of the May 2009 service improvement, new shelters, stops and new service will be added to Air Base Parkway and routes in that vicinity. Rt. 2 will be modified to provide better on-time service as well as improved frequencies to its departure from Travis AFB. The Air Base Flex route will have a dedicated shuttle with flexible access to other connection points in Fairfield.

FAST operates intercity services that provide access to outlying cities and communities. The Fairfield Transportation Center serves as a transfer hub to cities in and outside Solano County. FAST is planning on implementing an online trip planner to better facilitate connections throughout Solano County. Rio Vista provides two daily trips to the transfer center. Connections to Vacaville via Rt. 20 are provided throughout the day as well as connections to Benicia via the Rt. 40. Vallejo is served through the Benicia connection Rt. 40 and by Vallejo Transit Rt. 85. FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system. Connections will be better facilitated with implementation of new technology such as Google Transit and real time data provided to the end user.

Issue 2: Request for later service on Rt. 90, more service stopping at Suisun City, better driver training, passenger training, and customer support on Rt.90

Transit Operator: Fairfield and Suisun Transit (FAST)
Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

A recent passenger load studied that later service on Rt. 90 would not be reasonable to meet at this time as ridership would not support later service. As an alternative, in January 2009, FAST eliminated one of the afternoon runs and added an additional PM peak trip during this time when peak capacity was being reached. Service to Suisun City is provided through out the peak hour period. Suisun is also serviced by the Route 5 that provides connections to the 90 as well as other routes for the region.

FAST recently requested that the Customer Service manager make periodic trips on the Rt. 90 to speak with passengers and to become more engaged in this route. This effort should lead to better communication with both riders and drivers. Drivers and managers are undergoing periodic training in customer service and safety on a regular schedule as dictated by FAST.

Issue 3: More service from Benicia to Fairfield in the commute hours and better coordination with Rt.90 and service to Davis and Sacramento.

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

FAST currently operates the Rt. 40 that serves Benicia with 18 trips per day (weekday). The route operates only during peak commute hours. All routes connect at the Fairfield Transportation Center for connections to the Rt. 90 and Rt. 30 (Davis/Sacramento). At this time, it is not reasonable to increase service to Benicia due to low ridership. All FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system.

Issue 4: Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup "wait" time from 5 minutes to 7 minutes. Increase ability to schedule trips-- longer than one week in advance. Earlier ADA service in Fairfield and removal of 'standby' status for trips.

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

Response

FAST recently explored the possibility of changing the policy of the pickup/wait times for Paratransit Riders. It found that the current time provides the needed flexibility for a diverse group of riders. The ability to schedule trips only one week in advance has reduced abuse of the system. Additionally it provides the needed flexibility to both riders and the dispatchers to better plan the most efficient way to create the daily manifests. Removing of the Standby status has the potential for causing the DART/Paratransit to run inefficiently when riders cancel their scheduled ride.

Standbys are defined as those riders who call in for a ride but cannot be accommodated due to a full manifest for that day. Riders who were not able to schedule a trip due to unavailable space are asked if they would like to be placed on the standby list in the event a trip that is scheduled is cancelled and they are then move onto that manifest. Paratransit service places approximately 10-15 standbys per week or 50-60 per month (approximately 2%). Of those put into the standby status 80% receive trips. Approximately 2-3 standbys are scheduled daily. Having Standby status allows riders and the operations the additional flexibility to run as efficiently as possible and provide as many trips as possible. If the standby list were eliminated those who cancel their trips or miss their trip would preclude others who could not get on the list from making their trip. The vehicles would then remain idle for that period.

Issue 5: Request for return of hourly headways to Rt. 3 and increased frequency for Rt. 78. Later service on Vallejo Rt. 5 from the Vallejo Center of Solano College.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo uses 100% of their TDA for transit.

Response

The service changes required to address the issue have been recently studied and determined not reasonable based on locally established standards. Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic escalations in the price of fuel, and a growing disparity between the rate of increase of rising operating expenses and transit revenues and a deferred capital program. Beginning in 2006 and continuing through 2007, a series of service adjustments and cuts and fare increases helped bring the Transportation fund within budget and with the addition of JARC/New Freedom funds made new service to SCC with Route 5 possible in the last year. Route 78 is part of the Intercity Funding Agreement in Solano County and is supported with Regional Measure 2 money. The system is currently undergoing a major restructuring of routes, but given the recent State budget cuts and elimination of the State Transit Assistance Fund, Vallejo Transit's restructuring will most likely unable to address these unmet needs. VT has lost 15-16% of this funding source that is used to fund bus operations. Economic stimulus money to cover preventative maintenance expenses will fund operating deficits of the existing level of service only for the next two years. Without additional funding, in lieu of the need to fund other more heavily utilized lifeline routes (ex: Route 1 and 2), later and more frequent service is not expected to be possible on any routes.

Issue 6: Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia.

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia uses 100% of its TDA for transit.

Response

The Benicia Breeze Route 21 serves the western-most Rose Drive Shopping Center, which is the end-point for Columbus Parkway. Route 21 is a flex route, which means that it stops wherever a passenger requests along Columbus Parkway "inside the City of Benicia boundary lines." The Benicia Breeze does not have adequate funding to expand Route 21 along Columbus Parkway that falls within the City of Vallejo boundary lines.

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DATE: March 27, 2009
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Paratransit Coordinating Council (PCC) Appointment

Background:

The Paratransit Coordinating Council (PCC) currently has three (3) vacancies; one (1) vacancy for Social Service Provider, one (1) vacancy for transit user and one (1) vacancy for Public Agency/County of Solano. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

Discussion:

Dawna Ferneau would like to participate with the Paratransit Coordinating Council due to her desire to represent the disabled ridership. She is employed with Independent Living Resource Center as a Benefits/Independent Living Specialist. Independent Living Resource (ILR) is a non-profit organization, which promotes the full participation and inclusion of disabled persons in community life. Referred to as an Independent Living Center, the agency is part of a network of similar organizations throughout the nation. Ms. Ferneau is familiar with the disabled community and is an advocate for ILR clients.

Ms. Ferneau has attended three meetings and indicated her interest to serve on the PCC. The PCC members have endorsed her and recommend to the STA Board to appoint Dawna Ferneau to the PCC.

Fiscal Impact:

None.

Recommendation:

Appoint Dawna Ferneau as a Social Service representative to the PCC for a 3-year term.

Attachment:

- A. Dawna Ferneau's Application for Paratransit Coordinating Council Interest

RECEIVED



DEC - 9 - 2008

paratransit coordinating council interest

CONTACT INFORMATION

name Dawna Ferneau SOLANO TRANSPORTATION AUTHORITY

street address 1545 Webster St.

city, state, zip Fairfield, CA 95433

home phone _____ work phone 707-435-8174

email address dawna@ILRECC.org

I WOULD LIKE TO FILL THE FOLLOWING POSITION

transit user (3) member-at-large (2) public agency (2) social service provider (4)

LETTER OF INTENT/INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (work or otherwise) qualifies you:

I work for Independent Living Resource Center. We have a keen interest in accessible transportation for people with disabilities. Available, Accessable, & affordable.

AGREEMENT AND SIGNATURE

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

name (printed) Dawna Ferneau

signature Dawna Ferneau date 12-04-08



DATE: March 31, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Environmental Mitigation Partnership with Solano Community College

Background:

STA is the lead on implementing the environmental mitigations for the East Segment of the North Connector Project, the High Occupancy Vehicle (HOV) Lanes Project and the I-80 Eastbound Cordelia Truck Scales Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008. The Initial Study/Mitigated Negative Declaration (IS/MND) and a Category Exclusion (CE) document for the I-80 HOV Lanes was approved in April 2007, and the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 Eastbound Cordelia Truck Scales was circulated in January 2009, with the Final EIR/EA scheduled for approval in the April/May 2009. These Projects include improvements at and around Suisun Creek. As a result there are 3.4 acres of impacts that require mitigation. The impacts include these species and habitat; Valley Elderberry Longhorn Beetle, California Red Legged Frog, Central California Coast Steelhead and Riparian Habitat.

Discussion:

Staff has been proceeding with the implementation of the required environmental mitigation for these Projects. As analyzed in the environmental documents, the projects impacts can all be mitigated.

In December 2008, the Board authorized the Executive Director to enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other adjacent I-80 projects on Solano Community College property, with constructing a commensurate amount of additional parking or pathway improvements on Solano Community College property.

With the completion of the draft environmental document for the I-80 Eastbound Cordelia Truck Scales and coordination with the US Fish and Wildlife Service, definition to the other I-80 project mitigation needs are known. As such, the proposed mitigation at the Solano Community College is comprised of 4 acres of Riparian Habitat creation that will also provide for mitigation needs for the Valley Elderberry Longhorn Beetle, the California Red Legged Frog, and the Central California Coast Steelhead. As compensation for this mitigation, the projects would construct a parking area that will consist of 22 standard 9' x 25' paved parking spaces. This parking area will be located on the College campus along the west side of Solano College Road and to the south of the softball field. Additionally in the same vicinity of the proposed parking area, the

STA would construct a 10' wide asphalt concrete path situated to the west of the existing parking stalls along Solano College Road. The path will be extended approximately 1,039 feet from the northerly terminus of the existing path.

The proposed work and mitigation is shown on Attachment A. The total estimated cost for these improvements is \$80,000.

Staff is recommending the Board authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of a mitigation site on Solano Community College property to address impacts from the North Connector Project and possibly the I-80 HOV Lanes and the I-80 EB Truck Scales Relocation Projects as well. The draft of the agreement is provided in Attachment B.

Implementation of this mitigation is pending approval of the Solano Community College Board. This issue will be presented at the April 1, 2009 Board meeting by STA staff for information with an action proposed to the Solano Community College Board in April/May 2009.

Fiscal Impact:

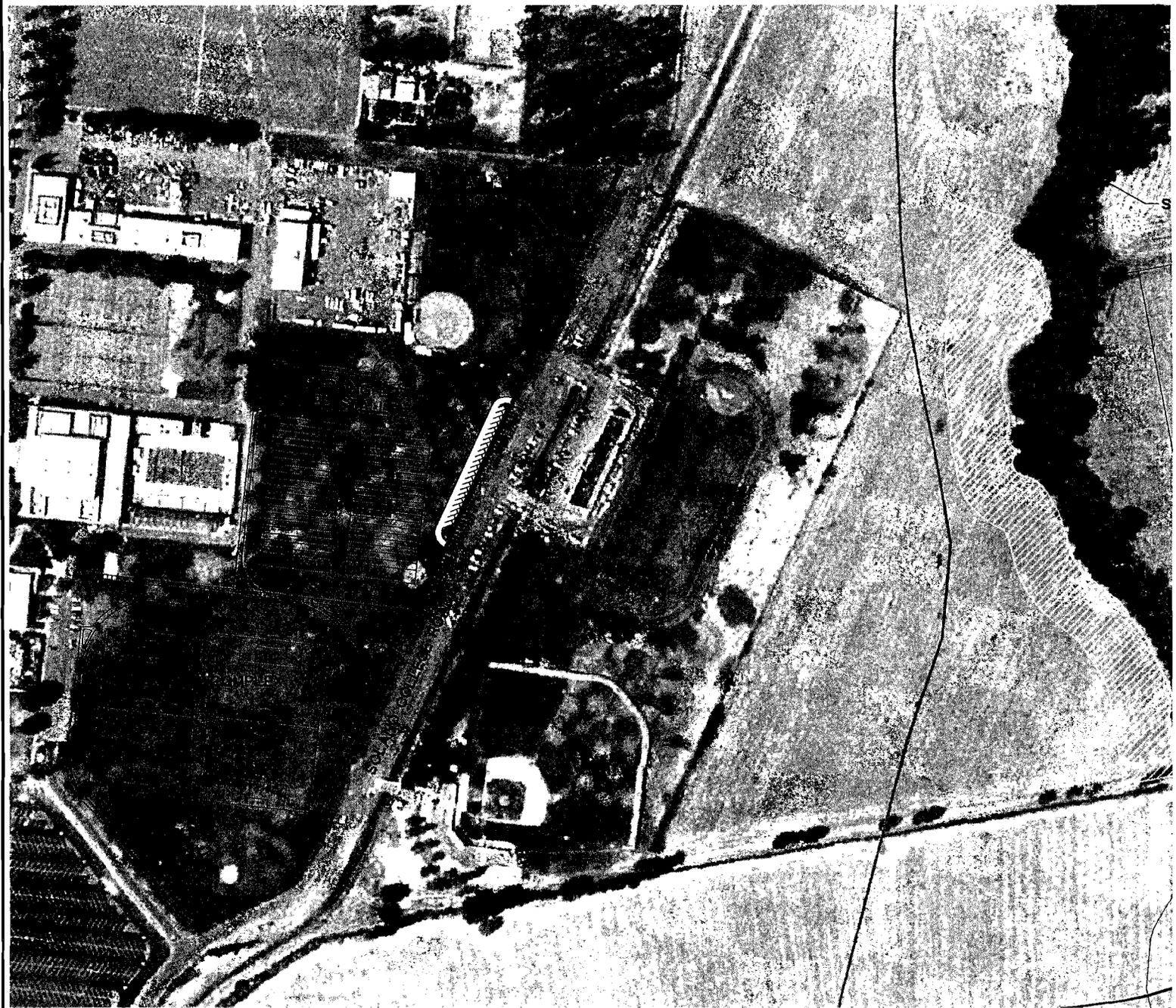
The environmental mitigation for the North Connector, I-80 HOV Lanes and the I-80 EB Truck Scales Relocation projects are being funded with Bridge Toll funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector Project, the High Occupancy Vehicle (HOV) Lanes Project and the I-80 Eastbound Cordelia Truck Scales Project on Solano Community College property, with constructing a commensurate amount of additional parking and pathway improvements on Solano Community College property.

Attachments:

- A. Proposed Mitigation Site and Improvements on Solano Community College
- B. Draft Agreement between STA and Solano Community College for On-site Mitigation – (This attachment has been provided to STA Board members under separate enclosure. A copy may be obtained by contacting the STA office at (707) 424-6075.)



LEGEND

4 ACRE MITIGATION AREA



PROPOSED 10' PATH



PROPOSED PARKING LOT
(22 STALLS)



PROJECTED WESTERN FLOOD
LIMITS FROM SUISUN CREEK



— (BASED ON TOPOGRAPHY SHOWN IN FIGURE
6.7 OF THE JULY 2003 REPORT "THE
FLOODING STUDY FOR SUISUN CREEK AT
INTERSTATE 80" PREPARED BY WRECO.)

**SOLANO COMMUNITY
COLLEGE IMPROVEMENTS**
SCALE 1" = 300'

February



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DATE: April 1, 2009
 TO: STA Board
 FROM: Sam Shelton, Project Manager
 RE: Support for Local Grant Applications for the State Safe Routes to School (SR2S) Program

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In 2005, the STA began the Safe Routes to School (SR2S) Program without identified funding. However, in 2008 the STA has successfully brought together an initial set of funding sources to begin the program:

Grant Program	Agency	STA SR2S Program Use	Grant
Clean Air Program	Yolo-Solano Air Quality Management District (YSAQMD)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$60,000
STA's Eastern Solano Congestion Mitigation and Air Quality Program (ECMAQ)	Solano Transportation Authority (STA)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$240,000
Transportation for Clean Air (TFCA) Program Manager funds (managed by STA Staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2008-09 and FY 2009-10 Encouragement & Education activities	\$116,000
Transportation for Clean Air (TFCA), Regional Grant (managed by BAAQMD staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2009-10 and FY 2010-11 Education, Encouragement, and Engineering	\$400,000
Transportation Enhancements (TE) funds	Solano Transportation Authority (STA)	FY 2009-10 10% grant match for 23 Radar Speed Signs	\$40,000
TFCA	BAAQMD	Program Coordinators	NEW \$60,000
CAF	YSAQMD	Prog Coord + Edu, Enf, Enc	NEW \$60,000
		TOTAL	\$976,000

In 2008, assisted by the STA's SR2S Plan & Program's recommendations and support, the City of Vallejo and the City of Suisun City received over \$1M in grant funding from Caltrans for SR2S Safety Engineering Projects.

After adoption of the STA's Countywide SR2S Plan in February 2008, the STA implemented two pilot programs: 1) a \$300,000 pilot engineering project grant program; and 2) a pilot education and encouragement program. \$300,000 in pilot engineering projects have been awarded grant funding and are estimated to be completed by the Summer 2009.

Four schools participated in the STA's pilot education and encouragement program between May and June 2008, holding Bike Rodeos and Walk & Roll events in preparation for FY 2008-09 activities. Bike Rodeos are a series of bike safety training stations designed to improve bicycling skills and rider awareness in cooperation with local police. Walk and Roll days are encouragement events where students who walk and bike to school are given tickets (a few blocks from school by volunteers) that they can redeem for treats and prizes.

Discussion:

On March 10, 2009, the STA's SR2S Advisory Committee reviewed and recommended STA Board support for four (4) applications totaling about \$800,000 for the State-legislated Safe Routes To School (SR2S) Program, administered by Caltrans:

- City of Fairfield, Fairfield High School
Install Roadway Warning Lighting System, bike corral, and six curb ramps. Request = \$155,100.
- City of Fairfield, E. Ruth Sheldon Elementary School
Construct Sidewalk, curb ramps, colored stamped asphalt, and curb extensions near school. Request = \$216,150
- City of Vallejo, Widenmann Elementary School
Speed Feedback Signs, Install Lighted Corsswalks, Curb Ramps, and Update School Signage. Request = \$121,600.
- City of Vallejo, Springstowne Middle School
Install Countdown Ped Heads, Curb Ramps, and Lighted Crosswalks. Request = \$216,920.

On March 27, 2009, City of Suisun City staff requested support for an additional project:

- City of Suisun City, Dan O. Root Elementary
Install in-roadway lighted crosswalk. Request = \$90,000

On April 1, 2009, City of Vacaville staff requested support for an additional project:

- City of Vacaville, Citywide School Safety Improvements Phase II
Install fourteen (14) additional radar speed feedback signs in seven (7) school zones and install thermoplastic yellow crosswalks and school legends in school zones. Request = \$200,000.

