



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

**6:30 p.m. (Pls. note later start time.), Regular Meeting
April 14, 2010
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

- | | |
|--|---|
| <p>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:30 – 6:35 p.m.)</p> <p>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i></p> | <p>Chair Sanchez</p> <p>Chair Sanchez</p> |
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STA BOARD MEMBERS

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

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan
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III. APPROVAL OF AGENDA

(6:35 – 6:40 p.m.)

IV. OPPORTUNITY FOR PUBLIC COMMENT

(6:40 – 6:45 p.m.)

V. EXECUTIVE DIRECTOR'S REPORT

Daryl K. Halls

(6:45 – 6:50 p.m.)

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

(6:50 – 7:00 p.m.)

A. MTC Report

Supervisor Sperring

B. Caltrans Report

C. Update on Water Emergency Transportation Authority (WETA) Transition of Ferry Service and Ferry Capital Projects Update

Nina Rannells, WETA
Gary Leach, City of Vallejo

D. STA Reports:

1. Directors Reports:

a. Planning

Jayne Bauer

b. Projects

Janet Adams

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.)

(7:00 – 7:05 p.m.)

A. STA Board Meeting Minutes of March 10, 2010

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of March 10, 2010.

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B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of March 31, 2010

Johanna Masiclat

Recommendation:

Receive and file.

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C. Fiscal Year (FY) 2009-10 Second Quarter Budget Report

Susan Furtado

Recommendation:

Review and file.

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- D Selection of Auditing Firm for STA’s Financial Audit Services** Susan Furtado
Recommendation:
Authorize the Executive Director to award the contract for Financial Audit Services to Vavrinek, Trine, Day & Company, LLP, and sign a three-year contract for the amount \$46,500 with an option to renew for one 2-year extension or two 1-year extensions for an additional amount of \$33,500.
Pg. 25
- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010** Elizabeth Richards
Recommendation:
Approve FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.
Pg. 27
- F. Jepson Parkway and North Connector Funding Agreements** Janet Adams
Recommendation:
Authorize the Executive Director to enter into a funding agreement as specified for:
1. *The North Connector Project between the STA, the City of Fairfield and Solano County; and*
 2. *The Jepson Parkway Project between the STA and Solano County.*
- Pg. 33**
- G. Accept Construction Contract for the North Connector Phase 1** Janet Adams
Recommendation
Approve the following:
1. *Accept the North Connector Phase 1 contract as complete; and*
 2. *Authorize the Executive Director to file a Notice of Completion with the County Recorder’s office.*
- Pg. 45**
- H. Paratransit Coordinating Council (PCC) Member Appointment** Liz Niedziela
Recommendation:
Appoint Judy Nash as a Public Agency – Education representative to the STA PCC for a 3-year term.
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- I. Proposed Modifications to Paratransit Coordinating Council (PCC) By-laws** Liz Niedziela
Recommendation:
Approve modifications to the PCC By-Laws to reflect:
1. *Changing the PCC meeting date from every third Friday to every third Thursday of every other month; and*
 2. *Replacing the Elderly and Disabled MTC Advisor for Solano County with the Policy Advisory Council (PAC) MTC Advisor for Solano County.*
- Pg. 49**

- J. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Benicia** Sara Woo
Recommendation:
Appoint J.B. Davis as City of Benicia’s representative to the STA Bicycle Advisory Committee for a three-year term.
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- K. Pedestrian Advisory Committee (PAC) Member Appointments** Sara Woo
Recommendation:
Appoint the following members to the STA Pedestrian Advisory Committee for a three-year term expiring in April 2013:
- *City of Fairfield – Betty Livingston*
 - *City of Vacaville – Joel Brick*
 - *County of Solano – Thomas Kiernan*
- Pg. 61**

- L. Agreement for Redwood Parkway – Fairgrounds Drive Access Improvement Project** Daryl Halls
Janet Adams
Recommendation:
Approve authorizing the Executive Director to enter into a contract with the City of Vallejo and the County of Solano for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.
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VIII. ACTION FINANCIAL ITEMS

- A. MTC Local Streets and Roads, Cycle 1 Block Grants** Janet Adams
Sam Shelton
Recommendation:
Approve the following:
- A. *Adopt the use of MTC’s Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:*
 - 1. *Swap \$161,000 of Rio Vista’s Cycle 1 & 2 shares with the City of Vacaville at an exchange rate of \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.*
 - 2. *Swap \$89,000 of Dixon’s Cycle 1 shares with the City of Benicia’s Cycle 1 shares.*
 - 3. *Defer \$137,000 remaining in Dixon’s Cycle 1 shares to Cycle 2.*
 - B. *Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano’s share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process in the funding amounts described under Alternative 4.*
- (7:05 – 7:10 p.m.)
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- B. Summary of Local Transportation Funding Options** Daryl Halls
Recommendation:
Authorize the Executive Director to collect additional data and/or initiate feasibility studies for potential new revenue options based on recommendations from the STIA Board.
(7:10 – 7:20 p.m.)
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IX. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis** Robert Guerrero
Recommendation:
Adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.
(7:20 – 7:35 p.m.)
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X. INFORMATIONAL

- A. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP** Daryl Halls
Informational
(7:35 – 7:40 p.m.)
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NO DISCUSSION

- B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program** Robert Guerrero
Informational
Pg. 111
- C. Legislative Update** Jayne Bauer
Informational
Pg. 119
- D. Senior and Disabled Transportation Advisory Committee – Membership Status** Elizabeth Richards
Informational
Pg. 129
- E. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update** Sara Woo
Informational
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- F. Local Transportation Development Act (TDA) and Member Contributions for Fiscal Year (FY) 2010-11** Susan Furtado
Informational
Pg. 139
- G. Funding Opportunities Summary** Sara Woo
Informational
Pg. 145
- H. STA Board Meeting Schedule for 2010** Johanna Masielat
Informational
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XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT IN MEMORY OF FORMER STA BOARD MEMBER AND CHAIR DAN DONAHUE

The next regular meeting of the STA Board is scheduled for **Wednesday, May 12, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: April 6, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –April 2010

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.

WETA Presentation on Transition of Baylink Ferry Service *

The Executive Director of the Water Emergency Transit Authority (WETA), Nina Rannells, has been invited to provide a status report on transition of the Baylink Ferry Service operated by the City of Vallejo to the statutorily created WETA. In addition, Vallejo staff is scheduled to provide an update of the Vallejo Station, one of the funding priorities of the STA.

STA Board to Review Draft Overall Work Plan for Next Two Years *

STA staff has prepared a summary of the planning, program and project delivery milestones reached with the STA's current Overall Work Plan (OWP). The STA's OWP identifies the list of plans, projects and programs that are currently being worked on or are scheduled to be pursued during the current and next fiscal year. In addition, a draft OWP for Fiscal Years 2010-11 and 2011-12 has been prepared for discussion by the Board this month with approval scheduled for the Board meeting in May 2010. This will serve as the basis for development of the STA's updated two year budget scheduled for Board consideration in June 2010.

2010 State Transportation Improvement Program

On April 7th & 8th, the California Transportation Commission (CTC) is scheduled to discuss the potential reprogramming of the 2010 State Transportation Improvement Program (STIP). The current CTC STIP Fund Estimate (FE) identifies a significant cash shortfall and the CTC has tasked each of California's regional transportation agencies with the responsibility of identifying projects that can be moved out into later years in the STIP. The Metropolitan Transportation Commission (MTC) is working with the nine Bay Area Congestion Management Agencies (CMAs) to collectively identify projects as candidates to be programmed into the final two years of the five year STIP cycle. What remains uncertain is to what extent the programming climate for the 2010 STIP may improve with the recent action by the State Legislature and Governor to swap gas tax funds for new excise tax funds.

STIA to Discuss Evaluation of New Revenue Options *

The past few months, the STA has monitored the uncertainty of State transportation funding given the significant State fiscal crisis. Currently, an estimated 60% of the funding for STA's major priority projects depends up on State funding. Over the next 25 years, it is projected that Solano County's estimated share of State and Federal transportation funding will fund all or part of only seven priority projects. This assumes that the most significant funding source for these next 25 years will continue to be State transportation funds.

The STA Board tasked the STA Executive Committee to consider and discuss various options for new revenues to potentially address some of the most critical transportation priorities. On March 29th, the Executive Committee reviewed several new funding options and recommended a meeting of Solano Transportation Improvement Authority (STIA) be convened to discuss the various options and to provide a recommendation to the STA Board. This STIA meeting has been called by STIA Chair Jim Spering for Wednesday, April 14, 2010, at 5:30pm, immediately prior to the STA Board meeting at Suisun City Hall. At the STA Board meeting, the summary of any recommendations from the STIA meeting regarding the evaluation of specific recommendations will be provided.