The STA's SR2S Advisory Committee discussed the merits of these projects and suggested a number of improvements to make the projects more effective at increasing safety and encouraging walking and biking to school as well as making the applications more competitive. Based on the recommendation from the STA's SR2S Advisory Committee, staff recommends adopting a resolution of support committing the resources of the STA's SR2S Program towards assisting the schools covered by the grant applications, should these schools receive grant funding. Support from the STA's SR2S Program will be funding for radar speed feedback signs and education, enforcement, and encouragement activities.

Fiscal Impact:

None. The STA has committed funds for the STA's SR2S Program for the next three fiscal years. The schools selected in the local agency grant requests, should they receive grants, would become part of or are already part of the STA's SR2S Program. However, future STA SR2S Program assistance is not contingent on the receipt of state grant funding for engineering projects. The STA's SR2S Advisory Committee will still review and accept schools who wish to participate in the program based on their level of support, school enrollment, and funding available.

Recommendation:

Approve Resolution No. 2009-07, committing the STA to supporting Safe Routes to School activities and projects for the five schools described in each local agency's State-legislated Safe Routes to School (SR2S) Program grant application, should these schools receive grant funding.

Attachments:

- A. Resolution No. 2009-07 "Support for Schools described in Local Agency grant applications for the State-legislated Safe Routes To School (SR2S) Program"

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-07**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING SUPPORT FOR SCHOOLS DESCRIBED IN LOCAL AGENCY
GRANT APPLICATIONS FOR THE STATE-LEGISLATED SAFE ROUTES TO
SCHOOL (SR2S) PROGRAM**

WHEREAS, the Solano Transportation Authority created a Countywide Safe Routes to School Program in February 2008; and

WHEREAS, the Solano Transportation Authority's Safe Routes to School Program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police; and

WHEREAS, the Solano Transportation Authority's Safe Routes to School Program strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies; and

WHEREAS, the Solano Transportation Authority's Safe Routes to School Advisory Committee is composed of public works directors, school district superintendents, public safety officers, bicycle & pedestrian advocates, air quality management district staff, and public health staff ; and

WHEREAS, the Solano Transportation Authority's Safe Routes to School Advisory Committee has recommended supporting schools described in five (5) local agency grant applications for the State-legislated Safe Routes To School (SR2S) Program with the resources of the Solano Transportation Authority's Safe Routes to School Program; and

NOW, THEREFORE, BE IT RESOLVED, that Solano Transportation Authority shall provide Safe Routes to School Program support to Fairfield High School, E. Ruth Sheldon Elementary School, Widenmann Elementary School, Springstowne Middle School, and Dan O. Root Elementary School should the grant activities described in the City of Fairfield, City of Suisun City, City of Vacaville, and City of Vallejo applications for the State-legislated Safe Routes To School (SR2S) Program receive funding approval from the California Department of Transportation.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 8, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of April, 2009 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board



DATE: March 30, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Yolo Solano Air Quality Management District (YSAQMD) Application
Review Committee

Background:

Similar to the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA), the Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Solano County historically receives approximately \$290,000 annually from the YSAQMD for clean air projects such as: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Rio Vista, Vacaville, Dixon and Solano County) and public schools and universities in these areas are eligible for the program.

For Fiscal Year (FY) 2009-10, YSAQMD has identified approximately \$370,000 in Clean Air Funds: \$120,000 in AB 2766 funds and \$250,000 in AB 8 funds. For the previous fiscal year, \$420,000 was available for programming.

STA participates in programming YSAQMD Clean Air Funds by appointing two Board members (or alternates) to participate in an Application Review Committee. The Committee's recommendation is subsequently acted upon by the full YSAQMD Board.

Discussion:

The YSAQMD Board appoints three of its members from Solano County to the Application Review Committee. The current participants representing the YSAQMD Board are:

- Jack Batchelor, City of Dixon
- Len Augustine, City of Vacaville
- Jan Vick, City of Rio Vista
- Mike Reagan, Solano Board of Supervisors
- Jim Spering, Solano County Board of Supervisors
- John Vasquez, Solano Board of Supervisors

In addition, the Application Review Committee has two STA Board members (or their alternates) from the cities that are located in YSAQMD area. Since the Solano County Board of Supervisors and all three cities are represented on the YSAQMD Board are already represented, this would suggest the following eligible STA Board member alternates:

Rick Fuller, City of Dixon
Ron Jones, City of Rio Vista
Curtis Hunt, City of Vacaville

The YSAQMD Clean Air Applications were due on March 27, 2009. The STA/YSAQMD Clean Air Application Review Committee will need to meet some time in April or May, in order to make a recommendation to the YSAMD Board at its June 2009 meeting. Therefore, staff is requesting the STA Board Chair appoint the three specified representatives to the Application Review Committee.

Fiscal Impact:

The YSAQMD will allocate an estimated \$370,000 in Clean Air Funds. There is no impact to the STA budget.

Recommendation:

Authorize the STA Board Chair to appoint three STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.



DATE: March 30, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Rail Crossing Inventory and Improvement Plan Consultant
Contract

Background:

Rail traffic in Solano County plays a significant and important role in our transportation system, as it provides for goods and people mobility. Improving this system is important for the following reasons:

- Local businesses, including the Port of Benicia, receive supplies and ship out products by rail.
- Regional commerce passes through Solano County by rail which helps reduce congestion on the freeway system.
- Local auto, pedestrian and bicyclist traffic across at-grade rail road tracks stops when trains pass through.
- The Capitol Corridor passenger train service currently stops in Suisun City with additional passenger train stations planned for Fairfield-Vacaville and Dixon.

STA completed a Rail Facilities Plan in 1995. However, there have been significant changes in rail traffic and facilities, and in local roadways and traffic patterns, since that time. The Capitol Corridor now operates 16 weekday round trips, and the Union Pacific Railroad (UPRR) has operated freight service at near capacity in recent years. Local growth has increased auto traffic crossing the railroad lines Dixon, Vacaville, Fairfield and Suisun City. There have been a number of accidents involving trains striking cars and pedestrians, but there is no single database recording the number, location and severity of those accidents.

In discussions with Capitol Corridor and UPRR staff, there is a desire to reduce the number of at-grade railroad crossings in Solano County in order to improve safety and train operations reliability. As noted above, two rail stations are in the active planning stages in Solano County: the Fairfield-Vacaville Intermodal Station and the Dixon Train Station. As a requirement for each project, an elimination of one or more at-grade crossings will be required. As a result, STA staff recommends conducting a thorough rail crossing inventory, and to develop a countywide rail crossing improvement plan.

Discussion:

As a part of the update of the Comprehensive Transportation Plan (CTP), STA identified the need to conduct a rail crossing inventory and a rail facilities master plan update. The identification of all rail crossings and the prioritization of safety measures, up to and including grade separations, is a task that will not only support the update of the facilities plan, but will also assist the Fairfield-Vacaville and Dixon station projects. It will also support the development of a Safe Routes to Transit Plan, updates of the Bicycle and Pedestrian master plans, the countywide Safety Plan, and may improve the eligibility of local jurisdictions to pursue rail safety funds.

STA and Capitol Corridor staff have developed the Scope of Work included as Attachment A in order to complete a Rail Crossing Inventory and Improvement Plan. The focus of the Inventory and Improvement Plan is:

- An inventory of all rail crossings in Solano County
- Identification of local roadway congestion at each crossing
- An inventory existing and future rail traffic on lines crossing Solano County
- Compilation of safety and accident data
- Development of a prioritized list of Programs and projects that will enhance rail mobility and improve local safety and mobility

The STA Technical Advisory Committee (TAC) reviewed the Scope of Work at its meeting of March 25, 2009. The TAC recommended that the project include creation of a checklist of steps and permits needed to improve a rail crossing, and that requirements of the California Public Utilities Commission be included in the checklist. The TAC unanimously recommended that the STA Board approve the scope of work with amendments and the Study.

Financial Impact:

STA staff estimates that the Rail Crossing Inventory and Improvement Plan will take 6 to 9 months to complete, and will cost approximately \$75,000. STA is seeking a financial contribution from the Capitol Corridor Joint Powers Authority to cover a portion of the cost, with the remainder funded out of the CTP update account (Surface Transportation Program - Planning and State Transportation Improvement Program swap funds).

Recommendation:

Authorize the Executive Director to issue a Request for Proposals and enter into a contract to conduct the Solano Rail Crossing Inventory and Improvement Plan Study described in Attachment A for an amount not to exceed \$75,000.

Attachment:

- A. Draft Scope of Work Rail Crossing Inventory and Improvement Plan

**SOLANO RAIL CROSSING INVENTORY
AND IMPROVEMENT PLAN
SCOPE OF WORK**

The Solano Transportation Authority (STA), working in partnership with the Capitol Corridor Joint Powers Authority, is seeking a consultant to develop a rail crossing inventory and improvement plan for all of Solano county. The consultant will help STA conduct a detailed inventory of rail crossings, safety and traffic data, and identify programs and improvements to improve safety, rail traffic performance and local streets and roads performance. The consultant will also help develop an implementation plan for local governments and private industry to implement.

Setting

The STA is the Congestion Management Agency for Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. The STA appoints two members of the Capitol Corridor Joint Powers Authority board of directors.

Railroad tracks in Solano County include the 41.5 mile line from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits, and a 9 mile segment that separates from the main line in Suisun City and passes through Jameson Canyon into Napa County. There is a rail line from Napa County into the City of Vallejo that formerly provided service to the Mare Island Naval Shipyard; this line is currently inactive. Finally, there is a little-used line that splits from the main Union Pacific Railroad (UPRR) tracks just north of Travis Air Force Base. The rail right-of-way extends 14 miles to the Western Railroad Museum on SR 12, and then for another 9.5 miles to the port of Collinsville. Rails are not present in all of the right-of-way, and no trains currently use any portion of the tracks that are in place.

Rail traffic through Solano county is primarily freight carried by the UPRR tracks that bisect the county. In addition, the Capitol Corridor carries intercity passenger traffic in the Auburn-Sacramento-Oakland-San Jose corridor, and Amtrak long distance trains operate on these lines. UPRR rail traffic includes both long-haul and local service freight movement. The California Northern railroad runs freight on the spur through Jameson Canyon to Napa and Vallejo. The Western Railroad Museum (aka the Bay Area Electric Railroad) runs excursions in the Jepson Prairie south of Highway 12.

The active rail lines pass (from east to west) through the unincorporated county and the cities of Dixon, Fairfield, Suisun City and Benicia. There are two rail lines in Vallejo; one connecting to Mare Island which is inactive, and a second that serves general industrial areas that is little used. The tracks are on the edge of the Benicia and Vacaville urban areas, but run through downtown Dixon and Suisun City, and through residential and industrial areas of Fairfield. There are significant opportunities for rail and local roadway traffic to interact. This may result in delays to freight and passenger service on the rails, and to local and intercity commute traffic on local roads and State Highways.

Study

The STA wishes to conduct a comprehensive inventory of rail crossings and rail traffic in Solano county. In addition, safety and accident data for the system will be collected, as well as information on congestion on local roads and State Highways that cross or are immediately adjacent to rail crossings.

Rail Crossings

- All public at-grade and grade-separated vehicle crossings
- All public at-grade and grade separated pedestrian crossings
- All private at-grade crossings
- Unauthorized or informal pedestrian crossings reported by rail operators and local law enforcement
- Access control and warning systems at each at-grade crossing
- Crossings carrying special cargo (school or commute buses, hazardous materials)
- Existing UPRR and California Public Utilities Commission (CPUC) policies on establishing new at-grade or grade separated crossings, modifying at-grade or grade separated crossings, closing existing at-grade or grade separated crossings, and adding new freight or passenger facilities such as rail sidings or inter-city rail stations

Local Road Congestion

- STA will identify all local roads and State Highways at or immediately adjacent to the rail crossings identified above.
- STA will provide current and projected roadway volumes and Level of Service data for each identified roadway.

Rail Traffic

- Capitol Corridor and Amtrak passenger service (number and length of trains, time of day, regional intercity and long-distance service)
- UPRR and other freight carriers (number and length of trains, time of day, local and pass-through service)
- Speed of trains using the tracks
- Locations where rail traffic slows (either by law or due to operational requirements) due to land use or surface street requirements

Safety and Accident Data

- Collect accident data for all rail-related accidents for the past 10 years
- Location (sufficient data to allow accident to be mapped on STA's Geographic Information System)
- Type
- Number of injuries, fatalities, amount of property damage
- Contributing factors
- Descriptive data

Plan

STA wishes to develop a plan to identify local programs and improvement projects for at-grade crossings and informal crossings, to develop a priority list based upon safety, rail traffic, local street and local land use considerations, and to develop an implementation plan for the programs and projects identified in the priority list.

Improvements

- Programs to educate pedestrians and drivers about safe practices at rail crossings
- Grade separation projects for vehicle and/or pedestrian traffic
- Installation of additional signals, barriers and signs
- Closure of at-grade crossings
- Effective elimination of informal crossing points
- Estimated capital and operating costs for each program or project

Priority List

- Develop a ranking methodology for improvements identified above
- Create a matrix or other device to apply the ranking criteria to the programs and projects, resulting in a prioritized list

Implementation Plan

- Develop a checklist for all at-grade crossing improvement projects to assist applicants in obtaining necessary project approvals
- Identify funding, governance and procedural steps needed to implement the programs and projects identified in the priority plan

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DATE: March 27, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Cordelia Truck Scales Relocation Project Implementation

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four environmental documents have either been prepared or are being prepared, one of which is for the I-80 Eastbound Cordelia Truck Scales Relocation project. The environmental document, Environmental Impact Report/Environmental Assessment (EIR/EA), for the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently being finalized. Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the EIR/EA.

Discussion:

Consistent with STA Board direction, staff has been working with Caltrans on the implementation for the I-80 Eastbound Cordelia Truck Scales Relocation Project. The next phases to get underway, after the environmental document phase, will be final design and right-of-way acquisition. Final design and right-of-way acquisition activities are scheduled to start upon completion of the environmental document phase. In order to move forward with final design and right-of-way acquisition, a Regional Measure 2 (RM 2) funding allocation of \$20.7 million is required from the Metropolitan Transportation Commission (MTC). As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution (Attachment A) which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan (attachments to resolution) and that STA authorizes its Executive Director, or his designee, to submit an allocation request with MTC for RM 2 funds for final design and right-of-way acquisition for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Fiscal Impact:

The I-80 Eastbound Cordelia Truck Scales are fully funded with Bridge Tolls and Proposition 1B Trade Corridor Improvement Funds (TCIF). The Bridge Tolls are funding the environmental, design, right-of-way and portions of the construction for this project.

Recommendation:

Approve Resolution 2009-06 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$20.7 million for final design and right-of-way acquisition for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachment:

- A. STA Resolution 2009-06

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2009-06**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE 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 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).

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.

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

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 RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

RESOLVED, that assets purchased with RM2 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 request to MTC for Regional Measure 2 funds in the amount of \$20,700,000 for design and right-of-way acquisition for the I-80 Eastbound Truck Scales Relocation project, purposes and amounts included in the project application attached to this resolution; 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.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 8, 2009.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th day of April, 2009 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: April 2, 2009
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: Updating STA's the Joint Powers Agreement

Background:

California law (Prop 111 and later statutes) provides that each county have a Congestion Management Agency (CMA) to put programs in place to keep traffic levels manageable. CMA's are charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program to spend transportation funds. Additionally, the Metropolitan Transportation Commission (MTC, the Bay Area's federally-designated Metropolitan Planning Organization) has required the preparation of a countywide transportation plan, and also a prioritized expenditure plan, to include in its regional transportation plan in order to meet federal clean air requirements. Through the continued establishment of a CMA, the county is able to receive state transportation funds, federal Surface Transportation Program (STP) funds and other funds that are apportioned to Urbanized Areas. It is also able to enjoy certain benefits as well as comply with the additional requirements of being a designated federal Transportation Management Area.

Initially, the County's Transportation Department acted as the CMA until a formal agency could be created. That occurred in 1995 when the joint power agreement creating the Solano Transportation Authority was passed by the County and the seven cities in Solano County. The key document for any Joint Powers Authority is the Joint Powers Agreement (JPA) which lists the purposes, functions and powers of the agency. STA's JPA was written in 1995 and has been only amended once—in 1997—to add language that created the Intercity Transit Consortium and made some other changes in STA's transit functions.

While some CMA's focus on roads, STA performs a broad range of functions as do most CMA's throughout the State.

1. Congestion Management Planning. The STA prepares and submits for adoption the Solano Transportation Plan that seeks to integrate a broad series of strategies to address congestion: land use planning, alternative modes of transportation and, as well, road projects aimed at reducing congestion.
2. Funding of Local Transportation Projects. Another key function of STA is to assist Solano County agencies in gaining funding for local projects. Finding funds for everything from pedestrian and bicycle paths to busses for mass transit to improved roads is an important component of insuring several approaches to reducing congestion.
3. Increasing Alternative Modes of Transportation including Intercity Transit and Commuter Services. STA is a key funding source for transit infrastructure by funding acquisition of new, more energy efficient busses and paratransit vehicles. STA also commits significant resources annually to expanding commuter services through match lists, van pools and helping employers develop ride share and other programs to reduce the burden of commuting on their employees.

4. Delivery of Transportation Projects. In recent years, STA has provided leadership in developing multi-agency projects to reduce congestion. STA has been able to obtain funding for key transportation projects in Solano County and, as well, STA has become an active partner with Caltrans for the delivery of road improvements, High Occupancy Vehicle (HOV) Lanes and the newly proposed “HOT (High Occupancy Toll) Lanes” or “Express Lanes”.

Since the STA JPA was last amended eleven (11) years ago, the role of the agency has changed significantly. For example:

1. Funding sources that STA manages have increased from less than 5 when the Agency was created to about 25 at the present time. In addition, STA has developed a mechanism for finding funding opportunities for local agencies and notifies them monthly of funds or grants available;
2. The planning function has expanded and STA plays a positive role in assisting local agencies in integrating transportation issues into their local land use planning;
3. STA also provides leadership in putting together the necessary inter-agency agreements to develop key transportation facilities which involve multiple agencies. These include the Jepson Parkway, the North Connector Project and the newly approved agreement between STA, Caltrans and the Napa County Transportation and Planning Agency for the widening of SR 12 through Jameson Canyon;
4. Perhaps most significant change is STA actually undertaking the design and construction of transportation projects; and, finally
5. The commuter support functions of the Solano Napa Commuter Information (SNCI) Program and assisting with intercity transit and paratransit programs, reflect STA’s increasing effort to expand alternative modes of transportation.

Amending the JPA:

Given that the existing JPA doesn’t accurately reflect the expanded role of the STA, the STA Board directed staff to prepare and circulate draft changes to bring the JPA up to date. The draft has been prepared and, in addition to clarifying the powers and duties of STA, I have reorganized the document to make it more accessible and easy to understand.

The Executive Director and I have met with, and given this memo and the attachments to the city managers, County Administrator, all the city attorneys, the County Counsel and STA’s Technical Advisory Committee made up of the Public Works and Planning officials from Solano County and all seven cities. Feedback has been received from these key city and county staff persons.

Attachments:

To provide the Board with key materials, the following is attached:

- Attachment A is a “clean” copy of the proposed Amended JPA.
- Attachment B is the existing JPA.
- Attachment C is the existing JPA showing all the proposed changes.

Proposed Revised Language on Powers and Functions:

Some of the proposed amendments are rearranging existing sections to make it the document more coherent and structured. The key changes are for the most part in the revisions to the powers, functions and duties of STA. Even there much of the existing language is retained. To help the Board evaluate the proposed amendments, immediately below are those proposed revisions. The sections that are new or substantially revised are underlined.

SUGGESTED REVISION OF STA'S POWERS

(Showing new or significantly revised language via underlining)

Section "X" Purposes, Functions and Powers of the Agency

The authority of the Solano Transportation Authority ("STA") shall be limited to transportation and transportation related issues. The Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4 of the California Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a county congestion management plan, the STA shall act as such agency and shall design or cause to have designed a plan similar to the requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the member agencies for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority.

The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et seq.) of the California Public Utilities Code which establishes the processes relating to adoption of local transportation sales taxes.

The Authority shall have all powers necessary or reasonably convenient to carry out the purposes set forth herein as the congestion management agency and transportation authority for Solano County, including but not limited to the following:

A. General Powers

1. Perform all transportation related functions deemed necessary and important by the Board of the Transportation Authority.
2. To make and enter into contracts and join and execute multi-jurisdictional transportation related agreements.
3. To employ agents and employees and to contract for the services deemed necessary to meet the purposes of the Authority including the retention of legal counsel and legislative advocates;
4. To acquire, including by lease or purchase, office space and other necessary quarters and to hold and dispose of personal property necessary to carry out the purposes of this Agreement;
5. To sue and be sued in its own name;
6. To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the member Agencies unless specifically agreed to in writing;
7. Submit annual work programs and budgets for each of STA's functions. Undertake an annual audit in accordance with applicable State and Federal regulations for the audit of governmental agencies.
8. In specific, individual circumstances, the STA Board may approve the exercise a power common to all of the Agencies and necessary to the accomplishment of the other purposes of the STA. Powers common to each of the Agencies shall include any powers presently existing or granted to all Agencies by legislative amendment subsequent to the date of this Agreement.

B. Transportation Funding

1. To apply for and accept grants, both on behalf of the Agency as well as for any member agency of the STA, for financial aid and project development funding pursuant to any applicable local, regional, state or federal statutes, programs and regulations;
2. To raise funds through the issuance of bonds of the Authority pursuant to Article 4, Chapter 5, Division 7, Title 1, Sections 6584 et seq. of the California Government Code.
3. To submit applications and funding claims for transportation related purposes, both on behalf of the Agency as well as for any member agency of the STA, to local government, MTC, other regional agencies, the State of California, the Federal Government and other entities supporting and financing transportation studies, programs and projects.
4. The STA shall approve budgets which determine financing for the planning and development of transportation programs, projects, operations and assisted services for transportation facilities including, but not limited to, transit, ferries and other water-based modes, roads, streets, highways, freeways, paratransit, rail service, bikeways, pathways and commuter facilities.

C. Transportation Planning

1. Develop, adopt and implement the Solano County Comprehensive Transportation Plan and such other plans and studies to support transportation planning in the region.
2. Adopt policies and programs for all modes of transportation including but not limited to, the following: transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
3. Assist local agencies in evaluating the transportation impacts and needs related to land use projects, plans and development.
4. Review and comment on matters related to transportation and transportation planning.

D. Development, Design, Construction and Delivery of Transportation Projects

1. STA is authorized to develop, design, construct, deliver, manage and maintain transportation projects as determined by the STA Board. To be responsible for the engineering and design of transportation projects, including contracting with qualified consultants, for preparation of construction plans and specifications, surveying, and any other necessary design engineering. To manage construction of projects in accordance with plans and specifications approved by the STA Board and where applicable, in accordance with Caltrans standard plans and specifications. To accept the Project on behalf of the Participants upon completion of construction work.
2. To acquire, hold and dispose of real property necessary to develop, design, construct, deliver, manage and maintain transportation projects. Acquisition by STA includes lease, purchase, grant, grant in lieu of development impacts, or through the exercise of eminent domain in accordance with State and Federal laws and regulations.
3. Hold public hearings and provide a public forum for discussion of the environmental documents⁷² and other issues related to the transportation

- projects, act as a lead or responsible agency under California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) and to certify environmental documents
4. Negotiate and enter into agreements for financing the design, construction, and acceptance of projects approved by the STA Board.
 5. Serve as Project Sponsor for right of way acquisition, design and construction of projects and to enter into cooperative and other agreements with local, regional, state, and federal agencies. Act as liaison with agencies responsible for issuing permits or approvals for transportation projects.
 6. Unless otherwise agreed to between the STA and one or more of the parties to a multi-jurisdictional project agreement, all lands and improvements shall be transferred to the respective jurisdictions upon completion and acceptance of the project.

E. Alternative Modes of Transportation and Transit and Commuter Activities

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit Transportation Development Act (TDA) and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately. If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties unless pursuant to an agreement among the parties.

In addition to the policy provisions above, the Transportation Authority shall have the following specific powers and functions:

1. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For individual transportation service systems a unanimous vote must be cast by all members contributing funding towards the system.
2. With respect to Transit activities, the Transportation Authority shall be charged with the following duties:
 - a. Coordinate all alternative modes of transportation within the county and with agencies outside Solano County.
 - b. Operate or cause to have operated transit and paratransit and submit American Disabilities Act (ADA) claims.
 - c. Refine and update the Solano County Transportation Plan relative transit and paratransit.
 - d. Review and coordinate transit planning throughout the county and outside the county.

- e. Coordinate implementation of transit improvements identified in the latest update of the Solano County Comprehensive Transportation Plan.
- f. Prepare an annual planning budget and a work program for transit, paratransit, commuter and alternative mode activities and programs.
- g. Submit claims to cover applicable planning and operations costs to the Metropolitan Transportation Commission (MTC) and any other applicable local, state or federal agency.
- h. Operate or contract for the operation of transit and paratransit services as determined appropriate by the Transportation Authority Board.
- i. Adopt policies and programs for all modes of transportation including but not limited to, the following: Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
- j. Operate or cause to have operated transit and paratransit and submit ADA claims.

Eminent Domain:

At present, STA does not have the power of eminent domain because, until recently, we weren't in the business of physically creating transportation projects. Because our functions have changed to actual design and construction, I propose that the "traditional" power of condemnation be included in the revisions to the JPA. By "traditional" I mean things like roads, bridges, utility lines, and the like rather than the controversial use of condemnation for economic development—which issue has been resolved by the passage of Prop. 99 which limits eminent domain to the traditional purposes.

Condemnation authority seems appropriate for several reasons:

1. Economies of Scale: Regional transportation projects are multi-jurisdictional. For example, the Jepson Parkway project involves 5 different public agencies (County, Vacaville, Fairfield, Suisun City and STA); the North Connector Project has three (County, Fairfield and STA); and the Jameson Canyon widening has three (STA, Caltrans and Napa County). It would be far more efficient use of public resources for there to be a single source for acquisitions rather than having multiple actions going on by several different member agencies at the same time for the same projects.
2. Local Approval of Projects: Regional transportation projects cannot move forward without several approvals before acquisitions would commence. Every local agency involved in a regional transportation project needs to approve and certify the environmental documentation for the project; they must approve the project and the project design (which will show alignments); and in most instances there will multi-agency funding agreements. If a particular agency does not want to have STA or any other of the member agencies to undertake condemnation on a collective basis then they have every right to choose not to participate in the project and proceed on their own.
3. STA Funding: Present funding of regional transportation projects is based on STA's 50/50 funding policy. 50% STA funds and 50% from the other local agencies depending upon the portion of a project within their jurisdiction. STA usually will have the greatest single funding share of any regional transportation project and, as such, will play a key role in the funding, design and construction of the regional project.

4. Statutory Processes: Eminent domain in California is subject to strict statutory procedures which any jurisdiction—city, county or STA—will be required to follow. Thus, there will be no loss in protection of the public by STA being the lead agency for acquisitions.

Finally, A Word About Liability Costs:

For years STA had minimal liability insurance coverage. When STA started to get involved in the project design and delivery, STA joined the County Supervisors Association of California (CSAC) Insurance “pool” last year. That pool provides up to \$15 million in coverage. The reason this is important to the STA’s member agencies is that presently the STA JPA provides that liability losses are allocated out to the member agencies. Based on discussions STA member agencies would prefer to avoid that contingent liability by having STA stay in CSAC and benefiting from the layers of insurance a pool offers. Thus, language has been added to that section to recognize that STA should acquire insurance coverage to protect against the pass-through of losses to the member agencies. Here is the existing language and the proposed addition:

LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc committees and staff shall be determined in the following manner:

- A. General Planning (All Parties) - When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.
- B. Activities not Involving Financial Contributions by Participating Parties - When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.
- C. Activities Involving Financial Contributions by Participating Parties - When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This pro-ration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.
- D. Participating Parties Defined: One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system. County Population Defined. The population of the County shall be considered to be the population of the

unincorporated area of the County as determined by the latest State Department of Finance data available.

- E. Liability Insurance. Transportation Authority shall seek and obtain liability insurance sufficient to reasonably protect the agency and member agencies from the contingent liability created pursuant to this section. Transportation Authority shall annually report to the Board the insurance coverage and cost thereof. If, in any year, liability insurance is not available or cannot reasonably be budgeted, then the agency shall notify all member agencies prior to any lapse in insurance coverage. “Insurance” shall include membership in one or more public agency insurance “pools.”

Amendments Need Unanimous Approval of the Member Agencies:

The amendment of the STA JPA requires the unanimous approval of all member agencies.

Recommendation:

Approve the following:

1. Revisions to the STA’s Joint Powers Agreement as specified in Attachment A (Exhibit A); and
2. Authorize the Executive Director to seek approval of the JPA Amendment by all member agencies.

Attachments:

- A. Exhibit A – Suggested Revision of STA’s Powers
- B. Exhibit B – Proposed Amended JPA
- C. Exhibit C – Existing JPA
- D. Exhibit D – Existing STA JPA Showing Proposed Changes (This attachment has been provided to the STA Board members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)

Regional Transportation Impact Fees (RTIF)

1. Impact Fees Generally

The legal authority for creating, imposing and administering a development impact fee arises from the general police power to provide for the health, safety and welfare of the citizens within the boundaries of a particular governmental agency. The underlying concept is that new development should pay its fair share of additional infrastructure necessitated by the development.

In California, the State Legislature has adopted statutes that reflect the various court cases which upheld the Constitutional right of a city, county or special district to address the impacts from new development by imposing an impact fee. Those statutes were contained in AB1600 and are found in Government Code Sections 66,000 et seq.

2. Regional Impact Fees

Regional transportation projects have been difficult to fund. In response, counties and cities began to develop impact fees to fund all or portion of regional transportation projects. At present, seventeen counties an RTIF covering all or a portion of the county: Alameda, Amador, Contra Costa, El Dorado, Los Angeles, Madera, Marin, Merced, Monterey, Orange, Placer, Riverside, Sacramento, San Francisco, Santa Barbara, Santa Cruz and Sonoma.

3. Creating an RTIF

There are three components to this issue: who establishes the fee; who collects the fee and who administers the fee.

a. Adopting and Imposing the RTIF

Under AB1600 a development impact fee can be created by a city, a county or special district as well as through an “authority” or “agency.” There are several different models within the 17 existing RTIFs in California. Some are created and imposed by the County; others have the fee adopted and imposed by the county for the unincorporated area and by each of the participating cities; and still others have the RTIF adopted and imposed by an existing or newly created joint powers “agency” or “authority.”

b. Collecting the RTIF

Impact fees are collected at the time building permits are issued or when an occupancy permit is issued at the completion of construction. Collection is done by the member agencies covered by the RTIF—the cities and the county—along with the other applicable development impact fees. This is the most efficient way to collect the RTIF although, theoretically, a county or authority could collect an RTIF itself although that would mean creating and staffing a collection system.

c. Administering the RTIF

When creating a regional or sub-regional transportation impact fee there are two basic forms of governance that could serve to administer such a regional fee after collection:

i. A County

A County can create county-wide fees and could also establish impact fees on a sub-regional basis. Thus, Solano County could be the vehicle for imposing, collecting and allocating a regional transportation fee. The local example of a regional fee would be Solano County's Public Facilities Fee which was created several years ago.

ii. A Joint Powers Authority or Multi-Agency Organization

(COG's; Transit Districts under the Public Utilities Code; a joint powers agency such as the Solano Transportation Authority)

While a county could adopt, collect and administer a RTIF, of the 17 RTIF's in California the vast majority do not use the county to administer regional transportation fees. Instead, virtually every RTIF is administered by a joint powers organization either through an existing agency or an agency specially created to administer the RTIF—and in several cases it is the joint powers agency that does everything: adopts and imposes the fee and administers the RTIF funds.

AB1600 recognizes that agencies with police powers can delegate that power to a specially created "authority" or "agency" to exercise defined powers and function that are common to the member agencies by adoption of a joint powers agreement or creation of a formal "council of governments" or "association of governments" authorized to exercise the police power.

Solano County does not have a Council of Governments. However, for transportation matters, the STA was created the County and the seven cities in Solano County and included a list of some of their common powers to be exercised by the STA. For example, cities and counties can operate transit systems. The existing JPA for the STA does not include the authority to create a regional or sub-regional transportation impact fee. However, the JPA is presently undergoing the amendment process (amendments need the unanimous approval of the eight member agencies) and one readily available means to create and administer a regional transportation impact fee is to include that power within the STA JPA amendments.

iii. An Existing Administering Body: the STIA

Another approach may be to utilize the already existing Solano Transportation Improvement Authority which was created to collect and administer funds raised by the proposed transportation sales tax measures. That authority is still in place and might be a good existing mechanism for independent administration of a regional transportation impact fee given that was its purpose had a transportation sales tax measure been passed by the voters. If the STIA is proposed to administer the RTIF, a formal joint powers agreement would have to be adopted by the participating agencies.

1. Some Common Elements of RTIFs

a. Independent Collection and Administration of Fee

As discussed above, virtually all RTIFs are administered by an independent body other than the county (in most cases) creating the RTIF. If agencies in Solano County follow that common element, a decision on what form of Administrating agency should be chosen and what powers of fee administration agency should have: creation and imposition the fee, collection, administration.

b. Return to Source

Several RTIF counties have programs for returning a portion of regional impact funds to local agencies for use on projects in their area. These programs often take the form of creating a list of broad regional projects and then sub-regional projects with the local agencies in the sub-region deciding among themselves the projects to fund and the timing of the funding.

c. Transit Funding

Some RTIF programs allocate a portion (around 2%) of the regional funds for transit improvement. Funds are used for acquisition and maintenance of equipment and capital improvements as impact fees cannot be used for operations.

d. Credit Toward Other Impact Fees

New development cannot be required to pay for the same infrastructure twice. Thus, if a regional transportation impact fee includes all or portions of projects already included in a local impact fee then an offset or credit towards one fee or the other must be made to the benefit of the developer.

If any Board member has questions, please feel free to give me a call.

END OF MEMO

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EXHIBIT A**SUGGESTED REVISION OF STA'S POWERS****NOTE:**

Many of the proposed amendments to STA's JPA are not new powers but rearranging existing sections to, hopefully, make the JPA more accessible. Here are the sections on STA functions and powers showing new or significantly revised language via underlining.

In addition to amending the JPA to reflect STA's activities another reason was the 1997 amendments dealing with the Intercity Transit Consortium were never integrated into the JPA itself. That has been done in two ways since the 1997 amendments were generally in two parts. The general discussion of the powers and procedures of the Consortium are integrated into the amended JPA (2-e and parts of 4-c-iii). The Transit Consortium MOU is not continued in the JPA since that is a separate document, clutters up the JPA and continues in effect regardless of amendments to the JPA.

Section "X" Purposes, Functions and Powers of the Agency

The authority of the Solano Transportation Authority ("STA") shall be limited to transportation and transportation related issues. The Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4 of the California Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a county congestion management plan, the STA shall act as such agency and shall design or cause to have designed a plan similar to the requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the member agencies for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority.

The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et seq.) of the California Public Utilities Code which establishes the processes relating to adoption of local transportation sales taxes.

The Authority shall have all powers necessary or reasonably convenient to carry out the purposes set forth herein as the congestion management agency and transportation authority for Solano County, including but not limited to the following:

A. General Powers

1. Perform all transportation related functions deemed necessary and important by the Board of the Transportation Authority.
2. To make and enter into contracts and join and execute multi-jurisdictional transportation related agreements.