Allocation of MTC Local Streets and Roads Funds

One of the few sources of reliable federal or state funds projected over the next five years is allocated from MTC to STA through a process titled federal cycle funds. This federal cycle, MTC has provided the Bay Area Congestion Management Agencies (CMAs) with some limited flexibility to allocate these funds between three specified categories – Local Streets and Roads, Regional Bikes, and Project Development Area (PDAs)/Transportation for Livable Communities (TLC). The STA Technical Advisory Committee (TAC) reviewed this item on March 31st and, with several exceptions noted in the staff report, unanimously recommended allocating the Local Streets and Roads funds through a formula developed by MTC that strives to balance between population, lane miles, need and quality of the roadways. One notable exception is a recommendation to authorize flexing some of the bikeway and PDA/TLC funds to the County to assist in their transition out of the unmet transit needs process.

Caltrans to Commence Final Phase of PAVE 80

Caltrans is preparing to initiate the final lift of the resurfacing of I-80 in mid April with completion targeted for June 2010. This project was funded by American Reinvestment and Recovery Act funds (ARRA) and was significantly accelerated through the efforts of Caltrans District IV and Headquarters and the strong advocacy efforts of the STA as part of the PAVE 80 effort.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2010)

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	PCRPP	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	
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Santa Clara Valley Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	San Francisco County Transportation Authority
ITS	Intelligent Transportation System	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 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
March 10, 2010

I. CALL TO ORDER

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

MEMBERS

PRESENT:

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

*Arrived at the meeting
at 6:25 p.m.*

MEMBERS

ABSENT:

Harry Price, Vice Chair	City of Fairfield
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STAFF

PRESENT:

Daryl K. Halls	Executive Director
Charles Lamoree	Deputy Legal Counsel
Johanna Masiclat	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
Liz Niedziela	Transit Manager
Sam Shelton	Project Manager
Robert Guerrero	Senior Planner
Sara Woo	Assistant Planner
Kenny Wan	Assistant Project Manager

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Cliff Covey	County of Solano
George Gwynn, Jr.	Resident, City of Fairfield
Mike Hudson	Council Member, City of Suisun City and STA Board Alternate Member
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Brian McLean	City of Vacaville
Alysa Majer	City of Suisun City
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Paul Wiese	County of Solano

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

III. APPROVAL OF AGENDA

On a motion by Board Member Jack Batchelor, and a second by Board Member Jan Vick, the STA Board unanimously approved the agenda with the exception to add a Revised Addendum, Agenda Item VIII.D, American Recovery and Reinvestment Act – March 2010 Cost Savings.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Visits Washington, D.C. to Advocate for Priority Projects
- Next Round of Federal Cycle Funds to Flow to STA Through Block Grants
- Project Eligibility and Ranking Criteria for RTIF
- STA Co-Hosts Public Meeting for Rio Vista Bridge Study
- Comprehensive Transportation Plan Update

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Federal Legislative Lobbying Trip Washington D.C. presented by Jayne Bauer

2. Directors Reports:

a. Planning:

Robert Macaulay provided an overview on the proposed SB 375 Implementation Guidelines and what the target should be for Greenhouse Gas Emission Reduction.

b. Projects

Janet Adams provided a construction update on the development of the funding and environmental process of the I-80/I-680/SR 12 Interchange project.

c. Transit and Rideshare

Elizabeth Richards provided an update on the SNCI Vanpool Incentive Program and the status of the Intercity Transit Ridership Study.

VII. CONSENT CALENDAR

At the beginning of the Consent Calendar, Charles Lamoree, STA Legal Counsel, advised the STA Board that with the absence of the Cities of Fairfield and Vallejo Board representatives, the STA's JPA (Section 6.a and Section 7) states that the Transportation Authority may not act on financial matters when more than 50% of the population of the County is absent. With the Cities of Fairfield and Vallejo's combined population ratio being at 53.3%, it was concluded that the remainder of the STA Board would need to table any financial related matters until the next meeting in April or unless either the Fairfield or Vallejo's representative joins the meeting.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A thru I with the exception to table items F and G until the next meeting in April (6 ayes). At this time, STA staff requested the STA Board to move forward and act on Item G, Recommendation No. 1 which is to authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project. Mr. Lamoree opined that this was not a financial item and the Board could act on this specific item.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved to move forward and expedite Agenda Item G, Recommendation No. 1 which is to authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project (6 ayes).

At 6:25 p.m., City of Vallejo's Board Member Davis arrived the meeting. It was at this time that the STA Board returned to Consent Items F and G (Recommendation No. 2) and voted to approve the recommendations.

On a motion by Board Member Jim Spering, and a second by Board Member Jan Vick, the STA Board approved Consent Calendar Items F and G (Recommendation No. 2) (7 ayes).

A. STA Board Meeting Minutes of February 10, 2010

Recommendation:

Approve STA Board Meeting Minutes of February 10, 2010.

- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of February 24, 2010**
Recommendation:
Receive and file.
- C. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities**
Recommendation:
Approve the following:
1. BAAQMD TFCA Program Manager Policies as specified in Attachment A; and
 2. Continue to prioritize for SNCI and the STA's Safe Routes to School Program for additional TFCA and Clean Air Program funds in FY 2010-11 as specified in Attachment B.
- D. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010**
Recommendation:
Approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.
- E. SolanoExpress Intercity Transit Consortium 2010 Work Plan**
Recommendation:
Approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown in Attachment A.
- F. Marketing Consultant Services for Transit and Rideshare Programs**
Recommendation:
Approve the following:
1. Authorize the Executive Director to issue a Request for Proposals (RFP) for a marketing consultant for services from July 1, 2010 through June 30, 2012 with 2 one-year extension options; and
 2. Authorize the Executive Director to enter into a contract for an amount not to exceed \$50,000 in FY 2010-11 and \$30,000 in FY 2011-12.
- G. Redwood Parkway – Fairgrounds Drive Access Improvement Project**
Recommendation:
Approve the following:
1. Authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
 2. Authorize the Executive Director enter into a contract for an amount not-to-exceed \$1,500,000 for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.
- H. 3-Year Project Initiation Document (PID) Priorities for Caltrans**
Recommendation:
Approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.

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

Recommendation:

Authorize the Executive Director to amend Fehr & Peer’s contract for the STA’s Safe Routes to School Mapping Project by an amount not to exceed an additional \$25,000.

VIII. ACTION – FINANCIAL ITEMS

A. Solano County Coordinated Funding Strategy

Janet Adams reviewed a summary of current projected funding revenues, current funding strategies, and potential options to consider prior to the development of a coordinated funding strategy. He stated that STA staff recommends discussing guiding principles for prioritizing Overall Work Plan (OWP) projects, then setting specific measurable criteria based on the guiding principles. He added that once adopted, the STA Board will consider options and provide policy direction regarding additional funding options.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve of the Funding Strategy Principles & Criteria as shown in Attachment D.

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

B. MTC Cycle-1 Block Grants Strategic Plan

Robert Macaulay reviewed the funding shares for allocating regional local streets and roads funding shares which are calculated based on MTC’s LS&R formula. He listed the Solano Cycle 1 (\$6.179M, FY 2010-11, and FY 2011-12) and Cycle 2 (\$5.507M, FY 2012-13, FY 2013-14, and FY 2014-15) Local Streets and Roads Block Grant Shares. He also outlined several funding target alternatives given the County of Solano’s available road rehabilitation funds.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:

1. No funds will be moved out of the LS&R category for Cycle 1.
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories; and
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the projected decline in STIP PPM funds.

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

C. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria

Sam Shelton outlined the selection process for the RTIF project criteria developed to evaluate a list of projects and allocate RTIF funds based on a future selection of an allocation and program implementation option. He noted that STA staff will bring back a list of illustrative projects from the RTIF project list to demonstrate how they might be addressed through the various RTIF allocation options.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.

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

D. American Recovery and Reinvestment Act – March 2010 Cost Savings

Janet Adams reviewed the process of deobligating project cost savings funds and reobligating those funds for projects able to spend the funding by the ARRA deadlines. She listed staff's recommendations of deobligating \$70,000 from the City of Benicia's East 2nd Street Project and reobligating this funding as part of the City of Benicia's State Park Road Bridge project. She also stated that the City of Fairfield cannot obligate \$537,578 in cost savings currently programmed for the McGary Road project, therefore, it was agreed by the City of Suisun to add this amount of funding to their Main Street Rehabilitation project. She noted that MTC staff has been notified of these pending reprogramming requests and that MTC is requesting a timely action by the STA Board to resolve these funding issues to prevent the loss of project cost savings.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Deobligate \$70,000 from the City of Benicia's East 2nd Street Project;
2. Deobligate \$537,578 from the City of Fairfield's McGary Road Rehabilitation Project;
3. Reobligate \$70,000 to the City of Benicia's State Park Road Bridge Widening Project; and
4. Reobligate \$537,578 to City of Suisun City's Main Street Rehabilitation Project.

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

IX. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Alternative Modes and Transit Elements, Amendments to Routes and Transit Facilities of Regional Significance and Adoption of Project List

Robert Macaulay reviewed the development of the Goal Gap Analysis that helps identify where Solano county is having success in meeting the CTP goals, as well as where a goal is otherwise not yet being fully implemented. He also reviewed the comments received from the Cities of Benicia and Rio Vista which are contained in the amended CTP Project List.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the following:

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment C; and
4. CTP project list shown in Attachment D.

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

B. Solano Countywide Bicycle Plan Update: Projects List

Sara Woo reviewed the development process of a countywide list of eligible bicycle projects. She noted that this project list was recommended for approval by the BAC at their February 18, 2010 meeting.

Board Member Patterson requested an amendment to the staff recommendation tabling action on Benicia's bike projects to allow for additional discussion between Benicia staff with the Bicycle Advisory Committee.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Comprehensive Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.

On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation with the amendment to table action on Benicia's bike projects.

C. Solano Countywide Pedestrian Plan Update: Projects List

Sara Woo reviewed the development process of a countywide list of eligible pedestrian projects. She noted that a total of 24 priority projects were identified and scored based on Prioritization Criteria developed by the Pedestrian Advisory Committee (PAC). She listed a total of 11 priority projects with at least one project selected from each city, approved by the PAC at their February 24, 2010 meeting.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Comprehensive Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.

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

D. Solano Senior and Disabled Transportation Study Scope of Work

Elizabeth Richards reviewed and requested approval for the Scope of Work for the Solano Senior and Disabled Mobility Study. She stated that the first Senior and Disabled Advisory Committee meeting is scheduled for May 18, 2010. She cited that a consultant is scheduled to be selected and available to attend this first meeting.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.

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

X. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. MTC Local Streets and Roads, Cycle 1 Block Grants**
- B. Jobs for Main Street Projects Update**
- C. Development of STA Project Delivery Policy**
- D. STA Safe Routes to School (SR2S) Update**
- E. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Schedule for 2010**

XI. BOARD MEMBER COMMENTS

XI. ADJOURNMENT

The STA Board meeting was adjourned at 6:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, April 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masiclat

Johanna Masiclat
Clerk of the Board

Date

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
March 31, 2010

I. CALL TO ORDER

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

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Morrie Barr	City of Rio Vista
	Alysa Majer	City of Suisun City
	Jeff Knowles	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Cliff Covey	County of Solano
	Laura Muehsam	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Gary Leach, and a second by Mike Roberts, the STA TAC 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: Janet Adams reported on the following:

- I-80 HOT/Express Lanes consultants selected;
- RFP Released for Redwood Pkwy./Fairgrounds Dr. PA/ED; and
- STIP Hearing: Bay Area may need to shift additional projects to later years.

Daryl Halls announced that the STIA Board will meet at 5:30 p.m., Wednesday, April 14, 2010 at Suisun City Hall to discuss new funding options. He indicated that a summary of their discussions would be provided at the next TAC meeting.

Gary Leach, City of Vallejo, announced that their City opened bids for the Vallejo Parking Structure Project. The selection of contractor will be announced on April 13th.

V. CONSENT CALENDAR

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A and B.

A. Minutes of the TAC Meeting of February 24, 2010

Recommendation:

Approve TAC Meeting Minutes of February 24, 2010.

B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.

VI. ACTION FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

Janet Adams noted that on March 16, 2010, TAC members met to discuss Cycle 1 & 2 funding targets and proposed alternatives for phasing the County of Solano out of the Unmet Transit Needs process. She stated that prior to considering any of the four alternatives, TAC members wanted to understand the potential bicycle, and pedestrian, Transportation for Livable Communities (TLC) and Transit Program project funding tradeoffs. She indicated that planning staff reviewed the project tradeoffs and that Benicia and Dixon would finalize their swap amount.

She also noted that a lot of discussion focused on Alternative 4, flexing up to 20% of bikes and PDA funds, to assist Solano County to phase out of the Unmet Transit Needs process.

Recommendation:

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

- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.
 2. Swap \$89,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.
- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process *in the funding amounts described under Alternative 4.*

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

VII. ACTION NON-FINANCIAL ITEMS

- A. **Arterials, Highways, and Freeways Goal: Pavement Condition Index (PCI)**
Robert Macaulay reviewed the Arterials, Highways and Freeways Committee's recommendation to amend the PCI Matrix included in the Arterials, Highways and Freeways State of the System Report. He cited that staff is considering to amend the current PCI goal of 63 to a higher standard. He stated that staff recommends a more balanced approach of recommending a PCI Goal of 70.

The TAC discussed the merits of setting a higher PCI goal above the current PCI goal of 63. After discussion and considering the merits of a PCI goal of 70 versus the MTC RTP goal of 75, the STA TAC amended the recommendation to read as follows.

Recommendation:

Forward a recommendation to the STA Board to:

1. Amend the PCI Matrix included in the Arterials, Highways and Freeways Element's State of the System Report *to show the PCI for both the overall network and Routes of Regional Significance as indicated in Attachment A;* and
2. Amend the Arterial, Highways and Freeways Element's PCI Goal to ~~70~~ **75 (Good) for Routes of Regional Significance.**

On a motion by Morrie Barr, and a second by Jeff Knowles, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ *bold italics*.

B. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Robert Macaulay reviewed the discussions made by the Arterials, Highways and Freeways Committee regarding two of the Goals: Goal 1 (Pavement Condition Index) and Goal 9b (Habitat Conservation Plan consistency). He stated that the Committee recommended that the STA Board adopt the Arterials, Highways and Freeways Element Goal Gap Analysis.

Recommendation:

Forward a recommendation to the STA Board to adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

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

C. Jepson Parkway and North Connector Funding Agreements

Janet Adams reviewed the final draft funding agreements for the Jepson Parkway and North Connector Projects. She cited that the Funding Agreements for the North Connector has been agreed to by both the City of Fairfield and Solano County staff and the Jepson Parkway agreement has been agreed to by Solano County staff.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement as specified for:

1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
2. The Jepson Parkway Project between the STA and Solano County.

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

VIII. INFORMATIONAL ITEMS

A. Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP

Daryl Halls identified and provided an update to the development of STA's Overall Work Plan for FY 2010-11 and FY 2011-12. He noted that prior to the STA's development of its FY 2010-11 and FY 2011-12 budget, staff is providing this status update in preparation for Board discussion in April and adoption at their meeting in May.

B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program

Robert Macaulay noted that staff is currently working on details for submitting a letter of interest for two proposals: 1.) Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor; and 2.) Solano Safe Routes to School (SR2S) Program. He cited that both proposals will be brought back to the TAC and Consortium meetings in April and for Board action at their May meeting.

C. Legislative Update – State Budget

Jayne Bauer provided updates on Federal Appropriations requests submitted by Congressman Miller and Garamendi as well as an update on the State Budget. She also distributed copies of the most recent STA and SR 12 STATUS newsletters.

NO DISCUSSION

- D. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update**
- E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Highlights of March 10, 2010**
- H. STA Board and Advisory Committee Meeting Schedule for 2010**

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 28, 2010.**

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DATE: March 19, 2010
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2009-10 Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In December 2009, the STA Board was presented with the First Quarter Budget Report for FY 2009-10. Subsequently, in January 2010, the STA Board adopted the FY 2009-10 Mid-Year Budget Revision.

Discussion:

The attached financial report shows the revenue and expenditure activity of the STA for the Second Quarter of FY 2009-10. STA's total program administration and operation expenditures for the Second Quarter are at 27% with total revenues at 33% of the FY 2009-10 budget.

Revenues:

Revenues received during the Second Quarter of the fiscal year primarily consist of annual fund advances or quarterly reimbursements. Total revenue of \$13,347,487 (33%) has been billed and received for the second quarter ending December 31, 2009. This revenue amount represents reimbursements of program expenditures and other fund source advances received year-to-date.