3. To employ agents and employees and to contract for the services deemed necessary to meet the purposes of the Authority including the retention of legal counsel and legislative advocates;
4. To acquire, including by lease or purchase, office space and other necessary quarters and to hold and dispose of personal property necessary to carry out the purposes of this Agreement;
5. To sue and be sued in its own name;
6. To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the member Agencies unless specifically agreed to in writing;
7. Submit annual work programs and budgets for each of STA's functions. Undertake an annual audit in accordance with applicable State and Federal regulations for the audit of governmental agencies.
8. In specific, individual circumstances, the STA Board may approve the exercise a power common to each of the Agencies and necessary to the accomplishment of the purposes of the STA. Powers common to each of the Agencies shall include any powers presently existing or granted to all Agencies by legislative amendment subsequent to the date of this Agreement.

B. Transportation Funding

1. To apply for and accept grants, both on behalf of the Agency as well as for any member agency of the STA, for financial aid and project development funding pursuant to any applicable local, regional, state or federal statutes, programs and regulations;
2. To raise funds through the issuance of bonds of the Authority pursuant to Article 4, Chapter 5, Division 7, Title 1, Sections 6584 et seq. of the California Government Code.
3. To submit applications and funding claims for transportation related purposes, both on behalf of the Agency as well as for any member agency of the STA, to local government, MTC, other regional agencies, the State of California, the Federal Government and other entities supporting and financing transportation studies, programs and projects.
4. The STA shall approve budgets which determine financing for the planning and development of transportation programs, projects, operations and assisted services for transportation facilities including, but not limited to, transit, ferries and other water-based modes, roads, streets, highways, freeways, paratransit, rail service, bikeways, pathways and commuter facilities.

C. Transportation Planning

1. Develop, adopt and implement the Solano County Comprehensive Transportation Plan and such other plans and studies to support transportation planning in the region.

2. Adopt policies and programs for all modes of transportation including but not limited to, the following: transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
3. Assist local agencies in evaluating the transportation impacts and needs related to land use projects, plans and development.
4. Review and comment on matters related to transportation and transportation planning.

D. Development, Design, Construction and Delivery of Transportation Projects

1. STA is authorized to develop, design, construct, deliver, manage and maintain transportation projects as determined by the STA Board. To be responsible for the engineering and design of transportation projects, including contracting with qualified consultants, for preparation of construction plans and specifications, surveying, and any other necessary design engineering. To manage construction of projects in accordance with plans and specifications approved by the STA Board and where applicable, in accordance with Caltrans standard plans and specifications. To accept the Project on behalf of the Participants upon completion of construction work.
2. To acquire, hold and dispose of real property necessary to develop, design, construct, deliver, manage and maintain transportation projects. Acquisition by STA includes lease, purchase, grant, grant in lieu of development impacts, or through the exercise of eminent domain in accordance with State and Federal laws and regulations.
3. Hold public hearings and provide a public forum for discussion of the environmental document and other issues related to the transportation projects, act as a lead or responsible agency under CEQA and to certify environmental documents
4. Negotiate and enter into agreements for financing the design, construction, and acceptance of projects approved by the STA Board.
5. Serve as Project Sponsor for right of way acquisition, design and construction of projects and to enter into cooperative and other agreements with local, regional, state, and federal agencies.
6. Act as liaison with agencies responsible for issuing permits or approvals for transportation projects.
7. Unless otherwise agreed to between the STA and one or more of the parties to a multi-jurisdictional project agreement, all lands and improvements shall be transferred to the respective jurisdictions upon completion and acceptance of the project.

E. Alternative Modes of Transportation and Transit and Commuter Activities

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for

funds that are generally allocated to Solano County at large or for funds apportioned to each party separately. If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties unless pursuant to an agreement among the parties.

In addition to the policy provisions above, the Solano Transportation Authority shall have the following specific powers and functions:

1. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For individual transportation service systems a unanimous vote must be cast by all members contributing funding towards the system.
2. With respect to Transit activities, the transportation Authority shall be charged with the following duties:
3. Coordinate all alternative modes of transportation within the county and with agencies outside Solano County.
4. Operate or cause to have operated transit and paratransit and submit ADA claims.
5. Refine and update the Solano County Transportation Plan relative transit and paratransit.
6. Review and coordinate transit planning throughout the county and outside the county.
7. Coordinate implementation of transit improvements identified in the latest update of the Solano County Comprehensive Transportation Plan.
8. Prepare an annual planning budget and a work program for transit, paratransit, commuter and alternative mode activities and programs.
9. Submit claims to cover applicable planning and operations costs to the Metropolitan Transportation Commission (MTC) and any other applicable local, state or federal agency.
10. Operate or contract for the operation of transit and paratransit services as determined appropriate by the STA Board.
11. Adopt policies and programs for all modes of transportation including but not limited to, the following: Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
12. Operate or cause to have operated transit and paratransit and submit IDA claims.

EXHIBIT B

PROPOSED AMENDED JPA

NOTE:

Many of the proposed amendments to STA's JPA are not new powers but rearranging existing sections to, hopefully, make the JPA more accessible. Thus, showing all the changes is a little misleading as existing sections of the JPA that are simply rearranged appear as "new" (i.e. underlined). Please refer to EXHIBIT A to see a "clean" presentation of the powers and functions of STA showing new or significantly revised language via underlining.

In addition to amending the JPA to reflect STA's activities another reason was the 1997 amendments dealing with the Intercity Transit Consortium were never integrated into the JPA itself. That has been done in two ways since the 1997 amendments were generally in two parts. The general discussion of the powers and procedures of the Consortium are integrated into the amended JPA (2-e and parts of 4-c-iii). The Transit Consortium MOU is not continued in the JPA since that is a separate document, clutters up the JPA and continues in effect regardless of amendments to the JPA.

AMENDMENT TO JOINT POWERS AGREEMENT
ON THE ORGANIZATION AND FUNCTIONS
OF THE SOLANO TRANSPORTATION AUTHORITY

WHEREAS, since 1975 the Cities of Solano County and Solano County (also referred to as "the Parties" or "Parties" as the context requires) have jointly engaged in coordinated, continuous and comprehensive transportation planning; and

WHEREAS, on June 1, 1983, a revised Joint Powers Agreement on the Organization and Functions of Solano County Transportation Council, executed by the cities of Solano County and Solano County, established the permanent formation of a Solano County Transportation Council; and

WHEREAS, the June 1, 1983 agreement was modified by a subsequent agreement on August 21, 1990 renaming the Solano County Transportation Council the Solano Transportation Authority (hereinafter "STA" or "the STA") and altering certain duties; and

WHEREAS, on September 13, 1995, a revision was made to the JPA providing for a full time Executive Director and supporting staff, and

WHEREAS, on or about September 17, 1997 the JPA was amended to officially recognize the Solano Intercity Transit Consortium, and the parties hereto desire to enter into a new and superseding agreement; and

WHEREAS, in the years since 1997 the transportation and congestion challenges facing Solano County and the cities within Solano County have increased dramatically, and are matched by the complexities of transportation funding, such that new and more comprehensive strategies are necessary to address local congestion, improve transit opportunities, improve transportation to assist in the economic well being of Solano County through well managed commercial, industrial and residential development, and to address the need to reduce greenhouse gasses.

NOW THEREFORE, the County of Solano, the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville and the City of Vallejo agree to amend and reorganize the STA Joint Powers Agreements to read as follows:

1. NAME OF JOINT POWERS AGENCY

The official name of the agency shall be: Solano Transportation Authority. The STA is a joint powers entity created by the County of Solano and the seven Cities in Solano County: Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo.

2. ORGANIZATION

The Solano Transportation Authority shall consist of a Governing Board of voting members from the eight member agencies, which in this agreement will be referred to as Solano Transportation Authority Board or Board; advisory bodies to the Board; and the STA staff as follows:

a. Terms of Office

- A mayor serving on the Transportation Authority may serve for the duration of his/her office as mayor. City council members serving on the Transportation Authority may serve at the pleasure of the incumbent mayors or city councils as long as they hold office as city councilmembers.
- With respect to the county representative, he/she may hold membership on the Transportation Authority as long as she/he is a member of the Solano County Board of Supervisors or until he/she is replaced by the Board of Supervisors-
- The members of all committees, sub-committees and ad hoc committees are without fixed terms and serve at the discretion and pleasure of the appointing body and the STA Governing Board.

- b. Solano Transportation Authority Governing Board
The governing Board of the Solano Transportation Authority shall be composed of the mayors of the seven cities, or a city council member appointed by the mayor or the city council, and one member of the Solano County Board of Supervisors appointed by the Board of Supervisors. Each member agency shall also appoint an alternate member from the Board of Supervisors or the City Council who shall serve on the STA Board when the primary Board member is not available. 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.
- c. Technical Advisory Committee (TAC)
The Technical Advisory Committee, an advisory body of the Transportation Authority, shall be made up of a minimum of two representatives, one from the equivalent of a public works or transportation department of a member agency and one from the equivalent of a planning department from each member agency. TAC matters shall be approved by a majority of agencies present with one vote per agency. The TAC representatives and alternates shall be appointed by the chief administering officer of each of the member agencies. In addition to the duties and responsibilities of the TAC as determined by the STA Governing Board, the TAC shall review and recommend to the Board on the proposed actions of the Traffic Modeling TAC and the Intercity Transit Consortium. Further, the minutes of Committees that report directly to the Board shall be provided to the TAC.
- d. Paratransit Coordinating Committee (PCC)
The Paratransit Coordinating Committee shall be organized in accordance with the PCC By-Laws approved by the STA Governing Board. The members and alternates of the PCC are selected and appointed by the STA Governing Board. In addition to other duties defined by the STA Governing Board, the PCC will act as the social services transportation advisory committee (SSTAC), as mandated by Section 99238 of the California Government Code, for Solano County as long as the SSTAC or a similar body is required.
- e. Intercity Transit Consortium (ITC)
The Intercity Transit Consortium is established to be a consensus-building, advisory body to the Governing Board of the Solano Transportation Authority, and all consist of staff representatives and alternates appointed by each of the participating transit agencies listed below when such agencies are providing or contributing to the cost of transit services or alternative modes:
- Vallejo Transit
 - Fairfield-Suisun Transit

- City Coach (Vacaville)
- Benicia Transit
- Dixon Transit
- Rio Vista Transit (presently dormant)
- Solano County
- Solano Transportation Authority (STA)
- Solano Napa Commuter Information (SNCI)
- Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium. The Consortium is responsible for making recommendations to the STA Board including: long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program; a 5-year transit development plan; prioritizing the allocation of transit funds that become available (subject to final recommendations by the TAC and approval by the STA Board); and addressing other transit issues that may arise including, but not limited to, studies of transit and alternative modes issues and the improvement of mass transit in Solano County. As necessary, the STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

- f. **Bicycle Advisory Committee (BAC)**
 The Bicycle Advisory Committee, an advisory body to the Transportation Authority Board, shall be made up in accordance with the BAC By-Laws as approved by the Transportation Authority Board. The members and alternates of the PCC are selected and appointed by the Transportation Authority Board. The purpose of the Committee is to improve the circulation of bike paths and other facilities and functions encouraging the use bicycles for recreation and as an alternative mode of transportation.
- g. **Pedestrian Advisory Committee (PAC)**
 The Pedestrian Advisory Committee, an advisory body to the Transportation Authority Board, shall be made up in accordance with the PAC By-Laws as approved by the Transportation Authority Board. The members and alternates of the PCC are selected and appointed by the Transportation Authority Board. The purpose of the Committee is to improve the circulation of walkways and paths and other facilities and functions encouraging the walking for recreation and as an alternative mode of transportation.

h. Ad Hoc Citizens Group

Ad Hoc Citizens Groups may be appointed from time to time as found necessary, the Governing Board may appoint temporary citizens committees to study and report on matters of importance regarding transportation and congestion issues facing Solano County's citizens. The functions, composition, permanence and all other attributes of such citizen's committees shall be determined by the STA Board.

3. STA STAFFING

Staffing shall consist of an Executive Director hired by the STA Governing Board and supporting staff as needed and consistent with the annual budgets and work programs of the Solano Transportation Authority. Temporary supporting staff may be authorized by the STA Board depending on their need to perform tasks in the work program and in light of available budgetary resources.

4. JURISDICTION, FUNCTIONS AND POWERS OF THE SOLANO TRANSPORTATION AUTHORITY

The authority of the Solano Transportation Authority ("STA") shall be limited to transportation and transportation related issues. The Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4 of the California Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a county congestion management plan, the STA shall act as such agency and shall design or cause to have designed a plan similar to the requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the member agencies for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority.

The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et seq.) of the California Public Utilities Code which establishes the processes relating to adoption of local transportation sales taxes.

The Authority shall have all powers necessary or reasonably convenient to carry out the purposes set forth herein as the congestion management agency and transportation authority for Solano County, including but not limited to the following:

i. General Powers

- i. Perform all transportation related functions deemed necessary and important by the Board of the Transportation Authority.
- ii. To make and enter into contracts and join and execute multi-jurisdictional transportation related agreements.

- iii. To employ agents and employees and to contract for the services deemed necessary to meet the purposes of the Authority including the retention of legal counsel and legislative advocates;
- iv. To acquire, including by lease or purchase, office space and other necessary quarters and to hold and dispose of personal property necessary to carry out the purposes of this Agreement;
- v. To sue and be sued in its own name;
- vi. To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the member Agencies unless specifically agreed to in writing;
- vii. Submit annual work programs and budgets for each of STA's functions. Undertake an annual audit in accordance with applicable State and Federal regulations for the audit of governmental agencies.
- viii. In specific, individual circumstances, the STA Board may approve the exercise a power common to each of the Agencies and necessary to the accomplishment of the purposes of the STA. Powers common to each of the Agencies shall include any powers presently existing or granted to all Agencies by legislative amendment subsequent to the date of this Agreement.

j. Transportation Funding

- i. To apply for and accept grants, both on behalf of the Agency as well as for any member agency of the STA, for financial aid and project development funding pursuant to any applicable local, regional, state or federal statutes, programs and regulations;
- ii. To raise funds through the issuance of bonds of the Authority pursuant to Article 4, Chapter 5, Division 7, Title 1, Sections 6584 et seq. of the California Government Code.
- iii. To submit applications and funding claims for transportation related purposes, both on behalf of the Agency as well as for any member agency of the STA, to local government, MTC, other regional agencies, the State of California, the Federal Government and other entities supporting and financing transportation studies, programs and projects.
- iv. The STA shall approve budgets which determine financing for the planning and development of transportation programs, projects, operations and assisted services for transportation facilities including, but not limited to, transit, ferries and other water-based modes, roads, streets, highways, freeways, paratransit, rail service, bikeways, pathways and commuter facilities.

- k. Transportation Planning
 - i. Develop, adopt and implement the Solano County Comprehensive Transportation Plan and such other plans and studies to support transportation planning in the region.
 - ii. Adopt policies and programs for all modes of transportation including but not limited to, the following: transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
 - iii. Assist local agencies in evaluating the transportation impacts and needs related to land use projects, plans and development.
 - iv. Review and comment on matters related to transportation and transportation planning.

- l. Development, Design, Construction and Delivery of Transportation Projects
 - i. STA is authorized to develop, design, construct, deliver, manage and maintain transportation projects as determined by the STA Board. To be responsible for the engineering and design of transportation projects, including contracting with qualified consultants, for preparation of construction plans and specifications, surveying, and any other necessary design engineering. To manage construction of projects in accordance with plans and specifications approved by the STA Board and where applicable, in accordance with Caltrans standard plans and specifications. To accept the Project on behalf of the Participants upon completion of construction work.
 - ii. To acquire, hold and dispose of real property necessary to develop, design, construct, deliver, manage and maintain transportation projects. Acquisition by STA includes lease, purchase, grant, grant in lieu of development impacts, or through the exercise of eminent domain in accordance with State and Federal laws and regulations.
 - iii. Hold public hearings and provide a public forum for discussion of the environmental document and other issues related to the transportation projects, act as a lead or responsible agency under CEQA and to certify environmental documents
 - iv. Negotiate and enter into agreements for financing the design, construction, and acceptance of projects approved by the STA Board.
 - v. Serve as Project Sponsor for right of way acquisition, design and construction of projects and to enter into cooperative and other agreements with local, regional, state, and federal agencies.
 - vi. Act as liaison with agencies responsible for issuing permits or approvals for transportation projects.

- vii. Unless otherwise agreed to between the STA and one or more of the parties to a multi-jurisdictional project agreement, all lands and improvements acquired for local transportation projects shall be transferred to the respective jurisdictions upon completion and acceptance of the project.
- m. Transit, Paratransit, Commuter Services and Alternative Modes
- i. Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately. If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.
 - ii. Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties unless pursuant to an agreement among the parties.
 - iii. In addition to the policy provisions above, the Solano Transportation Authority shall have the following specific powers and functions:
 - 1. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For individual transportation service systems a unanimous vote must be cast by all members contributing funding towards the system.
 - 2. With respect to Transit activities, the transportation Authority shall be charged with the following duties:
 - a. Coordinate all alternative modes of transportation within the county and with agencies outside Solano County.
 - b. Operate or cause to have operated transit and paratransit and submit ADA claims.
 - c. Refine and update the Solano County Transportation Plan relative transit and paratransit.
 - d. Review and coordinate transit planning throughout the county and outside the county.

- e. Coordinate implementation of transit improvements identified in the latest update of the Solano County Comprehensive Transportation Plan.
- f. Prepare an annual planning budget and a work program for transit, paratransit, commuter and alternative mode activities and programs.
- g. Submit claims to cover applicable planning and operations costs to the Metropolitan Transportation Commission (MTC) and any other applicable local, state or federal agency.
- h. Operate or contract for the operation of transit and paratransit services as determined appropriate by the STA Board.
- i. Adopt policies and programs for all modes of transportation including but not limited to, the following: Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
- j. Operate or cause to have operated transit and paratransit and submit IDA claims.