Expenditures:

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

1. **STA's Management and Operations expenditure is at \$705,168 (44%) of budget.** The STA's Management and Operation budget ratio is within the 2nd Quarter budget projection.
2. **Transit and Rideshare Services/Solano Napa Commuter Info (SNCI) expenditure is at \$494,597 (33%) of budget.** The Bike to Work Campaign and the BikeLinks Maps are program activities for spring-summer and expenditures will be reflective by the end of the fiscal year. The Community Based Transportation Plan, Paratransit Vehicle Replacement Program, Commute Profile, and the Solano Senior & Disabled Transit Plan Update are programs underway and expenditures will be reflected within budget projections by the end of the fiscal year.
3. **Project Development expenditure is at \$9,493,597 (26%) of budget.** The Safe Routes to School programs, the I-80/I-680/I-780 Implementation Plan, Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600, and Jepson Parkway Project activities are ongoing with consultants billing not reflective in the second quarter expenditures. The I-80 High Occupancy Vehicle (HOV)/Vallejo Fairground Project, I-80 HOT Lanes Conversion, and I-80/I-505 HOT Lanes are in the early stage of the projects and consultant agreements are in negotiations. Projects funded by Regional Measure 2

(RM 2), such as the North Connector East, I-80 East Bound Truck Scales Relocation, I-80/I-680/SR 12 Interchange, and the I-80 HOV Lanes are underway and are within budget projections.

4. **Strategic Planning expenditure is at \$383,463 (37%) of budget.** Strategic Planning studies such as the Solano Rail Crossing Study and the Climate Change Strategy are underway and expenditures will be reflected by the end of the fiscal year.

In summary, the STA Budget expenditures are within budget and revenues have been received and reimbursed at a rate to cover STA expenditures.

Fiscal Impact

The Second Quarter Budget for FY 2009-10 is within budget projections for Revenue received of \$13.35 Million (33%) and Expenditures of \$11.08 Million (27%).

Recommendation

Review and file.

Attachment:

- A. STA FY 2009-10 Second Quarter Budget Report
- B. 2010 Budget and Fiscal Reporting Calendar



SECOND QUARTER BUDGET REPORT

FY 2009-10

July 1, 2009 through December 31, 2009

REVENUES				
Description	FY 09-10 Budget	Actual Received YTD	% of Budget	
STA Fund				
Members Contribution (Reserve Accounts)	108,000	108,000	100%	
Interest		13,492	0%	
Members Contribution/Gas Tax	37,355	37,355	100%	
Transportation Dev. Act (TDA) Art. 4/8	422,225	211,112	50%	
Transportation Dev. Act (TDA) Art. 3	125,000	-	0%	
State Transit Assistance Fund (STAF)	430,622	430,622	100%	
Federal Transportation Administration (FTA) 5311	300,000	-	0%	
Surface Transportation Program (STP)	723,000	262,549	36%	
SP&R - Operation/Implementation Plan	37,329	-	0%	
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	460,996	112,723	24%	
Federal Earmark	37,858	-	0%	
Regional Measure (RM) 2- North Connector Design	32,492	12,548	39%	
RM 2 - I-80 HOV Lanes	7,839	1,639	21%	
RM 2 - I-80 Interchange Project	31,394	20,918	67%	
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,735	21,491	77%	
Transportation for Clean Air (TFCA)	433,772	215,443	50%	
Transportation for Clean Air (TFCA) Regional Grant	291,000	-	0%	
Eastern Congestion Mitigation & Air Quality (ECMAQ)	127,616	57,852	45%	
Solo/Solano Air Quality Management District (YSAQMD)	190,000	60,000	32%	
Regional Rideshare Program (RRP)	240,000	108,512	45%	
Community Based Transit Study (CBTP)	60,000	-	0%	
City of Vacaville TDA/STIP swap	725,000	362,500	50%	
Capitol Corridor	10,000	3,500	35%	
Bay Area Ridge Trails	55,000	-	0%	
Abandoned Vehicle Abatement (AVA) Program/DMV	10,052	2,754	27%	
Local Funds - Cities/County	98,600	31,500	32%	
Sponsors	18,000	10,050	56%	
Subtotal	\$ 5,040,885	\$ 2,084,560	41%	
TFCA Programs				
Transportation for Clean Air (TFCA)	192,490	159,653	83%	
Interest		4,137	0%	
Subtotal	\$ 192,490	\$ 163,790	85%	
Abandoned Vehicle Abatement				
Department of Motor Vehicle (DMV)	325,000	89,036	27%	
Interest		475	0%	
Subtotal	\$ 325,000	\$ 89,511	28%	
I-80 East Bound (EB) Truck Scales Relocation				
RM 2 Funds	8,974,468	3,381,717	38%	
Interest		(461)	0%	
Subtotal	\$ 8,974,468	\$ 3,381,256	38%	
Jepson Parkway Project				
State Transportation Improvement Program (STIP)	2,400,000	3,376	0.1%	
STIP/PPM	81,169	2,194	3%	
Federal Earmark	492,405	-	0%	
Interest		51	0%	
Subtotal	\$ 2,973,574	\$ 5,621	0%	
SR 12/Jameson Canyon Project				
State Transportation Improvement Program (STIP)	4,200,000	608,024	14%	
Interest		4,027	0%	
Subtotal	\$ 4,200,000	\$ 612,051	15%	
I-80/I-680/SR 12 Interchange EIR/EIS				
RM 2 Funds	5,542,380	1,338,734	24%	
Interest		1,261	0%	
Subtotal	\$ 5,542,380	\$ 1,339,995	24%	
North Connector East (Chadbourne Rd/Right of Way)				
RM 2 - Preliminary Engineering	8,320,796	2,486,195	30%	
Count of Solano	1,000,000	1,000,000	100%	
City of Fairfield	1,725,000	1,590,863	92%	
Interest	-	11,491	0%	
Subtotal	\$ 11,045,796	\$ 5,088,549	46%	
I-80 High Occupancy Toll (HOT) Lanes Conversion				
RM 2 Funds	250,000	-	0%	
Subtotal	\$ 250,000	\$ -	0%	
I-80 High Occupancy Toll (HOT) Lanes				
RM 2 Funds	300,000	-	0%	
Subtotal	\$ 300,000	\$ -	0%	
I-80 High Occupancy (HOV) Lane/Ramp Metering				
RM 2 - PA/ED Design	992,160	541,088	55%	
Interest		677	0%	
Subtotal	\$ 992,160	\$ 541,765	55%	
I-80 HOV/Vallejo Fairgrounds				
Federal Earmark	600,000	-	0%	
Local Match Funds - STA STIP/PPM/TDA	50,000	12,500	25%	
Local Funds - Solano County/City of Vallejo	100,000	-	0%	
Subtotal	\$ 750,000	\$ 12,500	2%	
Rio Vista Bridge Realignment				
Federal Earmark	246,829	22,335	9%	
City of Rio Vista	61,700	5,584	9%	
Interest		(30)	0%	
Subtotal	\$ 308,529	\$ 27,889	9%	
TOTAL REVENUES	\$ 40,895,282	\$ 13,347,487	33%	

EXPENDITURES				
Description	FY 09-10 Budget	Actual Spent YTD	% of Budget	
Operations				
Operation Management/Administration	1,454,639	695,433	48%	
STA Board of Directors	45,000	9,735	22%	
Expenditure Plan				
Contribution to STA Reserve	108,000	-	0%	
Total Operations	\$ 1,607,639	\$ 705,168	44%	
Transit and Rideshare/Solano Napa Commuter Info (SNCI)				
Transit/SNCI Administration	477,421	231,477	48%	
Employer/Van Pool Outreach	10,000	3,811	38%	
SNCI General Marketing	45,000	9,942	22%	
Commute Challenge	26,000	26,712	103%	
Bike to Work Campaign	20,000	0	0%	
Bike Links Maps	6,500	0	0%	
Incentives	15,000	11,652	78%	
Emergency Ride Home (ERH) Program	5,000	90	2%	
Solano Express	50,000	11,392	23%	
Transit Management Administration	213,196	104,788	49%	
Community Based Transportation Plan (CBTP)	60,000	0	0%	
Lifeline Program	16,000	957	6%	
Countywide Transit Ridership Study	80,000	47,778	60%	
Paratransit Coordinating/PCC	56,650	38,654	68%	
Paratransit Vehicle Replacement Program	300,000	0	0%	
Commuter Profile	26,000	0	0%	
Solano Senior & Disabled Transit Plan Update	70,000	0	0%	
Transit Consolidation Implementation Phase	15,000	7,344	49%	
Total Transit & Rideshare/SNCI	\$ 1,491,767	\$ 494,597	33%	
Project Development				
Project Management/Administration	96,131	61,257	64%	
Safe Route to School Program	674,728	46,827	7%	
I-80/I-680/I-780 Operation/Implementation Plan	57,207	5,577	10%	
Project Study Report (PSR) SR 12/Churuch Rd	60,000	18,467	31%	
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	205,000	21,667	11%	
Jepson Parkway	2,973,574	9,684	0.3%	
SR 12 Jameson Canyon Project	4,200,000	544,657	13%	
I-80/I-680/SR 12 Interchange PA/ED	5,542,380	1,345,030	24%	
North Connector East (Chadbourne Rd/Right of Way)	11,045,796	3,426,272	31%	
I-80 East Bound (EB) Truck Scales Relocation	8,974,468	3,395,512	38%	
I-80 HOV Lanes/Ramp Metering	992,160	541,553	55%	
I-80 HOT Lanes Conversion	250,000	0	0%	
I-80/I-505 HOT Lanes	300,000	0	0%	
I-80 HOV Lanes/Vallejo Fairgrounds	750,000	472	0.1%	
SR 12 Bridge Realignment Study	308,529	28,715	9%	
DMV Abandoned Vehicle Abatement	325,000	47,907	15%	
Total Project Development	\$ 36,754,973	\$ 9,493,597	26%	
Strategic Planning				
Planning Management/Administration	91,903	41,641	45%	
Events	15,000	10,712	71%	
Model Maintenance	24,000	-	0%	
Solano County TLC Program	216,252	70,452	33%	
Bike/Ped Master Plan Update	85,000	20,316	24%	
SR 12 MIS/Corridor Study	79,987	2,204	3%	
SR 29 MIS/Corridor Study				
Comprehensive Transportation Plan (CTP)/EIR	135,221	64,686	48%	
Safe Route to Transit	30,000	-	0%	
Solano Rail Crossing Inventory & Improvement Plan	66,050	52,801	80%	
SR 12 Jameson Canyon Ridge Trail Study	55,000	-	0%	
Climate Change Strategy	50,000	-	0%	
TFCA Programs	192,490	120,651	63%	
Total Strategic Planning	\$ 1,040,903	\$ 383,463	37%	
TOTAL EXPENDITURES	\$ 40,895,282	\$ 11,076,825	27%	



2010 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

APRIL	FY 2009-10 2nd Quarter Budget Report Local Transportation Development Act (TDA) and Members Contribution for FY 2010-11
MAY	FY 2009-10 3rd Quarter Budget Report
JUNE	FY 2009-10 Final Budget Revision FY 2010-11 Budget Revision and FY 2011-12 Proposed Budget Adoption FY 2010-11 Provisionary Indirect Cost Rate Application
JULY	None
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	FY 2009-10 4th Quarter Budget Report
OCTOBER	FY 2009-10 AVA Annual Report
NOVEMBER	No Scheduled STA Board Meeting
DECEMBER	FY 2010-11 1st Quarter Budget Report FY 2010-11 Mid-Year Budget Revision STA Employee 2011 Benefit Summary Update



DATE: March 29, 2010
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Selection of Auditing Firm for STA's Financial Audit Services

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133.

The Maze and Associates' accounting firm is in their 5th year of contract. The STA staff, in conformance with STA's Accounting Policy and Procedures, evaluated its audit services and is required to issue an RFP for the services. In October 2009, the STA Board authorized the Executive Director to release a Request for Proposal (RFP) for Financial Audit Services; and to award a contract for an amount not-to-exceed \$50,000 for three years with the option to renew the agreement for one 2-year extension or two 1-year extensions.

Discussion:

In February, STA received a total of five (5) proposals in response to the RFP. Proposals were received from the following audit firms:

1. Maze & Associates of Pleasant Hill
2. Vavrinek, Trine, Day & Company LLP (VTD) of Palo Alto
3. Reznick Group, PC of Sacramento
4. JJACPA, Inc. of Pleasanton
5. Williams, Adley & Company of Oakland

The interview panel members were Janet Adams, Deputy Executive Director/Director of Projects, Susan Furtado, Accounting & Administrative Services Manager, and Nancy Whelan, Financial Consultant.

The proposal evaluation and interviews were completed in a two step process. The selection process was competitive as the firms submitted quality proposals and demonstrated good qualifications and readiness to complete the proposed work. The proposals were reviewed and rated by the panel, and the panel unanimously selected two firms Maze & Associates and Vavrinek, Trine, Day & Company, LLP for interview. On March 18, 2010, these two consultants were interviewed.

The panel unanimously selected Vavrinek, Trine, Day & Company, LLP (VTD) to be the next STA Auditor and staff recommends issuing a contract agreement for three years with an option of an extension either a two-year contract or two one-year contract. VTD's proposed audit service cost for FY 2009-10 is \$15,000, FY 2010-11 is \$15,500, and FY 2011-12 is \$16,000, and the amount of \$16,500 and \$17,000 for an option to extend to the 4th and 5th year respectively. The audit fee cost for FY 2009-10 is included in the approved budget.

Fiscal Impact:

The fiscal impact for the professional audit services for the three-year contract is \$46,500 for FY 2009-10, FY 2010-11, and FY 2011-12.

Recommendation:

Authorize the Executive Director to award the contract for Financial Audit Services to Vavrinek, Trine, Day & Company, LLP, and sign a three-year contract for the amount \$46,500 with an option to renew for one 2-year extension or two 1-year extensions for an additional amount of \$33,500.



DATE: April 6, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA.

Discussion:

The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February as required by State statute.

After multiple years of growth, Solano TDA revenue has begun to decline the last two years. The original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY 2008-09 TDA estimate. The proposed FY 2009-10 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY 2010-11 is that there will be no increase in TDA from this new lowered FY 2009-10 estimate. See Attachment A for Solano FY 2010-11 TDA fund estimate.

The attached FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, it is recommended to be cautious in using the 'available for allocation' estimates without a further in-depth review of the allocations that may or may not have been taken into account. STA staff has some of this information to share.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services.

The TAC recommended approval of this item at their meeting on March 31, 2010.

Recommendation:

Approve the FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.

Attachments:

- A. MTC FY 2010-11 TDA Solano fund estimate (Feb 24, 2010)
- B. FY 2010-11 TDA Matrix – April 2010 (color copy enclosed for Board members and available upon request to others)

Attachment A
 Res. No. 3939
 Page 9 of 16
 February 24, 2010

FY 2010-11 FUND ESTIMATE
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 SOLANO COUNTY

Column	A	B	C	D	E	F	G	H=Sum(C-G)	I	J=H+I
FY 2009-10 TDA Revenue Estimate Adjustment										
FY 2009-10 Generation Estimates Adjustment										
1. Original County Auditor Estimate (Feb, 09)	15,502,969									13,880,128
2. Revised County Auditor Estimate (Feb, 10)	13,880,128									69,401
3. Revenue Adjustment (Line 2-1)				(1,622,841)						69,401
FY 2009-10 Planning and Administration Charges Adjustment										416,404
4. MTC Administration (0.5% of line 3)	(8,114)									
5. County Administration (0.5% of line 3)	(8,114)									
6. MTC Planning (3.0% of line 3)	(48,685)									
7. Total Charges (Lines 4+5+6)				(64,914)						
8. Adjusted Generations Less Charges (Line 3-7)				(1,557,927)						
FY 2009-10 TDA Adjustment By Article										266,498
9. Article 3 Adjustment (2.0% of line 8)	(31,159)									
10. Funds Remaining (Line 8-9)				(1,526,769)						
11. Article 4.5 Adjustment (5.0% of line 10)										
12. Article 4 Adjustment (Line 10-11)				(1,526,769)						

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C	D	E	F	G	H=Sum(C-G)	I	J=H+I
Apportionment Jurisdictions	6/30/09 Balance (w/o interest) ¹	FY 2008-09 Interest	6/30/09 Balance (w/interest) ¹	FY 2008-10 Outstanding Commitments ²	FY 2009-10 Transfers/Refunds	FY 2009-10 Original Estimate	FY 2009-10 Revenue Adjustment	6/30/10 Projected Carryover	FY 2010-11 Revenue Estimate	Total Available For Allocation
Article 3	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4.5	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
SUBTOTAL										
Article 4/8										
Benicia	4,077	-	4,077	(38,828)	-	956,199	(100,094)	821,354	856,130	1,677,484
Dixon	-	-	-	(492,555)	-	600,726	(62,884)	45,287	537,755	583,042
Fairfield	5,062,649	85,182	5,147,831	(5,431,976)	-	3,648,477	(381,920)	2,982,412	3,257,193	6,239,605
Rio Vista	206,445	7,170	213,615	(238,598)	-	275,841	(28,875)	221,983	251,603	473,586
Suisun City	1	-	1	(911,634)	-	963,547	(100,863)	(48,950)	883,029	834,079
Vacaville	3,917,117	81,124	3,998,241	(6,353,039)	-	3,311,904	(346,688)	610,418	2,951,487	3,561,905
Vallejo	1	-	1	(1,758,044)	-	4,138,709	(433,237)	1,947,429	3,704,430	5,051,858
Solano County	1	-	1	(150,441)	-	689,791	(72,207)	467,143	616,798	1,083,941
SUBTOTAL	9,190,290	173,476	9,363,766	(15,375,115)	-	14,585,193	(1,526,769)	7,047,975	13,058,424	20,105,500
GRAND TOTAL	9,723,471	188,611	9,912,082	(16,123,344)	-	14,882,850	(1,557,927)	7,113,661	13,391,508	20,438,584

1. Balance as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.

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DATE: April 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway and North Connector Funding Agreements

Background:

North Connector Project

The North Connector Project is a parallel arterial that will be constructed on the north side of I-80. It will connect State Route (SR) 12 East with SR 12 West and will provide additional capacity for local trips through this critical section of I-80. The Project is an intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR 12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the City of Fairfield and the County.