5. FINANCING

The Solano Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities. Whenever financing involving funds derived from funds allocated to the individual parties, such as IDA articles 4 and 8, such Funding shall be approved annually by the contributing parties. Unless otherwise agreed by parties the total expenditures in the annual planning budget shall be paid for by contributions by parties based on the population ratios of the parties. In determining said population ratios the latest population statistics by the State Department of Finance shall be used. The Transportation Authority will become the claimant to these funds approved by- the parties and will determine how the funds will be expended. All funds derived from sources other than the parties shall be expended at the direction of the Transportation Authority.

6. QUORUM, VOTING RIGHTS, PROCEDURES

- A. The Transportation Authority may act only when more than 50% of the total membership is present. Each member of the Transportation Authority shall have one vote. The following procedure applies to all matters before the Authority:
- B. A motion is passed when it has received a majority vote. A majority vote shall have been deemed cast when the votes recorded represent a majority of the parties represented and when the parties voting with the majority represent the majority of the population in the county. In determining said population the latest population statistics by the State Department of Finance shall be used. The Supervisor representing the County shall

represent the total population of the unincorporated area of the county.

C. Committees and Sub-Committees

In the various committees, sub-committees and ad hoc committees of the STA (TAC, PCC et al), each member agency shall have one vote. All other committees will have the voting powers and pattern determined by the Transportation Authority. A motion shall be considered passed when a majority of the parties present vote in favor of the proposed motion. The committees must have a quorum (more than 50% attendance) to act.

7. LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc committees and staff shall be determined in the following manner:

a. General Planning (All Parties)

When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.

b. Activities Not Involving Financial Contributions by Participating Parties

When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.

c. Activities Involving Financial Contributions by Participating Parties

When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This proration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.

d. Participating Parties Defined:

One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system.

e. County Population Defined

The population of the County shall be considered to be the population of the unincorporated area of the County as determined by the latest State Department of Finance data available,

e. Liability Insurance.

STA shall seek and obtain liability insurance sufficient to reasonably protect the agency and member agencies from the contingent liability created pursuant to this section. STA shall annually report to the Board the insurance coverage and cost thereof. If, in any year, liability insurance is not available or cannot reasonably be budgeted, then the agency shall notify all member agencies prior to any lapse in insurance coverage. "Insurance" shall include membership in one or

more public agency insurance “pools.”

8. REVISION OR TERMINATION

This agreement may be terminated by a vote of 3/4 of the parties. This agreement may be revised by a unanimous action of the parties.

IN WITNESS WHEREOF, the Parties have caused this Joint Powers Agreement to be Amended as set forth herein and duly executed by their respective officers set forth below:

COUNTY OF SOLANO
CITY OF BENICIA
CITY OF DIXON
CITY OF FAIRFIELD
CITY OF RIO VISTA
CITY OF SUISUN CITY
CITY OF VACAVILLE
CITY OF VALLEJO

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EXHIBIT “C”
Existing JPA

JOINT POWERS AGREEMENT ON THE ORGANIZATION AND FUNCTIONS
OF THE SOLANO TRANSPORTATION AUTHORITY

WHEREAS, since 1975 the Cities of Solano County and Solano County jointly have engaged in coordinated, continuous and comprehensive transportation planning; and

WHEREAS, on June 1, 1983, a revised Joint Powers Agreement on the Organization and Functions of Solano County Transportation Council, executed by the cities of Solano County and Solano County, established the permanent formation of a Solano County Transportation Council; and

WHEREAS, the June 1, 1983 agreement was modified by a subsequent agreement on August 21, 1990 renaming the Solano County Transportation Council the Solano Transportation Authority and altering certain duties; and

WHEREAS, on September 13, 1995, a revision was made to the WA providing for a full time Executive Director and supporting staff, and

WHEREAS, said agreement is now in need of revision to officially recognize the Solano Intercity Transit Consortium, and the parties hereto desire to enter into a new and superseding agreement;

NOW THEREFORE, the County of Solano, the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville and the City of Vallejo do agree to rescind any and all previous Joint Powers Agreements and enter into a new superseding agreement to

recognize the Solano Intercity Transit Consortium as an advisory body to the STA (Collectively the above named parties shall be referred to herein as "parties", and individually each party shall be referred to as "party") and do hereby further agree as follows:

I. NAME

The official name of the agency shall be: Solano Transportation Authority.

II. ORGANIZATION

The Solano Transportation Authority shall consist of a body of voting members, which in this agreement will be referred to as Transportation Authority; advisory bodies; and staff as follows:

A. Transportation Authority

The Transportation Authority shall be composed of the mayors of the seven cities, or a city council member appointed by the mayor or the city council, and one member of the Board of Supervisors appointed by the Board of Supervisors. 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.

B. Technical Advisory Committee (TAC)

The Technical Advisory Committee, an advisory body of the Transportation Authority, shall be made up of a minimum of two representatives, one from the department of the party concerned with transportation and one from the equivalent of a planning department, from each party with one vote per party. The representative(s) shall be appointed by the chief administering officer of each of the parties.

C. Paratransit Coordinating Committee (PCC) made up in accordance with the PCC

By-Laws as approved by the Transportation Authority. The members of the PCC are selected and appointed by the Transportation Authority. The PCC will act as the social services transportation advisory committee (sstac), as mandated by Section 99238 of the California Government Code, for Solano County as long as the sstac or a similar body is

required.

D. Citizens Group. Citizens Group(s) (CGs) may be designated by the Transportation Authority. The powers, function, composition, permanence and all other attributes of such group(s) are to be determined by the Transportation Authority.

E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit

Fairfield-Suisun Transit

City Coach (Vacaville)

Benicia Transit

Dixon Transit

Rio Vista Transit

Solano County

Solano Transportation Authority (STA)

Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;

- Prioritizing of transit funds that become available (subject to final recommendations by the

- TAC and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

F. Alternates

1. Transportation Authority

- Alternates to the Transportation Authority may be designated by the parties. A designated alternate must be a current member of the elected governing board of the party.

2. Technical Advisory Committee

- Alternates to the members of the Technical Advisory Committee shall be selected from staff members of the panics.

3. Paratransit Coordinating Committee Alternates shall be selected and appointed by the Transportation Authority.

G. Sub-Committees and Ad Hoc Committees

Standing sub-committees may be appointed by the Transportation Authority, Ad hoc committees may be appointed by the Transportation Authority or any of its advisory committees.

H. Staffing

Staffing shall consist of an Executive Director hired by the Transportation Authority and supporting staff as needed consistent with the annual budgets and work programs of the Solano Transportation Authority. Additional supporting staff may be provided by the parties depending on their need to perform tasks in the work program.

- A. Refine and update the Solano County Transportation Plan.
- B. Review and coordinate transportation planning throughout the county.
- C. Coordinate implementation of transportation improvements identified in the latest update of the Solano County Transportation Plan__
- D. Prepare an annual planning budget and a work program. Submit claims to cover applicable planning costs to the Metropolitan Transportation Commission (MTC).
- E. Operate or contract for the operation of transit and paratransit services as determined by the Transportation Authority.
- F. Perform all other transportation related functions deemed important by the Transportation Authority,

V. FINANCING

The Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities. Whenever financing involving funds derived from funds allocated to the individual parties, such as IDA articles 4 and 8, such Funding shall be approved annually by the contributing parties. Unless otherwise agreed by parties the total expenditures in the annual planning budget shall be paid for by contributions by parties based on the population ratios of the parties. In determining said population ratios the latest population statistics by the State Department of Finance shall be used. The Transportation Authority will become the claimant to these funds approved by- the parties and will determine how the funds will be expended. All funds derived from sources other than the parties shall be expended at the direction of the Transportation Authority.

VI. JURISDICTION

The authority of the Transportation Authority shall be limited to transportation and transportation related issues. The Transportation Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4, of the California

Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a congestion management plan or agency, the Transportation Authority shall design or cause to have designed a plan similar to that requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the parties for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority. The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et. seq.) of the California Public Utilities Code. Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not -compete with local transit services operated by the parties. Funding derived from kinds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For each individual transportation service system a unanimous vote must be cast by all members contributing funding towards the system.

Within said limitations Solano Transportation Authority shall be vested with the authority to:

- A. Develop, adopt and implement county transportation plans.
- B. Submit applications and finding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.
- C. Execute transportation related agreements.
- D. Enter into contracts.
- E. Adopt policies and programs for all modes of transportation including but not limited to, the following:
 - Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
- F. Review and comment on all matters related to transportation.
- G. Submit annual work programs and budgets.
- H. Coordinate all modes of transportation within the county and with agencies outside Solano County
- I. Operate or cause to have operated transit and paratransit and submit TDA claims.
- J. Bond for project planning, design and construction.

VII. QUORUM

The Transportation Authority may act only when more than 50% of the total membership is present.

VIII. VOTING RIGHTS

The Transportation Authority

Each member of the Transportation Authority shall have one vote,

A. General

The following procedure applies to all matters before the Authority:

A motion is passed when it has received a majority vote. A majority vote shall have been deemed cast when the votes recorded represent a majority of the parties represented and when the parties voting with the majority represent the majority of the population in the county. In determining said population the latest population statistics by the State Department of Finance shall be used.

The Supervisor representing the County shall represent the total population of the unincorporated area of the county.

B. Committees and Sub-Committees

In the various committees, sub-committees and ad hoc committees of the TA C, FCC or Transportation Authority each party shall have one vote. All other committees will have the voting powers and pattern determined by the Transportation Authority. A motion shall be considered passed when a majority of the parties present vote in favor of the proposed motion. The committees must have a quorum (more than 50% attendance) to act.

IX. LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc com-

mittees and staff shall be determined in the following manner:

A. General Planning (All Parties)

When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.

B. Activities not Involving Financial Contributions by Participating Parties

When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.

C. Activities Involving Financial Contributions by Participating Parties

When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This pro-ration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.

D. Participating Parties Defined: One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system.

County Population Defined. The population of the County shall be considered to be the population of the unincorporated area of the County as determined by the latest State Department of Finance data available,

X. SUCCESSION

This agreement is to be considered a revision and novation to that joint powers agreement

between the parties dated in 1975 as revised June 1, 1983 and August 21, 1990 and again revised September 13, 1995. It is further agreed that the Transportation Authority created hereunder shall assume any and all liability of the Transportation Council and shall carry out, conclude and assume responsibility on any and all contracts or other obligations of the Council. It is intended that the Transportation Authority shall be the successor in interest to the Transportation Council.

XI. REVISION OR TERMINATION

This agreement may be terminated by a vote of 3/4 of the parties.

This agreement may be revised by a unanimous action of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized respective officers.

CITY OF BENICIA

_____ Date _____

CITY OF DIXON

_____ Date _____

CITY OF FAIRFIELD

_____ Date _____

CITY OF RIO VISTA

Date _____

COUNTY OF SOLANO

_____ Date _____

CITY OF SUISUN CITY

_____ Date _____

CITY OF VACAVILLE

_____ Date _____

CITY OF VALLEJO

_____ Date _____

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Exhibit "A"

Intercity Transit Coordination Plan

September, 1997

RESOLUTION NO. 97-21

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY ACCEPTING THE SOLANO INTERCITY TRANSIT COORDINATION PLAN AND AUTHORIZING A REVISION TO THE STA JOINT POWERS AGREEMENT

WITEREAS, on October 9, 1996 the Solano Transportation Authority (STA) entered into an agreement with Neison\Nygaard Consulting Associates to prepare the Solano Intercity Transit Coordination Study (hereafter referred to as the Plan); and

WHEREAS, the STA Board's Transit Committee, Solano transit operators and the consultants have been diligently working on the development of the Plan; and

WHEREAS, the Plan was developed in conjunction with various Transit Steering Committee meetings, approximately five workshops, and individual consultations with member jurisdictions; and

WHEREAS, the 1996/97 planning process has been completed substantially as scoped; and

WHEREAS, the final Plan dated September 1997 has been circulated to the Board, Solano transit operators and other interested parties; and

WHEREAS, the Plan proposes to encourage development of intercity transit coordination through the creation of the Solano Intercity Transit Consortium (also referred to as Consortium); and

WHEREAS, the Consortium shall be comprised of representatives from each of the STA member jurisdictions, participating in their capacity as their separate jurisdiction's transit services provider.

THEREFORE BE IT RESOLVED that the Solano Transportation Authority (STA) accepts the recommendations of the final Solano Intercity Transit Coordination Plan, dated September 1997 attached hereto as Exhibit "A".

NOW THEREFORE BE IT FURTHER RESOLVED that the STA is initiating a proposed revision of the STK! Joint Powers Agreement attached as Exhibit "B" and requests each member to sign and return the amended WA recognizing the proposed Consortium as an STA advisory body.

NOW THEREFORE BE IT FURTHER RESOLVED that each participating member of the Consortium also sign and return a Memorandum of Understanding attached as Exhibit "C" that further describes the role, authority, responsibilities and finding for the Consortium.



Steve Lessler, Chairman

Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a special meeting thereof held this 17th day of September, 1997.



Martin Tuttle, Executive Director Solano Transportation Authority

Exhibit “B”

Proposed Revision to the Solano Transportation Authority Joint Powers Agreement

The following revision is proposed to the existing STA joint powers agreement:

II. E Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit
Fairfield-Suisun Transit
City Coach (Vacaville)
Benicia Transit
Dixon Transit
Rio Vista Transit
Solano County
Solano Transportation Authority (STA)
Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program,
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the TAG and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

[Renumber the rest of Section II]

Exhibit "C"

MEMORANDUM OF UNDERSTANDING AMONG THE SOLANO TRANSPORTATION AUTHORITY TO DEVELOP AN INTERCITY TRANSIT CONSORTIUM FOR THE PURPOSE OF COORDINATING INTERCITY TRANSIT WITHIN AND CONNECTING TO SOLANO COUNTY, CALIFORNIA

This agreement is entered into this ___ day of 199_, by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, all in Solano County, and Solano County.

1. PURPOSE OF THE CONSORTIUM

The Solano Intercity Transit Consortium shall have the responsibility of coordinating, improving and expanding intercity transit services within, and connecting to and from, Solano, acting in their capacity as transit providers in their jurisdictions and STA.

2. AUTHORITY

The primary job of the consortium is to coordinate and advance intercity transit services in Solano. As such, it is a formalization of what the transit operators have been doing on an ad hoc basis or through the Transit Technical Advisory Committee (TTAC). The consortium will give the coordination effort more structure and additional resources to coordinate, improve and expand intercity transit services.

The consortium will prepare an annual work program, outlining the tasks they would undertake over the following year. The intent would be to outline an achievable set of specific tasks each year, while not overburdening the consortium with "regular review or planning activities.

The consortium shall have authority over non-financial administrative decisions. Each agency represented shall retain control over their own budgets and services. Any change in the individual budgets or services resulting from a recommendation of the consortium shall, as they are now, be required to be approved by the transit agency(s) governing board(s) (i.e.: City Council, Board of Supervisors or WA). The consortium would, based on their coordination plans, make advisory recommendations to the TAC regarding funding to support the operation of intercity transit services, intercity unmet transit needs findings, and/or capital grant allocations.

The consortium shall make reports to the Solano Transportation Authority Board or its Transit Working Group upon request, or as the consortium deems necessary.

3. PARTICIPATION

Solano agencies represented in the consortium would include:

- Vallejo Transit
- Fairfield-Suisun Transit
- City Coach (Vacaville)
- Benicia Transit
- Dixon Transit
- Rio Vista Transit
- Solano County
- Solano Transportation Authority (STA)
- Solano Commuter Information Service (SCI)

The consortium shall be comprised of a staff member from each agency. Advisory participation by Metropolitan Transportation Commission (MTC), Sacramento Area Council Of Governments (SACOG), Yolo, Napa Transit, Bay Area Rapid Transit (BART), Amtrak, Bay Area Air Quality Management District, Yolo-Solano Air Quality Management District and other coordinating agencies (hereinafter known as "participating agencies") would be encouraged.

While the consortium is intended to function on a consensus basis the agencies shown above would be required to participate in the consensus decisions, while the remaining agencies would function in an advisory capacity to the consortium.

4. STAFFING

STA staff shall assume responsibility for all basic administrative tasks associated with the consortium including agenda preparation and mailing, public noticing as required by law, preparation of the meeting notes, and the preparation of any reports or memos to the STA Board. STA staff may achieve these tasks either by doing them themselves or through contract staff or consultants.

Each year the consortium shall have a very specific work plan of tasks to achieve. Based on these tasks special expertise will be needed to assist the consortium, Therefore, periodically upon approval of the STA Board, the consortium may be staffed by consultants or contract staff hired, on a task basis, for their expertise in the areas needed by the consortium. There may be a primary consultant or contract staff person that facilitates the meetings, works with the specialist consultants to ensure that the consortium members get pre-meeting materials in a timely manner, facilitates decision-making at the meetings and monitors progress on the work program. All consultant contract staff shall be under contract to the STA.

5. RESPONSIBILITIES

Each fiscal year the consortium will develop a work plan for the subsequent year that assists in their goal to farther the coordination of intercity transit services in Solano. There should be an adequate amount of work to be challenging and interesting, but also be achievable within a one year time frame. Such plan should be submitted to the Executive

Director within 60 days prior to the start of the fiscal year.

Once the workplan is agreed to by the consortium members, STA will prepare a budget and consultant needs analysis for acceptance by the consortium. Funding to support the work in the annual workplan will be provided in accordance with Section 6 of this agreement.

It is the responsibility of the transit operators to fully participate in the consortium by attending meetings, reviewing materials prior to the meeting, and providing information specific to their intercity transit operations, budgets and management as may be required from time to time.

6. FUNDING

Staff/consulting support to the consortium will be funded through State Transit Assistance Funds (STAF), For the first year the efforts of the consortium will be funded from the North County STAF Pool. In the second year Vallejo will contribute its share based on the formula below.

The long term funding source will be STAF. The allocation will be based on population percentage in the County. Using the same population and percentage figures in the STA IPA agreement the distribution would be as follows:

Jurisdiction	Percent of Total
North County Cities and Unincorporated Area	68.95%
Vallejo	31.95%
TOTAL	100%

The funding amount needed will vary from year to year based on the accepted work program of the consortium and final funding approval by the STA Board.