The Project is under construction from Chadbourne Road at SR 12 East through the I-80/Abernathy Road on and off ramps connecting to the City of Fairfield's Fairfield Commons project which is also currently under construction. The new roadway connects to existing Business Center Drive with a new two lane connection from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/SR 12 Interchange area by providing improved ways for traffic to flow.

Due to limited funding, the North Connector Project is being constructed in sections. STA is the lead on designing and constructing the East Section of the North Connector Project and the City of Fairfield is the lead on completing the Central Section. The West Section of the North Connector will be completed in the future when funding is available.

In early 2007, the City of Fairfield, Solano County and STA entered into a funding agreement for the North Connector Project. The funding agreement provided for the County to contribute \$2 million lump sum toward the East Section of the Project with the STA contributing 50% of the overall cost of the East and Central Section of the Project, and local funds contributing to the other 50% of the funds, which includes the County contribution.

Jepson Parkway Project

In March 2009, the STA Board certified the Jepson Parkway Project Environmental Impact Report (EIR). Alternative B has been selected as the Preferred Alternative. This Alternative connects the new Walters Road extension to Cement Hill Road, widening Vanden and Leisure Town Roads to four lanes. While the Project is subject to the STA's 50/50 Policy, there is currently enough programmed State Transportation Improvement Program (STIP) funds to fully construct the Vanden Section of the Project. However, the State financial crisis has stalled the allocation of these funds. As such, STA staff is working with local partners to

jump start the design and right-of-way for the priority segment of this Project. This section of the roadway is currently 2-lanes with no shoulders. Further, it is recommended that the currently programmed STIP funds should be fully utilized on the priority segment to benefit the public.

Discussion:

Since the completion of the funding agreement for the North Connector, the construction bids for the east end of this Project came in 45% under the Engineers Estimate. As such, the parties have agreed to modify the existing funding agreement so that the County's contribution for the Project can be reduced to \$1 million with the other \$1 million shifted to the Jepson Parkway Project to contribute to the design of the Vanden Road section. The \$1 million fund shift to Jepson Parkway would help jump start the design of the roadway and set the right-of-way acquisition lines. In addition, these funds will allow engineering coordination with the County and City of Fairfield to continue.

Attachment A and B are the final draft funding agreements for these Projects. The North Connector Funding Agreement (Attachment A) has been agreed to by both the City of Fairfield and Solano County staff. The Jepson Parkway Funding Agreement (Attachment B) has been agreed to by Solano County staff.

At the March 31, 2010 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve both funding agreements.

Fiscal Impact:

The STA portion of the cost for the East and Central Section of the North Connector is funded by Regional Measure (RM) 2 funds dedicated to the Project. The Jepson Parkway Project has \$2.4 million programmed for design, \$3.8 million for Right-of-Way and over \$30 million in STIP funds programmed for construction. With the shift of \$1 million between the projects, the STA would commit to match the \$1 million in local funds with regional funds. The \$1 million shift to Jepson Parkway will be counted toward the local share of the funding for this Project.

Recommendation:

Authorize the Executive Director to enter into funding agreements as specified for:

1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
2. The Jepson Parkway Project between the STA and Solano County.

Attachments:

- A. North Connector Funding Agreement Amendment 1.
- B. Jepson Parkway Funding Agreement.

**AMENDMENT NUMBER ONE
TO COOPERATIVE AGREEMENT FOR THE DELIVERY OF THE I-80
NORTH CONNECTOR RELIEVER ROUTE
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF FAIRFIELD
AND
THE COUNTY OF SOLANO**

The North Connector Cooperative Agreement (“Agreement”) was entered into on April 12, 2007 between the Solano Transportation Authority (STA), the congestion management agency of Solano County; the City of Fairfield (CITY), a municipal corporation; and the County of Solano (COUNTY), a body corporate and politic, to allocate the areas of responsibility for various project activities by the three entities in delivering the I-80 North Connector Reliever Route Project (“the Project”).

RECITALS

1. The Project is a new intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR12 interchange and thereby remove and re-direct traffic from the main freeways to the reliever route to the primary benefit of local residents of the CITY, but also providing regional benefits to Solano County as a whole as well as to other areas in northern California.
2. Construction of Section 1 of the Project (the East Segment) is underway and the estimated and actual Project costs have been significantly less than the engineer’s estimate.
3. In light of project savings, the Parties desire to amend the Agreement to reduce COUNTY’s share of the costs for Section 1 of the Project from Two Million Dollars (\$2,000,000.00) to One Million Dollars (\$1,000,000.00) to allow COUNTY to utilize that savings in support of the engineering and design costs of the Vanden Road segment of the Jepson Parkway Project.

NOW, THEREFORE, in consideration for the mutual promises set forth herein, the Parties agree as follows:

SECTION 1. AMENDMENT:

1. Section III (Funding Criteria), Subsection 15, the third paragraph, which currently begins with the words “Therefore, the County will contribute...” is hereby amended in its entirety to read as follows:

“The COUNTY will contribute One Million Dollars (\$1,000,000.00) towards the cost of Section 1 of the Project on or before July 1, 2010. Any additional cost savings to the Project resulting from the construction costs on Section 1 of the Project being significantly lower than anticipated shall reduce the STA’s contribution of regional funds to Section 1 of the Project.”

2. Section III (Funding Criteria), Subsection 15 is hereby amended by adding a new paragraph 6 after the current paragraph 5 to read as follows:

For the funding of the Project, it is intended that the COUNTY and the CITY participate in the funding contribution whereby the local agencies contribute 50 percent of the cost. The COUNTY is contributing \$1,000,000 toward the completion of Section 1. The COUNTY's \$1,000,000 shall be credited toward the local agency share of the Project for Sections 1, 2 and 3, with the STA contributing \$1,000,000 of regional funds toward the local share of these three Sections due to this Amendment. Any credit due to either the CITY or STA by reason of this agreement shall be credited toward the Section 4 project cost.

SECTION 2. REMAINING TERMS AND CONDITIONS: All other terms and conditions of the original, underlying Agreement not specifically modified by this Amendment Number 1 shall remain in full force and effect.

IN WITNESS WHEREOF, this Agreement was executed by the Parties.

SOLANO TRANSPORTATION AUTHORITY: APPROVED AS TO FORM

By: _____
Daryl Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF FAIRFIELD,
a municipal corporation:

APPROVED AS TO FORM:

By: _____
Sean Quinn, City Manager

By: _____
Gregory Stepanicich,
Fairfield City Attorney

COUNTY OF SOLANO:

APPROVED AS TO FORM:

By: _____
Michael D. Johnson, County Administrator

By: _____
Lori Mazzella
Deputy County Counsel

**FUNDING AGREEMENT BETWEEN
THE COUNTY OF SOLANO AND THE SOLANO TRANSPORTATION AUTHORITY
FOR ROADWAY ENGINEERING AND DESIGN SERVICES FOR
THE JEPSON PARKWAY PROJECT**

This Funding Agreement (“Agreement”) is made _____, 2010, between the County of Solano, a political subdivision of the State of California (“County”) and the Solano Transportation Authority, the congestion management agency for Solano County (“STA”), collectively known as “the Parties,” and is based upon the following facts:

- A. The STA is qualified to perform engineering design and construction services for public agencies for transportation related projects.
- B. The Jepson Parkway, a continuous series of local roadways that extends from State Route 12 in Suisun City to Interstate 80 in Vacaville, will provide a reliever route for Interstate 80 by providing a good alternative route for local trips.
- C. Roadway design for the Vanden Road segment of the Jepson Parkway would benefit from a uniform design approach and by utilizing the engineering design experience of the STA.

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

1. Project Funding

Funding of the design of the portion of the Vanden Road segment of the Jepson Parkway (“the Project”) located in unincorporated Solano County shall be equally divided between the County and the STA with each party bearing 50% of the total cost. The County shall pay to the STA, no later than June 30, 2010, the sum of \$1,000,000 out of the estimated \$2,400,000 total cost of the design work on the Project, upon receipt of an invoice from the STA. Any additional costs will be invoiced by the STA to the County upon completion of the design following environmental approvals. In recognition that the County currently has no source of funding beyond the initial \$1,000,000, the invoice for the additional costs shall not be due until the County has obtained an additional source of funding for Vanden Road. Prior to initiating future phases of the Project, this agreement shall be amended to outline the County’s financial contribution to those phases of work.

Should a portion of the Vanden Road segment of the Jepson Parkway located in unincorporated Solano County be annexed by a city prior to completion of the design work on the project including environmental approvals, this funding agreement shall be revisited.

2. STA Responsibilities

The STA shall be responsible for the following elements of the Scope of Services:

- (a) Designing the Vanden Road segment of the Project using the approved environmental document and Technical Report as the guidance. The Project will be designed as a four lane roadway with medians, emergency lanes, and other ancillary facilities as more fully described in Exhibit A which is attached hereto and incorporated herein as though set forth in full. The STA shall perform all design work for the Project to the satisfaction of the County.

- (b) Completing all design work for the Project no later than June 30, 2012 or 15 months after the execution of this agreement, whichever is later.
- (c) Serving as the lead agency for any California Environmental Quality Act (CEQA) environmental clearance for the Project.
- (d) Acquiring any additional right-of-way required for the Project after the approval by the County of the Project design. This agreement shall be considered the authorizing document which designates the STA as the lead agency for property acquisition, including the exercise of eminent domain powers, for the portion of the Project located within unincorporated Solano County. The STA shall perform all right-of-way acquisition work for the Project to the satisfaction of the County.
- (e) Preparing as-built drawings of the Project and delivering them to the County within ninety (90) days of acceptance of the Project. Construction work associated with the Project will be covered in a separate agreement.

3. County Responsibilities

The County shall be responsible for the following elements of the Scope of Services

- (a) Serving as a responsible agency for any California Environmental Quality Act (CEQA) environmental clearance and also reviewing within its discretion the Project alignment and design.
- (b) Approving the design and right-of-way acquisition work for the Project.

4. Indemnification and Defense of Claims

- (a) Each Party agrees to defend and indemnify the other Party, its agents, officers and employees, from any claim, action or proceeding arising solely out of its own acts or omissions in the performance of this Agreement. In its sole discretion, any Party may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the other Party of any obligation imposed by this Section. Each Party shall notify the other Party promptly of any claim, action or proceeding and cooperate fully in the defense.
- (b) Notwithstanding paragraph 3(a) above, in cases where County and the STA agree in writing to a joint defense, the Parties may appoint joint defense counsel to defend the claim, action or proceeding arising out of the concurrent acts or omissions of County and STA. Joint defense counsel shall be selected by mutual agreement of County and the STA. County and the STA agree to share the costs of such joint defense and any agreed settlement in equal amounts. The Parties further agree that no Party may bind the other to a settlement agreement without the written consent of County and the STA.
- (c) Where a trial verdict or arbitration award allocates or determines the comparative fault of the County and the STA, either Party may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

5. Insurance

STA and the County will maintain status as legally self-insured public entities for general liability.

6. Default and Remedies

(a) Default Defined

Any Party's failure to pay any amount due under this Agreement, or to perform any other obligation required by this Agreement within sixty (60) days after written notice from the other Party that such amount or obligation is due, shall constitute a default ("Default") hereunder.

(b) Remedies Available

Upon the occurrence of a Default, the non-defaulting Parties may stop all payments or performance required hereunder, any may take any other remedial action available to it under the law or equity, including but not limited to specific performance.

7. Notices

Any notice required to be given by either Party, or which either Party may wish to give, will be in writing and registered mail, postage prepaid, addressed as follows, or to such other place as any Party may designate by written notice:

To Solano County: Solano County Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
Attn: Paul Wiese, Engineering Manager
Phone: 707 784-6072
Fax: 707-784-2894

To: STA: Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Deputy Executive Director/Director of Projects
Phone: 707 424-6010
Fax: 707 424-6074

8. Miscellaneous Provisions

(a) Audits and Inspection of Records

STA shall permit County and their authorized representatives to have access to STA's books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement, for the purpose of making an audit, examination, excerpt and transcription during the term of this Agreement and for a period of four (4) years thereafter. STA shall in no event dispose of, destroy, alter, or mutilate said books, records, accounts, work products, materials and data for that period of time.

(b) Amendments

This Agreement may be amended only by written agreement signed by all of the Parties.

(c) Time

Time is of the essence with respect to all terms and conditions of this Agreement.

(d) Waivers

No waiver of any provision of this Agreement will be valid unless it is in writing and signed by the Party benefiting from said provision. No waiver by any Party, at any time, of any breach of a provision of this Agreement will be deemed a waiver of a breach of any other provision of this Agreement or consent to any subsequent breach of the same or any other provision of this Agreement. If any action by a Party requires the consent or approval of the other Party to this Agreement, such consent or approval on any one occasion will not be deemed a consent to or approval of such action on any subsequent occasion or a consent or approval to any other action.

(e) Force Majeure.

No Party is responsible for performance in accordance with the terms of this Agreement to the extent performance is prevented, hindered, or delayed by fire, flood, earthquake, elements of nature or acts of God, acts of war (declared and undeclared), riots, rebellions, revolutions, or terrorism, whether foreseeable or unforeseeable (“Force Majeure”).

(f) Assignment.

Neither the County nor the STA may assign this Agreement in whole or in part (whether by operation of law or otherwise) to any other entity, agency, or person without the prior written consent of the other Parties.

(g) Binding Effect.

This Agreement will be binding on the Parties and their permitted successors and assigns.

(h) No Third Parties Benefited.

The Parties agree that it is their specific intent that no other person or entity shall be a party to, or a third party beneficiary of, this Agreement or any addenda or exhibit attached to this Agreement.

(i) Governing Law.

The Agreement and performance under it will be exclusively governed by the laws of the State of California without regard to its conflict of law provisions.

(j) Construction.

The article and section headings used in this Agreement are inserted for convenience only and do not affect the meaning or interpretation of this Agreement. This Agreement, and any

other document or agreement referred to or executed and delivered in connection with this Agreement, shall not be construed against any Party as the principal draftsman.

(k) Integration.

This Agreement (including all addenda and exhibits and any amendments signed by both Parties) contains the entire agreement of the Parties with respect to the subject matter of this Agreement and supersedes all previous communications, representations, understandings, and agreements, whether verbal, written, or implied, between the Parties with respect to the subject matter.

(l) Severability.

If any term, provision, covenant or condition of this Agreement is held invalid, void or unenforceable by a court of competent jurisdiction, it is the intent of the Parties that all other provisions of this Agreement be construed to remain fully valid, enforceable and binding on the Parties.

(m) Signature Authority.

The persons signing this Agreement on behalf of the County and the STA certify that they are authorized to do so.

[Signatures to follow on the next page.]

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

**SOLANO TRANSPORTATION
AUTHORITY**

COUNTY OF SOLANO

Daryl Halls, Executive Director

Michael D. Johnson, County Administrator

Approved as to form:

Approved as to form:

Charles Lamoree, STA Legal Counsel

Lori Mazzella, County Counsel

EXHIBIT A

JEPSON PARKWAY DESIGN - COST BREAKDOWN

Description	Total
Roadway Items	\$18,000,000
Structure Costs	\$2,000,000
Construction Management & Design Support	\$3,000,000
<i>Total</i>	<i>\$23,000,000</i>
Utility Relocation	\$1,500,000 *
Environmental Mitigation	\$3,000,000 *
Right-of-way Acquisition/Relocations	\$3,800,000
<i>Total</i>	<i>\$8,300,000</i>
65% Design, R/W Engineering, Utility Coordination	\$1,000,000 **
Constructability Review	\$50,000
Final PS&E Package	\$1,350,000
<i>Total</i>	<i>\$2,400,000</i>
Total Cost	\$33,700,000

* To be completed concurrently with construction

** Initial County commitment

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DATE: April 2, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Accept Construction Contract for the North Connector Phase 1

Background:

On August 29, 2008, the STA Board approved Resolution No 2008-07 for construction of the North Connector Phase 1 contract and authorized the Executive Director to award the North Connector to the lowest responsible bidder. The North Connector Phase 1 contract constructed new signals on Abernathy/I-80 on and off ramps. The North Connector Phase 1 Project was designed by BKF Engineers. The STA administered the construction of the North Connector Phase 1 Project, with PB Americas performing construction management services. The North Connector Phase 1 Project was awarded to O.C. Jones & Sons, Inc in August 2008.