7. TERM OF THE AGREEMENT

The term of the agreement shall be from the date specified above, continuing in perpetuity thereafter based on the continued agreement by all parties except as set forth below. Any party may withdraw from the agreement, with 60 day notice, prior to the adoption of the work program and budget for the subsequent fiscal year by the Solano Transportation Authority Board.

This Agreement may be terminated upon a majority vote of the STA Board or upon dissolution of the STA or its successors.

8. MODIFYING THE AGREEMENT

This agreement may be modified from time to time with the consent of all of the parties.

SIGNATURE PAGES

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DATE: March 27, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Update on the I-80/I-680/I-780 Corridors Highway Operations Implementation Study

Background:

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with the Metropolitan Transportation Commission (MTC), submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, the Caltrans awarded \$250,000 for this grant project.

On January 9, 2008, the STA Board Authorize the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

Discussion:

To develop the "I-80/I-680/I-780 Corridors Highway Operations Implementation Study" the STA and MTC created the Solano Highway Partnership (SoHIP) with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

The scope of work tasks focus on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC's FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.

2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.
3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

At the Board meeting, staff will provide an overview of the study work that is in progress.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 31, 2009
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Discussion of Draft STA Overall Work Plan for Fiscal Year (FY) 2009-10
and FY 2010-11

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 included a list of 40 priority projects, plans and programs.

On March 25, 2009, STA staff provided the Technical Advisory Committee (TAC) with a status and progress report of the current OWP and the initial draft OWP for the forthcoming two fiscal years. At their meeting of March 30, 2009, the STA Board's Executive Committee reviewed the draft OWP and requested that staff reformat the OWP into categories of STA lead projects, co-lead projects, and projects being monitored by STA, rather than divided by department.

Discussion:

Attached is an initial draft STA Overall Work Plan for FY 2009-10 and FY 2010-11. This draft OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next two fiscal years.

SUMMARY OF THE OWP

The draft OWP includes a total of 25 tasks in which STA serves as the lead for the project, program or plan, 10 tasks where STA serves as co-lead with another agency, and 6 tasks where STA serves in a monitoring role. Several of these work tasks are a combination of projects, plans and/or programs and several items contain components in which STA serves as lead, co-lead and/or a monitoring role. In addition, the different work tasks have been identified as projects, plans or programs.

STA LEAD AGENCY TASKS

The draft OWP contains a total of 6 projects, 6 plans and 13 programs with the STA serving in the role of lead agency. The STA serves as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Express Lanes (HOT Lanes)
5. Jepson Parkway Project
6. SR 12 East Projects

The Express Lanes (Hot Lanes) project on I-80 is a new project identified by the STA Board earlier this year.

STA serves as the lead agency for the following studies:

7. I-80 Corridor Management Policies
8. Regional Traffic Impact Fee (RTIF) Study
9. SR 113 Major Investment Study Implementation
10. Comprehensive Transportation Plan Update
11. Countywide Transit Consolidation Study
12. Community Based Transportation Planning (CBTP)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP.

STA serves as the lead agency for the following programs:

13. Safe Routes to School Program
14. Abandoned Vehicle Abatement Program
15. Congestion Management Program
16. Countywide Traffic Model and Geographic Information System
17. Transportation for Livable Communities (TLC) and T-Plus Programs
18. Implementation of Countywide Bicycle Plan Priority Projects
19. Countywide Pedestrian Plan and Implementation Plan
20. Clean Air Fund Program and Monitoring
21. STA Marketing/Public Information Program
22. Paratransit Coordinating Council
23. Intercity Transit Coordination
24. Lifeline Program Management
25. Solano Napa Commuter Information (SNCI)

The STA partners with Caltrans, the Metropolitan Transportation Commission (MTC) and local agencies project sponsors to develop projects, plans, and funding. STA serves as the co-lead agency for the following projects:

26. I-80 East Bound Cordelia Truck Scales
27. Travis AFB Access Improvements
28. SR 12 Jameson Canyon

STA serves as the co-lead for the following plans:

29. SR 29 Major Investment Study
30. SR 12 Major Investment Study
31. Ten Year Transit Capital Funding Plan

STA serves as the co-lead for the following programs:

32. Regional Measure (RM) 2 Implementation (Capital)
33. Solano Climate Action Program
34. SolanoExpress Route Management
35. Solano Paratransit Management

The STA serves in a monitoring role for the following projects and programs:

Projects:

36. Benicia-Martinez Bridge Project
37. I-80 SHOPP Rehabilitation Projects
38. Capitol Corridor Rail Stations/Service
39. Baylink/WETA Ferry Support and Operational Funds

Programs:

40. Monitor Delivery of Local Projects/Allocation of Funds
41. Federal Economic Stimulus Project Monitoring

Following discussion by the STA Board, staff will update the draft OWP and present to the TAC in April and the Board on May 13, 2009 for adoption. Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

Recommendation:

Informational.

Attachment:

- A. STA's Draft Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-

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SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
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STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	1.	<p>I-80/680/SR 12 Interchange</p> <p>A. Interchange EIR/EIS ➤ Alt B and Alt C B. Breakout Logical Components</p> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD): Draft Environmental Document Late Summer 2009 Final Environmental Document Spring 2010</p>	STA	<p>\$9M TCRP \$50M RM2 \$50.7 M AB 1171</p> <p>Current Shortfall in funding \$1B</p>	X	X	<p>\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)</p>	Projects Janet Adams
STA Lead - Projects	2.	<p>North Connector</p> <p>A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD: Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 5/09 Advance Construction Package: 6/08 Construction East Segment: 10/10</p>	STA (East and West Segments) City of Fairfield (Central Segment)	<p>\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment</p> <p>Current Shortfall in funding \$32M West Section</p>	X	X	<p>\$2.7 M EIR \$81.6 M (Capital Cost)</p>	Projects Janet Adams

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 PRIORITY PROJECTS FOR
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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	3.	I-80 HOV Projects A. <u>Red Top to Air Base Parkway</u> -8.7 miles new HOV Lanes. PA/ED: 4/07 PS&E: 1/08 R/W: None Begin Construction: 6/08 Open HOV Lanes: 9/09 <u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 6/2010 B. <u>WB I-80 Carquinez Bridge to SR 29</u> - This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M). C. I-80 HOV (Vallejo). D. <u>Redwood Interchange- 1-STA</u> LeadPSR completed 3/09. Next step to obtain funding for PA/ED. <u>Air Base Parkway to I-505</u> - This project is Long-Term project #25 and is currently unfunded.	STA	\$9 M RM 2 \$56 M CMIA \$15.4 M Fed Earmark Current Shortfall in funding \$20 M PSR - Fed Demo (\$1 M) Current Shortfall in funding \$85 M Current Shortfall in funding \$111 M	X	X	\$60 M (Capital Cost) \$20 M PSR \$1 M \$85 M (HOV Lanes) \$111 M (Capital Cost)	Projects Janet Adams

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	4.	<u>Express Lanes (HOT Lanes)</u> A. I-80 Convert Existing HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29 Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead - Projects	5.	<u>Jenson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd C. Walters Rd Status: FEIR March 2009 Board, EIS by Caltrans Spring 2009. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. Design and R/W for priority phase. ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$135 M (Capital Costs)	Projects Janet Adams

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STA Lead - Projects	6.	<u>State Route (SR) 12 East</u> A. <u>SR 12/Church Road PSR</u> a. 1-STA Lead, final summer 2009 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP B. <u>Rio Vista Bridge Study</u> a. 1-STA Lead, draft study fall 2009 C. \$46 M improvements to begin construction in 2009 (Suisun City to SR 113) D. Shoulder widening near Rio Vista segment to begin construction in 2010. 1-STA Lead	STA STA CT CT	STA PSR Funds Rio Vista – Fed Earmark SHOPP SHOPP Potential STIP	X	X	\$ 2.5 M - (Capital Cost) \$ TBD – Capital Cost \$ 35 M – Capital Cost	Projects Janet Adams
STA Lead - Studies	7.	<u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features) Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.	STA	\$250,000 SP&R \$62,500 STAF Local Match	X	X	N/A	Projects Sam Shelton
STA Lead - Studies	8.	<u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenarios 	STA	PPM	X	X	\$300,000	Projects Sam Shelton

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STA Lead - Studies	9.	SR 113 Major Investment Study (MIS)	STA	Funded – Partnership Planning Grant	X		\$315,000	Planning Robert Guerrero
		Status: Report has been completed, and public comment period has closed. Plan will be adopted by STA Board in May 2009.						
		SHOPP eligible projects need to be added to Solano list. Develop work plan for selecting preferred realignment alternative and advancing projects.	STA		X			
		ECD: May 2009	STA/Dixon	Joint STA/Dixon funding needed	X	X		

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STA Lead - Studies	11.	<u>Countywide Transit Consolidation Study</u> Status: A. Phase II, Recommend option(s); B. Implementation of recommended option. ECD: Phase II Recommendation: Summer 2009; Implementation of option - ongoing		TDA	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
STA Lead - Studies	12.	<u>Community Based Transportation Planning (CBTP)</u> A. Vacaville FY 2009-10 B. East Fairfield/TAFB FY 2009-10 Status: . Vacaville and East Fairfield study to be completed in FY 2009-10.	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead - Programs	13.	<u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan Status: Programs being initiated. Over \$1 million obtained to date. Three-Year Work-Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired.	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton
STA Lead - Programs	14.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing - 739 vehicles abated in the first 6 months of FY 2008-09.	STA	DMV	X	X	08/09 \$350,000 county wide distribution	Projects/Finance Susan Furtado

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STA Lead - Programs	15.	<u>Congestion Management Program (CMP)</u> A. 2009 CMP bi-annual update	STA	STP Planning	X			Planning Robert Macaulay
STA Lead - Programs	16.	<u>Countywide Traffic Model and Geographic Information System</u> A. Development of new (2030) model- B. Update 2000 and 2030 land uses and create 2010 projected increment C. Develop 2035 network, land uses and projections D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee E. Develop in-house modeling capacity Status (Model): New model adopted; existing and 2030 land use review completed; Model TAC MOU drafted and being reviewed by users. Modeling software and hardware acquired. ECD: On-going Status: Funded; county consultant preparing aerial photos ECD: May 2009	STA/ NCTPA STA STA, NCTPA STA STA	STP-Planning NCTPA Funded by T-PLUS T-Plus	X X X X	X X	\$75,000 \$80,000 \$35,000 \$25,000	Planning/Projects Robert Macaulay/ Robert Guerrero Robert Guerrero

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Programs	17.	<u>Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program</u> A. TLC Corridor Studies 1. North Connector – adopted 2. Update Jepson Parkway TLC Plan. 3. Rio Vista SR 12 Design Concept Waterfront plan – adopted by City of Rio Vista. STA funded design for FY 2008-09 and FY 2009-10 B. County TLC Plan Update – Update and integrate Priority Development Area implementation plan C. TLC Capital & Planning Grant 3-Monitoring	STA	Regional TLC CMAQ TE STP Planning T-PLUS T-PLUS	 X X X	 X		Planning Robert Guerrero Robert Macaulay/ Robert Guerrero Robert Guerrero/ Sara Woo

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Programs	18.	Implementation of Countywide Bicycle Plan Priority Projects		TDA-Art 3 TLC	X	X		Planning Robert Guerrero Sara Woo
		A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09.	City of Fairfield	STIP CMAQ Regional Bike/Ped. Program			\$2-\$3 M	
		B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.	Vacaville/ Fairfield, County, STA				\$3.2M	
		C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09	City of Benicia City of Suisun City	SR2S	X	X		
		D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Construction underway	Solano County STA	TDA Art 3/ Bay Ridge Trail (TBD)	X		\$543,000	
		E. Vacaville – Dixon Bike Route Phase 2 - Ongoing	County/STA/Fa irfield		X			
		F. Jameson Canyon path/trail study; funded and consultant selected; work pending state bond funds	STA/ NCTPA/ Ridge Trail	T-PLUS	X	X		
		G. North Connector TLC elements; Plan adopted, elements incorporated in plans as opportunity arises	STA/Fairfield			X		
		Update Solano Bicycle Master Plan	STA		X			
		<u>Status:</u> A and C securing funding; E building in segments; G part of North Connector						
		ECD: Ongoing						



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STA Lead - Programs	21.	<u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy <u>Status:</u> SR 12 STATUS and STA STATUS Newsletter; individual project sheets published;; 2008annual awards held in Rio Vista; state and federal legislative books prepared and delivered; 2009 lobbying trips conducted;. Production of most materials moved in-house. Annual report modified to bi-annual time period	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead - Programs	22.	<u>Paratransit Coordinating Council</u> B. Manage committee & update materialsMaintain membership C. Follow up to Senior Summit focused on transportation D. Assist with implementation of Senior and Disabled Transportation Plan update <u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.	STA	TDA	X	X	\$40,000	Transit/Rideshare Liz Niedziela



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STA Lead - Programs	23.	<u>Intercity Transit Coordination</u> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Countywide Ridership Study G. Unmet Transit Needs Coordination & Phase-out plan <u>Status:</u> Annually update funding agreements and Unmet Transit Needs. Developed Working with transit operators to update Intercity Transit Funding agreement.	A-F STA G: MTC/STA	TDA	X X X	X X X		Transit/Rideshare Elizabeth Richards
STA Lead - Programs	24.	<u>Lifeline Program Management</u> A. Call for Projects B. Project Selection C. Monitor Projects <u>Status:</u> Monitor projects selected in first and second call for projects Fall- 2008. Implementation beginning Spring 2009.	STA/MTC	TDA	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
STA Lead - Programs	25.	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. HOV Opening Incentives G. Coordination with Napa	STA	MTC/RRP TFCA ECMAQ	X	X	\$500,000	Transit/Rideshare Judy Leaks

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		H. Campaigns/Events Status: Second year of Employer Commute Challenge implemented. Staffed 23 events in six months. Marketing and Incentives implemented. Updated Bikelinks, Commuter Guide, and other materials.						
STA Co-Lead Projects	26.	I-80 EB Cordelia Truck Scales Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008. Status: EIR/EA Final expected by Spring 2009. The design and R/W activities will be on-going. Construction planned to begin as early as 2011. ECD: PA/ED 5/09 PS&E 12/10 R/W 6/11 Begin Con 6/11 End Con 12/13	STA • PA/ED • Design Caltrans • R/W • Con	\$1.3 M RRM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF	X	X	\$100.9 M	Projects Janet Adams

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STA Co-Lead Projects	27.	<p>Travis Air Force Base Access Improvement Plan (North & South Gates)</p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p>	<p>Projects Janet Adams</p>
STA Co-Lead Projects	28.	<p>SR 12 West (Jameson Canyon)</p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&E. 65% PS&E submitted to CT,</p> <p>ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10</p>	<p>Caltrans STA NCTPA</p>	<p>\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark</p>			\$139 M	<p>Projects Janet Adams NCTPA Caltrans</p>
STA Co-Lead Plans	29.	<p>SR 29 MIS</p> <p>Status: t. NCTPA seeking Partnership Planning Grant and MTC support. Target for FY 2010-11</p>	NCTPA	<p>Unfunded – seeking Partnership Planning Grant and MTC funds</p>	X	X	\$650,000	<p>Planning Robert Macaulay</p>

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STA Co-Lead Plans	30.	<u>SR 12 MIS</u> Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation Coordinate MIS with Rio Vista bridge study	STA SJCOG, SACOG, MTC, Caltrans	STP Planning Partnership Planning Grant (SJCOG applicant) Caltrans HQ funds	X	X	\$1.0 to \$1.5 million	Planning Robert Macaulay
STA Co-Lead Plans	31.	<u>Ten-Year Transit Capital Funding Plan</u> Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtained from MTC as match for 30 bus replacements. Received federal earmark for additional alternative fuel bus, Economic Stimulus/ARRA funds secured as well. Update and prioritize plan.	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA			\$60m funding shortfall	Transit/Rideshare Elizabeth Richards
STA Co-Lead Programs	32.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements 1. Capital Corridor 2. Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton

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STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Co-Lead Programs	33.	<u>Solano Climate Action Program</u> A. <u>Conduct county-wide greenhouse gas emission inventory</u> B. <u>Develop STA-specific GHG emission inventory</u> C. <u>Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</u>	STA	YSAQMD BAAQMD TFCA Program Manager Funds	X	X	\$60,000 to initiate	Planning Robert Macaulay
STA Co-Lead Programs	34.	<u>SolanoExpress Route Management</u> A. Rt. 30/78/90 1. Performance 3-Monitoring 2. Funding Agreement Update B. Countywide Intercity SolanoExpress Marketing & Capital Replacement C. Development of multi-year funding plan <u>Status:</u> STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit Rt. 78.	STA	TDA RM2 Lifeline	X	X	\$2,200,000	Transit/Rideshare Elizabeth Richards Liz Niedziela
STA Co-Lead Programs	35.	<u>Solano Paratransit Management</u> A. Identify and Implement Alternative service models B. Performance 3-Monitoring C. Funding and Service Agreements D. Vehicle Purchase Grant Administration <u>Status:</u> Solano Paratransit funding agreements to be updated. Work with intercity paratransit service providers to respond to customer service issues.	STA	TDA	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela

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SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 DRAFT

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	36.	<p><u>Benicia-Martinez Bridge Project</u> Status: New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.</p> <p>ECD: Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access expected to be opened late 2009.</p>	Caltrans	RM 1 RM 2	X	X	\$1.2 B	Projects Caltrans
STA Monitoring Projects	37.	<p><u>I-80 SHOPP Rehabilitation Projects</u></p> <p>A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (Completed)</p> <p>B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (construction)</p> <p>C. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (construction)</p> <p>D. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009)</p> <p>E. <u>Leisure Town OC to Pedrick</u> – Pursue 2010 SHOPP funds for segment.</p>	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans

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SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 DRAFT

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	38.	<u>Capitol Corridor Rail Stations/Service Status:</u>			X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay Robert Guerrero
		Individual Station Status:						
		A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. \$25M included in RM 2 for project. .	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds				
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Dixon proceeding with pedestrian undercrossing.	City of Dixon		X	X		
		C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.	City of Benicia					
		D. Conduct Napa/Solano Rail Feasibility Study:						
		<ul style="list-style-type: none"> • Identify right-of-way preservation needs • Implement action plan 	STA/ NCTPA	MTC Rail RoW Program		X		
		ECD: Ongoing				X		

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SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 DRAFT

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Monitoring Projects	39.	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility C. Ferry Service D. D. Transition Plan Status: Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on WETA Transit Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
STA Monitoring - Programs	40.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. ECD: Ongoing activity.	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Kenny Wan Sam Shelton
STA Monitoring Programs	41.	<u>Federal Economic Stimulus 3-Monitoring</u> Monitor delivery of committed projects. Prepare for Tier 2 Implementation for both roads and transit.	STA Member Agencies Implementing	Federal	X			Projects/Transit Kenny Wan Liz Niedziela

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SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
DRAFT

STA Lead:	Project#	1 - 25
STA Co Lead:	Project#	26 - 35
STA Monitoring:	Project#	35 - 41

Completed Work FY 2008-09:

SR 12 West Truck Climbing Lanes Projects – Open to public December 2009

I-80 Red Top Slide Repair – Completed 2008

DRAFT

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DATE: March 31, 2009
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. A Legislative Matrix (Attachment A) lists the bills that staff is monitoring and analyzing for this first half of the two-year 2009-10 state legislative session and the 111th congressional legislative session. Legislative updates are included with this report from STA's Federal advocate, Akin/Gump (Attachment B) and State advocate, Shaw/Yoder Inc. (Attachment C).

Discussion:

Federal

Staff is working with our federal legislative advocate to refine information relative to the American Recovery and Reinvestment Act (ARRA), as well as looking into opportunities for additional funding sources through programs still being introduced by legislators on Capitol Hill. Attachment B contains more information on the various program opportunities and status of existing programs.

State

STA Board members and staff met with STA's state delegation in Sacramento on March 18th. Meetings were held with staff representatives for Senators Wiggins and Wolk, Assemblywomen Evans and Yamada, and with Randy Iwasaki, Chief Deputy Director of Caltrans. Mike Amman (president of Solano Economic Development Corporation) and Leslie Fay (president of Fairfield-Suisun Chamber of Commerce) joined the group for the productive day of meetings advocating for Solano County's transportation priorities.

STA staff accompanied STA Board member and Fairfield Mayor Harry Price, staff representatives from Vallejo Transit, Fairfield and Suisun Transit, and a statewide coalition of transit operators, to the Capitol last week for Transit Lobby Day. STA attended a series of meetings with Solano County legislators and their staff (Senators Wiggins and Wolk, Assemblywomen Evans and Yamada) to specifically address the needs of public transit. Attachment C contains more information on recent events in the State Legislature.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix (To be provided under separate cover.)
- B. Federal Legislative Update (Akin Gump)
- C. State Legislative Update (Shaw/Yoder)

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AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

M E M O R A N D U M

March 26, 2009

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld
Re: March 2009 Report

The Omnibus Appropriations Act

President Obama signed *The Omnibus Appropriations Act, 2009* (Public Law No. 111-8) into law on March 11. The bill includes funding for the nine appropriations bills that Congress failed to approve in 2008, including \$55 billion for transportation spending (\$40.7 billion for highways and \$10.1 billion for transit).

As you know, the bill includes funding for two of STA's priorities: \$760,000 for Hybrid Bus Replacement (sponsored by Representatives George Miller and Ellen Tauscher) and \$475,000 for the Vacaville Intermodal Station (sponsored by Rep. Miller). Additionally, the bill includes a \$475,000 earmark for the Fairfield Transportation Center. STA is supporting a similar request to expand the Center as a funding priority for Fiscal Year 2010.

Fiscal Year 2010 Budget Resolutions

Both House and Senate Budget Committees approved Budget Resolutions this week. Both Resolutions adhere to three priorities -- education, health care reform and energy -- emphasized by the Obama Administration in the budget framework, released on February 26. Under the resolutions, the House is proposing total outlays of \$3.55 trillion and the Senate is proposing outlays of \$3.53 trillion, slightly less than spending under the President's proposal of \$3.67 trillion in spending. These outlays are expected to result in lower deficit projections by fiscal year 2014: \$598 billion under the House Resolution, \$508 billion under the Senate Resolution compared with \$748.6 billion under the Administration's framework.

Both Resolutions allow flexibility for transportation spending by creating reserve funds for the reauthorization of the surface transportation program. The Senate Budget Resolution would create an infrastructure reserve fund that would be available for deficit-neutral legislation authorizing multimodal transportation projects. The Senate Committee's Chairman's Mark states that projects should be defined by a set of performance measures that seek to increase economic growth, efficiency and public safety, provide cost savings, and reduce transportation related fatalities, traffic congestion, greenhouse gas emissions and energy fuel consumption. Additionally, it calls for projects to be subject to a cost benefit analysis to ensure accountability.

March 26, 2009

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The House Resolution contains a similar provision that also allows transfer of funds to maintain the solvency of the highway trust fund.

The Senate Resolution rejected the Administration's proposal to change the scoring of contract authority. In the budget framework, the Administration proposed reclassifying the highway, mass transit and aviation trust fund accounts to show both budget authority and outlays as discretionary. The change would have forced transportation funding to fit under the budget ceiling, estimated at just over \$110 billion under the proposal and potentially eliminate the "guaranteed" spending that transportation has received. A bipartisan group of House and Senate members objected to the scoring change, including the leadership of the House Transportation and Infrastructure Committee.

The Democratic Leadership considered attaching instructions to the Senate budget resolution that would have eased passage of a cap-and-trade proposal to address climate change. As part of the budget framework, the Obama Administration announced a plan to develop an economy-wide cap-and-trade program to reduce greenhouse gas emissions to 14% below 2005 levels by 2020 and 83% below 2005 levels by 2050. The plan projected that the federal government will raise \$646 billion between 2012 and 2019 through the sale of allowances under a climate change bill. The Leadership considered inserting reconciliation instructions in the budget resolution so that future climate change legislation would have required only a 51-vote majority for Senate passage of the proposal. Thirty-three Senators, including eight Democrats, announced their opposition to including the instructions. Neither the House nor Senate resolution anticipates revenue from a cap-and-trade program or included the instructions.

The House and Senate are expected to consider the resolutions next week in order to begin informal conference negotiations over the Spring Recess, April 6 to April 17.

Implementation of The American Recovery and Reinvestment Act

On March 4, the Federal Transit Administration (FTA) announced that \$8.4 billion in formula funding approved under The American Recovery and Reinvestment Act (ARRA) is available to transit agencies. The Federal Register notice explained that transit projects most likely to be funded through stimulus spending are those closest to clearing all regulatory hurdles. To be considered for the grants, projects must be included in the approved Statewide Transportation Improvement Program and the metropolitan transportation plan and Transportation Improvement Program, in urbanized areas. FTA stated that the projects must have cleared or be very close to clearing mandatory environmental reviews, such as those required under the National Environmental Policy Act and Section 4f of the Department of Transportation Act.

On March 24, a notice of availability of funds for the new Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program was published in the Federal Register. Under the

March 26, 2009

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program, FTA will award \$100 million to transit agencies for projects that will lower their energy use or reduce greenhouse gas emissions. Grant applications are due by May 22. Awards will be between \$2 million and \$25 million, with the federal government paying 100 percent of the cost. FTA will accept comments on the program's structure through April 7, but is not expected to revise the requirements because of the ARRA's requirement that the funds be awarded quickly. Projects will be evaluated separately on either greenhouse gas or energy use reductions, but applicants may request evaluation on both criteria. In addition to the energy or greenhouse gas decreases, projects will be judged based on the estimated return on investment, project readiness, and a transit agency's ability to implement the project.

SAFETEA-LU Reauthorization

The House Transportation and Infrastructure Committee is drafting its surface transportation bill with the intention of marking it up in Committee in May and considering it on the House in June. The Committee is in the process of preparing its project questionnaire which it will distribute to Members of Congress either late next week or early the following week. The Committee has informed Members that there will be a short turnaround time for Members to complete the questionnaires and submit their priority projects. STA should be gathering the necessary information on its priority project so that you are prepared to complete the forms quickly. We will let you know when they are available. We do not have any firm details on the bill being drafted except that Chairman Oberstar has stated that he wants to draft a bill that provided around \$450-500 billion over six years for highway and transit programs. He has not stated how the bill will be financed, but indicated that fuel taxes and a fee on vehicle miles travel (VMT) should be considered.

At a hearing before the Senate Environment and Public Works Committee on March 25, Chairman Barbara Boxer (D-CA) stated her opposition to a gas tax increase but raised the possibility of indexing the taxes to inflation. Testifying at the hearing, Transportation Secretary Ray LaHood reiterated the Obama Administration's opposition to increasing gasoline taxes to fund surface transportation projects. He did not provide any further insight into Administration policy and would not indicate what level of spending the Administration would support. Secretary LaHood stated that that the Department of Transportation drafted key principles governing its approach to the reauthorization, which have been sent to the White House for approval.

Sustainable Communities

On March 18, 2009, Transportation Secretary Ray LaHood and Housing and Urban Development (HUD) Secretary Shaun Donovan announced a federal partnership to promote more livable communities through sustainable transportation and provide American families better access to affordable housing and more transportation options to lower costs, shorten travel times, and improve the environment. Under the initiative, a new interagency task force

March 26, 2009

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will coordinate transportation and housing investments, focusing on strategies to provide affordable housing convenient to employment opportunities along with better coordination of transportation and land uses. The task force will set a goal of having every major metropolitan area in the country conduct integrated housing, transportation, and land use planning and investment in the next four years. HUD and DOT propose to make planning grants available to metropolitan areas, and create mechanisms to ensure those plans are carried through to localities to facilitate integrated planning. Testifying on the initiative before the House Transportation-HUD Appropriations Subcommittee, Secretary LaHood stated that the reauthorization of the surface transportation bill, later this year, will create an opportunity to recast the national transportation strategy to address housing and land-use concerns.

CLEAN TEA

Legislation to fund transit projects with the revenue from a cap-and-trade program to reduce greenhouse gases has been introduced in the House and Senate. Rep. Earl Blumenauer (D-OR) introduced *The Clean Low-Emissions Affordable New Transportation Equity (CLEAN TEA) Act* (H.R. 1329) on March 5 and Senators Thomas Carper (D-DE) and Arlen Specter (R-PA) introduced the Senate companion (S. 575) on March 11. The bill would authorize funding for transportation infrastructure that increases energy efficiency and reduces carbon emissions by designating 10 percent of the revenue generated from an annual auction of greenhouse gas emissions allowances under future climate change legislation. The revenue from the cap-and-trade auction would finance projects that reduce emissions through the "Low Greenhouse Gas Transportation Fund." The funding would be allocated to states based on the expected reduction in emissions that would be realized from the clean transportation infrastructure projects.

Van Pooling

On March 17, Rep. Ellen Tauscher and Rep. Mike Rogers (R-MI) introduced *The Private Investment in Commuter Vanpooling Act*, H.R. 1571. The bill would allow vanpool providers to use their capital investment to qualify for the required local match of federal funds. This is intended to facilitate increased vanpooling by permitting local governments to take advantage of federal transit dollars to leverage private capital investment.

The legislation also allows the vanpool provider to recoup the value of the local match from fare revenue collected over the useful life of the van. This pool of replenished capital must then be invested to expand vanpool services in the same community.



SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

MARCH 31, 2009

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- MARCH

State Budget Update

On March 13th, less than one month after Gov. Arnold Schwarzenegger signed a budget aimed at closing a massive \$42 billion gap between revenues and spending commitments, the state's still deteriorating economy will add another \$8 billion to the state's revenue hole between now and June 30, 2010, according to the Legislative Analyst's Office (LAO).

The LAO's assessment of the state's fiscal outlook also mentions that because several of the key provisions of the recently enacted budget are short term, budget gaps will continue, growing to \$12.6 billion in the fiscal year beginning July 1, 2010 and climbing to \$26 billion in the fiscal year starting July 1, 2013.

Personal income will stay stagnant this year and begin to increase slightly in 2010 but is expected to climb slowly over the subsequent five years. Employment numbers won't go up until 2011.

At risk in the current budget is another \$6 billion in savings which won't appear if voters reject three of six measures on the May 19 special election ballot — Propositions 1C, 1D and 1E. This includes the following 2009–10 solutions—\$5 billion from the borrowing of future lottery profits (Proposition 1C), about \$600 million by redirecting dedicated childhood development funds (Proposition 1D), and about \$230 million by redirecting dedicated mental health funds (Proposition 1E). If these measures were to fail, the LAO states that the Legislature would need to quickly develop even more solutions before the start of the fiscal year as alternatives.

The LAO goes on to mention that in future years, if all six measures on the special election ballot were to pass, the state's finances would be affected in a number of ways. Propositions 1D and 1E would provide General Fund relief for a limited number of years. On the other hand, under our projections, Proposition 1B (education supplemental payments) and Proposition 1C would drive up General Fund costs by more than \$1 billion annually by 2013–14. The fiscal effect of Proposition 1A, dealing with the Budget Stabilization Fund (BSF) "rainy day" reserve, is the

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most uncertain. While the measure would help balance future state budgets by extending recent tax increases for up to two years, it could also take billions of dollars “off the table” by requiring their deposit into the BSF. If the state is not always able to access these funds under Proposition 1A’s rules, the state’s budget shortfalls would grow even further in future years.

As a result, the LAO recommends that the Legislature take a two-pronged approach in addressing the projected \$8 billion drop in revenues:

Optimize the Use of Federal Funds. With the drop in revenues, the minimum guarantee for K–14 education under Proposition 98 will also drop. This will allow the state to use billions of additional federal dollars to offset General Fund education costs currently budgeted. The Legislature should take advantage of this opportunity to lower General Fund spending to the minimum guarantee while preserving the level of support for these educational programs envisioned in the enacted budget package. While seeking to offset 2009–10 General Fund costs is the most immediate concern for the use of federal funds, the Legislature should also seek to preserve as many federal dollars as possible to help balance the budget in future years—as opposed to committing them now for augmentations.

Continue Work on More Solutions. The Legislature should use the spring budget process to continue developing programmatic solutions. We provide a list of options from our recent publications to reduce spending and increase revenues (without additional rate increases).

Echoing the LAO’s findings, State Controller John Chiang’s monthly cash report, issued March 12, showed revenue collected in February was \$1 billion below estimates.

Federal Economic Stimulus

The American Recovery and Reinvestment Act (ARRA) includes \$27.5 billion in funding for highway improvements. California’s share is \$2.6 billion, of which \$770 million was immediately sub-allocated to the regions.

Caltrans still has approximately \$1.8 billion in ARRA funds to distribute. AB 20 (Evans), Third Extraordinary Session, was signed into law on March 27th and provides the following:

- ARRA funds are to be considered part of the federal Surface Transportation Program (STP) and apportioned 37.5% (about \$963 million) to the state and 62.5% (about \$1.6 billion) to regional agencies. Distribution to regional agencies is to be made by existing formulae, generally based on population.
- Directs a minimum of \$935 million (from the 37.5% apportioned to the state) to be programmed for SHOPP but authorizes up to \$310 million of these funds to be used to advance stalled Proposition 1B projects subsequent to action taken by the Pooled Money Investment Board (PMIB) due to the State’s inability to sell these voter-approved bonds. Proceeds from bond sales will reimburse the SHOPP program.

- Requires that the 3% (\$77 million) of ARRA funds for highways and roads, that is to be made available for transportation enhancement activities, to be distributed consistent with the other ARRA funds (i.e., 37.5% to the state, 62.5% to regional and local transportation authorities). After subtracting the bill's \$77 million in Transportation Enhancement funding, which is divided with 62.5% to the regions and 37.5 % to the State, regions are left with an additional \$786 million to be used for regional priorities, local roads, additional Prop 1B backfill, etc. State, regional, and local transportation agencies are to give priority for the use of these funds to sponsors of eligible projects that partner with, or employ the services of, a community conservation corps or the California Conservation Corps. Funds remaining are to be prioritized for eligible pedestrian and bicycle facilities. Any further remaining funds are to be spent consistent with federal requirements for the use of transportation enhancement funds.
- The MTC's portion of these funds would be about \$159 million. We have heard that the MTC intends to most of these funds will be used to backfill Prop 1B funds committed to the Caldecott Tunnel project. If this occurs, the Caldecott Tunnel project will no longer need its Prop 1B allocation, so the CTC will have an additional \$159 million in Prop 1B funds to allocate. Language in the bill specifies that in this case, the CTC will "allocate for one or more qualifying projects in the appropriate program under this chapter, in the jurisdiction of that agency, and in the same amount of the displaced bond funds".
- Provides legislative intent that at least 40% of the funds apportioned to regional and local transportation agencies be suballocated to cities and counties."

The ARRA also sets aside \$8 billion for capital assistance for high speed rail corridors and intercity rail. The Secretary of US DOT is directed to give priority to high speed rail projects. He is also directed to develop a strategic plan for using the funds by April 18, 2009 and issue guidance on grant applications by June 17, 2009.

There are several requirements that will have to be met under the ARRA. The first of which is a maintenance of effort clause that requires the Governor to certify that the State will maintain effort with regard to use of its transportation funds between the date of enactment and September 30, 2010.

The ARRA also establishes very stringent transparency and accountability requirements for projects. It requires the State and other fund recipients to provide reports at 90 and 180 days, and 1 year, 2 years and 3 years after enactment. These reports must describe the amount of dollars and number of projects to which funds were obligated, awarded and expended. In addition, states will be required to report on jobs created and sustained by the contracts, including salary information and estimates of the number of indirect jobs created for suppliers. US DOT is required to post this, and other information about awards of grants, federal contracts, and to the extent possible, the ARRA related job opportunities on a national website, located at www.recovery.gov.