Discussion.

Construction is now completed and the project is essentially closed out. Caltrans has signed the encroachment permit as acceptance of all work performed. As such, STA staff is recommending the Board accept the work as complete and authorize the Executive Director or his designee to file a Notice of Completion with the County Recorder's office. This action by the Board will release the Surety Bonds secured by O.C. Jones & Sons, Inc. (contractor) to ensure the performance of the work and allow for final payment to be made.

There is one outstanding issue remaining after the above actions are taken. During the course of the job, STA received a Stop Notice from John D. Baker Construction Company, one of O.C. Jones & Sons subcontractors. At this point, STA staff has withheld the amount of \$170,146.69 to cover any costs associated with the Stop Notice. STA staff will release the \$170,146.69 when one of the following occurs: 1) John D. Baker Construction Company executes a Stop Notice Release; 2) O.C. Jones & Sons, Inc. provides a Stop Notice Release Bond in the amount of \$170,146.69; 3) O.C. Jones & Sons, Inc has the Stop Notice expunged pursuant to Civil Code section 3197, or 4) John D. Baker Construction Company fails to initiate a lawsuit with O.C. Jones & Sons, Inc to enforce its Stop Notice within 125 days after the Notice of Completion (discussed above) has been filed, per Civil Code section 3210.

Presented below is a summary of the budget status for the North Connector Phase 1 Project.

Construction Budget	\$710,000.00
Total Construction Cost	<u>\$697,002.18</u>
Remaining Budget	\$12,997.82

Fiscal Impact:

The cost for the construction contract for the North Connector Phase 1 Project was funded with Regional Measure 2 (RM 2) funds already allocated to this Project.

Recommendation

Approve the following:

1. Accept the North Connector Phase 1 contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.



DATE: April 1, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Paratransit Coordinating Council (PCC) Member Appointment

Background:

The Paratransit Coordinating Council (PCC) currently has four (4) vacancies; one (1) vacancy for Social Service Provider, one (1) vacancy for Member at Large, two (2) vacancies for Public Agency 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:

Judy Nash would like to become a member of STA's Paratransit Coordinating Council based on to her desire to represent the Solano Community College's disabled students who rely on paratransit services. Judy Nash is a Solano Community College employee in the Disability Services Program. Ms. Nash has been attending PCC meetings for over one year. She has been active in discussions and also participated at the Senior and Disabled Summit as a Panelist. Judy has submitted an interest form to serve on the PCC (Attachment A).

At their March 2010 meeting, the PCC supported her application to become a member of the PCC and recommended the STA Board appoint Judy Nash to the PCC.

Fiscal Impact:

None.

Recommendation:

Appoint Judy Nash as a Public Agency – Education representative to the STA PCC for a 3-year term.

Attachment:

- A. Judy Nash's Application for Paratransit Coordinating Council Membership

paratransit coordinating council interest

CONTACT INFORMATION Solano Community College
 name Judy Nash / Disability Services Programme
 street address 4000 Suisun Valley Rd.
 city, state, zip Fairfield, CA. 94534
 home phone 707-429-3762 work phone 707-864-7000 EXT 4745
 email address judy.nash@solano.edu

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 am currently the Administration Assistant / Mobility Specialist with the Disability Services Program at Solano Community College. For the last three years I have diligently advocated for disabled and senior students at Solano Community College. I participated as a guest panelist at the 2009 Solano Transportation Authority's Senior and Disabled Summit and continue to actively advocate for the transportation needs of our students at Solano Community College and our community.

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) Judy Nash
 signature Judy Nash date 02-23-2010



DATE: April 1, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed Modifications to Paratransit Coordinating Council (PCC)
By-Laws

Background:

The Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the seniors and disabled residents of Solano County. It is required by Transportation Development Act (TDA) statute. The members of the PCC are volunteers from the local community and local social service agencies. Transit operator staffs regularly attend and actively participate in the PCC meetings.

Discussion:

There are two issues that affect the current PCC By-Laws and necessitate change. First, the PCC meeting day, the third Friday of every other month is in conflict with several transit operators' recently established furlough days. Secondly, one of the PCC membership categories, Metropolitan Transportation Commission (MTC) Elderly and Disabled Advisory Committee (EDAC), is no longer in existence. As of March 2010, MTC abolished their EDAC.

At the January PCC meeting, the issue of furloughs days was discussed and how it could potentially prevent transit operators and staff from attending PCC meetings. The discussions led to a request being given to STA staff to contact PCC members to identify an alternative meeting date for PCC meetings. The STA staff contacted all members and recommended to the PCC at their March meeting that the best date and time would be every third Thursday at 1:00 pm – 3:00 pm of every other month.

Currently, the PCC By-Laws state that one PCC member should be a MTC EDAC member. MTC has formed a new committee. The new committee will effectively merge MTC's three separate advisory committees – the MTC Advisory Council, the Elderly and Disabled Advisory Committee, and the Minority Citizens Advisory Committee – into one new advisory committee. MTC's three existing advisory committees will sunset with the formation of the Policy Advisory Council (PAC). Since the EDAC will no longer exist, staff recommends the by-laws be modified to change the EDAC to MTC's PAC. The PCC's current EDAC representative, Richard Burnett, was appointed March 2010 as Solano County Disabled PAC representative and thus is able to continue to serve on the PCC.

At the March 2010 PCC meeting, the PCC unanimously approved to forward the recommendation to the STA Board to change the meeting date and to approve modification to the PCC By-Laws as stated in the following recommendation.

Recommendation:

Approve modifications to the PCC By-Laws to reflect:

1. Changing the PCC meeting date from every third Friday to every third Thursday of every other month; and
2. Replacing the Elderly and Disabled MTC Advisor for Solano County with the Policy Advisory Council (PAC) MTC Advisor for Solano County.

Attachment:

- A. Paratransit Coordinating Council By-Laws Track Changes



**BYLAWS
of the
SOLANO PARATRANSIT COORDINATING COUNCIL (PCC)**
Revised April 14, 2010

Deleted: July 20, 2007

ARTICLE I NAME

Section 1. The name of this organization shall be the Solano Paratransit Coordinating Council (PC), hereinafter called COUNCIL.

ARTICLE II AUTHORIZING AGENCY

Section 1. The Solano Transportation Authority (STA) is the authorizing agency for the Paratransit Coordinating Council and shall approve all appointments to the Council and amendments to the Bylaws of the Council.

ARTICLE III PURPOSE

Section 1. The Council shall serve as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons.

Section 2. The Council shall advise the Solano Transportation Authority, the Metropolitan Transportation Commission, and other appropriate funding agencies in the expenditure of all available paratransit revenues.

Section 3. The Council shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

ARTICLE IV FUNCTION

Section 1. The Council shall increase cooperation and coordination in the availability of transportation services by minimizing overlap and duplication in the use of resources at the policy, management, and service delivery levels.

Section 2. The Council shall review proposals requesting Federal, State and/or local paratransit monies and make recommendations on these proposals to the appropriate funding agencies.

Section 3. The Council shall provide a forum for discussion of common goals and recommended actions affecting paratransit. This coordination is intended to result in increased utilization of transit services and reduced costs, by means of shared vehicles, insurance pooling and other coordinated actions.

Section 4. The Council shall be an advocate for the best possible use of existing transit

services and for the provision of new services to address unmet needs for those who are transit dependent. It shall channel input and suggestions to existing paratransit services in the County and keep informed of the special needs of transit dependent people, augmenting the information contained in the Solano County Multimodal Transportation Plan, the annual ADA Joint Paratransit Compliance Plan updates; and other plans and studies that address paratransit issues in Solano County.

Section 5. The Council shall offer assistance to groups and/or agencies applying for Federal, State, and/or other appropriate funds for paratransit services; continue to be aware of potential funding sources; disseminate transportation information to as wide an audience as possible within the County, and at the same time seek to coordinate with other groups which have a regional interest in transportation.

ARTICLE V MEMBERSHIP

Section 1. The Council shall be composed of representatives of private, public and nonprofit providers and consumers of transit services whose interests are consistent with the purpose of the Council and who shall represent all communities in the County.

Section 2. The Council shall consist of a number of representatives from the groups listed below. The number of voting members in each of these categories is indicated in parentheses after the group. In selecting members for the Council every effort will be made to ensure that the needs and perspectives of members of minority groups will be adequately represented.

- 1) Voting Members (11)
 - a) Transit Users (3)
 - i) Elderly (1) (60 or older)
 - ii) Handicapped (1)
 - iii) Low Income (1)
 - b) Members at Large (2)
 - c) Public