The ARRA requires states to meet these stringent deadlines without any relaxation of the existing federal regulatory requirements related to programming, environmental review and approval, permitting, bidding and contracting.

STA Lobby Day

On March 18th, the STA Board traveled to Sacramento for its annual Lobby Day. We met with our delegation including Assembly Member Mariko Yamada, Senator Lois Wolk, and staff for Assembly Member Evans and Senator Pat Wiggins. We also met with Caltrans Chief Deputy Director Randy Iwasaki to discuss a multitude of issues ranging from the budget and its impacts on transit service in Solano County, federal stimulus, and AB 1219 (Evans) which is STA-sponsored legislation and aimed at making the County a direct claimant of local transit revenue.

State Legislative Update

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

This bill is set for hearing in the Assembly Transportation Committee for Monday, April 20th.



DATE: April 2, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: 2009 Congestion Management Program (CMP) Update

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 12, 2007. MTC is preparing to finalize the 2009 Regional Transportation Plan (RTP) in March of 2009.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

Discussion:

MTC has completed their update of the CMP guidelines for the 2009 update. Because state CMP law has not been changed recently, the primary requirements for the CMP remain unchanged. With the pending adoption of the RTP, local CMPs will be required to reflect the goals and policies of the RTP. Projects in the CMP CIP must be consistent with the RTP project list. STA will provide a comparison of the current CMP CIP with the RTP project list at the April TAC meeting.

STA does not anticipate changes to the CMP network at this time. However, the descriptive content of the CMP will be modified in order to reflect information gathered for the Solano Comprehensive Transportation Plan. This will mostly be seen in the re-writing of the transit section of the CMP. In addition, the CMP was adopted before the most recent version of the Napa-Solano Travel Demand Model was adopted. With the Napa-Solano Travel Demand Model now in place, and with the Solano land uses updated as part of the Regional Traffic Impact Fee Study, the model outputs will also be updated.

Recommendation:

Informational.

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DATE: March 30, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

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

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

Discussion:

STA staff is working to complete the State of the System – Arterials, Highways and Freeways Report and the State of the System – Bike and Pedestrian facilities portion of the Alternative Modes element. The Alternative Modes element will also include a similar report for Transportation for Livable Communities, a transportation/land use linkage program. It is expected that those reports will be ready for TAC and STA Committee review in April/May 2009.

Recommendation:

Informational.

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DATE: March 26, 2009
TO: STA Board
FROM: Kenny Wan, Assistant Project Manager
RE: Local Streets and Roads (LS&R) Biennial Needs Revenue and Performance Survey

Background:

The biennial local streets and roads survey is conducted by Metropolitan Transportation Commission (MTC) every two years. The results of the survey help MTC gather information necessary to project the twenty-five year Local Streets and Roads (LS&R) funding shortfall, for MTC's 2009 Regional Transportation Plan – Transportation 2035. Over the next 25 years, MTC has committed to direct \$7 billion in regional discretionary funding to help maintain the region's streets and roads infrastructure.

The allocation formula: Regional funds for streets and roads maintenance will be distributed to each county Congestion Management Agency (CMA) according to an allocation formula developed and approved by the LS&R Working Group. The allocation formula consists of four factors, weighted 25% each, including population, lane mileage, arterial & collector shortfall, and preventive maintenance performance. A distribution share is calculated for each jurisdiction using the four factors described above and the funding share for all jurisdictions are summed at the county level for final distribution to the county's CMAs.

The Pavement Condition Index (PCI): The PCI survey information will be utilized by MTC to update estimates of capital maintenance shortfalls for local street and roads, as well as provide information to calculate the funding distribution shares. This year, the scores represented 25 percent of the allocation formula for distribution of LS&R federal economic recovery funds.

Discussion:

Since MTC is using the new performance score in the distribution formula for the economic stimulus funds, MTC asked for the performance part of the survey to be reviewed on an expedited schedule. In January 2009, MTC distributed pavement survey requests to the CMAs to coordinate the collection of the PCI survey on behalf of MTC. Due to workload issues, MTC subsequently delayed the submission deadline to March 9, 2009.

If the jurisdiction does not believe the existing score accurately reflects what jurisdiction's maintenance practices are, jurisdictions should provide STA and MTC with alternative information that demonstrates its actual preventive maintenance practices. Updating the survey is important as a poor performance score would negatively affect the county's share of future regional local streets and roads funds.

As of March 19th, STA has received response from all member agencies. The City of Rio Vista requested to re-use their 2006 data. STA forwarded all updated PCI surveys back to MTC on March 19, 2009.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 26, 2009
TO: STA Board
FROM: Kenny Wan, Assistant Project Manager
RE: Project Delivery Update

Background:

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

Discussion:

There were 4 project delivery reminders this month:

1. **FY STP/CMAQ 2008-09 Federal Obligation Plan:**

MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants Bay Area projects ready to obligate.

<u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u>			
<ul style="list-style-type: none"> - \$8.7 M in Federal funding - Submit E76 Request by February 1, 2009 - Receive E76 by April 30, 2009 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON (CMAQ & TE) On July CTC agenda for allocation. E76 for CON to be submitted Jan 30.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Expect E76 in couple weeks
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Field review to be scheduled. Design underway.
Fairfield/ Solano County	SOL070012	“Cordelia Hill Sky Valley Enhancement Project” (McGary Road)	\$640,000 in STIP-TE between FY 2008/09 & 2009/10. Complete funding identified.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. E76 for CON received on Jan. 16, 2009

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. E76 received on Feb 24, 2009.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Requested E76 for CON. R/W issues
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Requested E76 on Feb. for CON.
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. Submitted Field Review request in December.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Requested E76 for CON.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Received E76 on March 09.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in PS&E. Field Review part of economic stimulus process.

2. Inactive Obligations

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

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects				
Review Period: 10/01/08 – 12/31/08				
Invoice Submission Due to LPA: March 2, 2009				
Justification Due to DLAE: February 23, 2009				
Agency	Project	Unexpended Funds	Status	Response from Agency
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 June 2009				
Dixon	N. 4th St. And East A Street	\$130,000	Authorized 04/18/07. Final invoice (Sept 2008) resent to Caltrans.	City has submitted all final paperwork and received payment. Project is closed.
Vacaville	Various Locations In Vacaville And Dixon	\$10,000	Authorized 09/08/02	Will follow up
Fairfield	Linear Park Between N. Texas St. & Dover Ave.	\$330,000	Authorized 04/18/07	
Fairfield	Texas St. And Union Street/Downtown Fairfield	\$309,855	Authorized 04/26/07	

Projects that will become inactive by September 2009

Agency	Project	Unexpended Funds	Status	Response from Agency
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06.	Did not spend all money. Reviewing final paper work.
Rio Vista	SR 12-Rio Vista Bridge, Project Study Report	\$95,813	Authorized 7/24/2007	Completed
Rio Vista	SR 12-Rio Vista Bridge, Project Study Report	\$199,696	Authorized 7/24/2007	Completed
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	

3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2008-09, and want to receive an allocation at the June 2009 CTC meeting, project sponsors must submit allocation request to MTC and Caltrans D4 Local Assistance by April 13, 2009.

**Projects that need allocation by June, 2009
Submit allocation request by April 13, 2009**

Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project will be reviewed on May CTC meeting
Vacaville	Jepson Parkway Gateway Enhancement	\$120,000	Need allocation request by April 13, 2009
Benicia	State Park Overcrossing, Rt 780	\$320,000	SB184 by May
MTC	TE reserve	\$381,000	Fairfield will request allocation for McGary Road from TE reserve funding

4. 2009 TIP Amendments

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that receive federal funds or are subject to a federally required action, or are regionally significant. MTC prepares and adopts the TIP every two years, with scheduled amendments. Only projects consistent with the Regional Transportation Plan (RTP) were included in the 2009 TIP as required

by federal law. Newly proposed projects are reviewed for consistency with the RTP, as they are submitted for various funding programs. Only projects programmed in the current TIP are able to receive federal funding obligation from FHWA.

From time to time circumstances dictate that changes be made to the TIP following its adoption. In order to ensure adequate time to review the amendments, deadlines have been established for submitting amendment requests to MTC. Failure to submit TIP amendments on time will delay obligation request until project has been amended into the TIP through the subsequent scheduled amendment. The delay may also jeopardize funding opportunity for time sensitive project. Therefore, it is important for project sponsor to submit TIP amendments in a timely manner. See Attachment A for MTC tentative 2009 TIP Revision Schedule.

5. American Recovery and Reinvestment Act update

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. Of this funding, \$9,730,000 was programmed for Solano local agency Local Streets and Roads projects.

After completing field reviews with Caltrans staff in late February and early March, Benicia’s “Columbus Parkway Rehabilitation Project” and Suisun City’s “Main Street Rehabilitation Project” did not receive Caltrans approval for quick environmental reviews. This has prompted both agencies to reprogram their funding towards other stimulus road rehabilitation projects approved for quick environmental reviews. Other local agencies have been asked to provide additional technical memos before being issued environmental clearance for their projects.

Caltrans may schedule additional project sponsor meetings at Caltrans to review PS&E package and E76 Request for Authorization Forms on a first-come first-serve basis. STA Staff will be coordinating the submittal of E76 Requests and assisting Caltrans staff with scheduling these meetings.

Below is a table summarizing the funded projects and their current status of delivery. Also see Attachment B for the ARRA programming schedule for important deadlines.

ARRA Funded Projects			
-NEPA Clearance & Final PS&E by April 30, 2009			
-Received E-76 by May 31, 2009			
-Award Contract by September 30, 2009			
Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Project Resubmitted to Caltrans
City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Project Received CE
City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Project Received CE
City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	CE Pending

Local Agency	Project Title/Description/Location	ARRA \$	Status as of March 18
Count of Solano	Solano County - Various Streets Overlay	\$2,000,000	CE Pending
City of Suisun	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Project Resubmitted to Caltrans
City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$160,000	Requested E76
City of Vacaville	Vacaville - Various Streets Overlay	\$1,430,000	Project Resubmitted to Caltrans
City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Project Received CE
City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000	Environmental revalidation Pending
City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Project Received CE

6. Race Conscious DBE Program Conversion

Caltrans is required under 49 CFR, Part 26 to administer a DBE Program. The DBE Program is intended to remedy past and current discrimination against DBEs, ensure a level playing field and foster equal opportunity in federal-aid contracts.

The Federal Highway Administration (FHWA) has approved the California Department of Transportation's 2009 Disadvantaged Business Enterprise (DBE) Annual Overall Goal. FHWA's approval requires the immediate implementation of the new DBE Program that includes a Race Conscious component (RC DBE Program). Effective immediately the California Department of Transportation (Caltrans) and local agencies receiving federal-aid funds must begin transitioning to the new RC DBE Program. After June 2nd, all agencies are RC.

Local agencies may have until June 2, 2009 to transition to the newly approved RC DBE Program. This allows local agencies until June 2, 2009, to adopt and execute the new RC DBE Program and allows projects authorized to proceed under the old Race Neutral (RN) DBE program to proceed to contract award. As soon as possible but before June 2, 2009, local agencies must adopt and execute a new *California Department of Transportation DEE Program Implementation Agreement* (DBE Implementation Agreement). Upon execution of the new DBE Implementation Agreement, local agencies shall proceed under the new RC DBE Program. Under the new RC DBE Program, local agencies must incorporate the new race conscious contract specifications into all federal-aid consultant and construction contracts.

Impact to Federal- Aid Projects

- ALL CONTRACTS AWARDED AFTER June 2, 2009 SHALL INCLUDE RC DBE REQUIREMENTS (i.e. contract goals, good faith efforts).
- Any project that receives Authorization to Proceed under the old RN DBE requirements must award the contract by June 2, 2009.

- Any Authorization to Proceed received under the old RN DBE requirements that does not meet the June 2, 2009 contract award deadline, shall be re-evaluated.
- Local agencies must resubmit their projects to Caltrans for approval to ensure compliance with the new RC DBE requirement prior to bid opening. Authorizations to Proceed will be withdrawn if projects do not comply with the new RC DBE requirements.
- Contracts awarded after June 2, 2009, without meeting the new RC DBE requirements will be ineligible for federal funding.
- Local agencies' Requests for Authorization to Proceed for projects under the old RN DBE Program will continue to be received and processed subject to the preceding conditions.
- In submitting Requests for Authorization to Proceed for projects under the old RN DBE Program, the project sponsors need to be mindful of the minimum advertising period of three weeks, and the time it takes for bid opening and contract approval by their governing bodies.
- Requests for Authorization to Proceed with the new RC DBE requirements may be submitted for processing and have funds obligated/authorized before the District Local Assistance Engineer (DLAE) receives the new DBE Implementation Agreements; however, projects shall not be awarded prior to the approval of the new DBE Implementation Agreement by the DLAE.
- Existing federal-aid project contracts awarded with race neutral requirements shall continue under the old RN DBE Program.

FHWA has indicated that failure to implement the overall goal and contract goals could result in the imposition of sanctions authorized by 23 Code of Federal Regulation (CFR) section 1.36. Those sanctions may include withholding federal funds, withholding approval of projects, or other action FHWA deems appropriate under the circumstances. For more details please refer to letters from Caltrans in Attachment C and D.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC Tentative 2009 TIP Revision Schedule
- B. American Recovery and Reinvestment Act (ARRA) Programming Schedule
- C. Kempton DBE Announcement
- D. Anbiah Letter to Local Agencies on the new RC DBE program.



DATE: March 30, 2009
 TO: STA Board
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Cycle 8 State-legislated Safe Routes to School (SR2S) Program	Joyce Parks, Caltrans (916) 653-6920	April 15, 2009
American Recovery and Reinvestment Act (ARRA) – National Clean Diesel Funding Assistance Program*	Program Contact To Be Announced, please contact STA staff for more information: Sara Woo (707) 399-3214	April 27, 2009¹
American Recovery and Reinvestment Act (ARRA) – Transit Investments for Greenhouse Gas Energy Reduction*	Program Contact To Be Announced, please contact STA staff for more information: Sara Woo (707) 399-3214	Anticipated Application Deadline is Late April 2009¹
Federal Transit Administration (FTA) Grant Program – 5310 Elderly and Disabled Specialized Transit Program*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 424-6075 -and- Kristen Mazur, MTC (510) 817-5789	May 20, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www.dot.gov/recovery/>, for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY
California State-legislated Safe Routes to School (SR2S)
Program
April 15, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the SR2S 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: Cities and counties.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$6-7 million will be available for FY 2008/2009 and FY 2009/2010 in the San Francisco Bay Area; local match is 10 percent.

- Eligible Projects: Projects:
- Pedestrian facilities – new sidewalks, widening, etc.
 - Traffic Calming – roundabouts, bulb-outs, speed humps, raised crosswalks/intersections, etc.
 - Traffic Control Devices – traffic signals/signs, pavement markings
 - Bicycle Facilities – new bike paths, lanes, parking/racks/lockers
 - Public Outreach & Education – education, encouragement, and enforcement (limited to 10% of total engineering project cost)

- Examples:
- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
 - City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
 - County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214 swoo@sta-snci.com



FUNDING OPPORTUNITY
American Recovery and Reinvestment Act (ARRA)
National Clean Diesel Funding Assistance Program
Application Due April 27, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the ARRA National Clean Diesel Funding Assistance 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: Regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality.

Program Description: Funding must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas; and (3) the ability to maximize job preservation and creation.

Funding Available: Approximately \$156 million is available nationwide. Award floor is \$250,000 and award ceiling is \$10 million. Expected number of awards is 150.

Eligible Projects: Eligible projects must include one or more of the following diesel emissions reduction solutions: verified emission control technologies including retrofit devices, cleaner fuels, and engine upgrades, idle reduction technologies; certified engine repowers; and/or certified vehicle or equipment replacement.

Further Details: <http://epa.gov/otaq/eparecovery/prognational.htm>

Program Contact Person: TBA

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

Transit Investments for Greenhouse Gas and Energy Reduction

Anticipated Application Deadline is Late April 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the ARRA Transit Investments for Greenhouse Gas and Energy Reduction 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 transit agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

Funding Available: Approximately \$100 million is available nationwide. Award ceiling is \$100 million. Expected number of awards is 150.

Eligible Projects: TBA

Further Details: <http://www07.grants.gov/search/search.do?&mode=VIEW&flag2006=false&oppId=45906>

Program Contact Person: TBA

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5310 Elderly and Disabled Specialized Transit Program

Application Due May 20, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5310 program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Private nonprofit corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.
- Program Description: The FTA 5310 Program is designed for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. **Note:** the application for this program is due both to the appropriate County Paratransit Coordinating Council (PCC) and MTC by 5:00 p.m. May 20, 2009.
- Funding Available: Approximately \$12.6 million is available in the federal fiscal year 2009.
- Eligible Projects: The program allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.
- Further Details: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789 kmazur@mtc.ca.gov
- STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com
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FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects

Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: Approximately \$3 million is available for JARC small urban projects. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects: Operating:
• Late night/weekend service
• Guaranteed ride home service
• Shuttle service
• Expanded fixed-route public transit routes
• Demand-responsive service
• Ridesharing/carpooling activities
Voucher programs
Capital:
• Intelligent Transportation Systems (ITS)
• Promotion of operating activities
• Vehicles
• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789 kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: Approximately \$1.6 million is available for New Freedom Small-Urban projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due September 25, 2009

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Funding Available: Approximately \$1.4million is available for JARC rural projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant
 FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA Board
 FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et esq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none"> • Expansion of hours for paratransit service • Enhancement of services • Voucher programs • Volunteer driver programs 	<p><u>Capital:</u></p> <ul style="list-style-type: none"> • Acquisition of accessibility equipment beyond ADA requirements • Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs • Mobility management activities
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Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans),
 (916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst,
 (707) 424-6075
eniedziela@sta-snci.com



DATE: March 31, 2009
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

Discussion:

Attached is the updated STA Board meeting schedule for the remainder of Calendar Year 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2009



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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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 12 th Annual Awards	TBD	Pending
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed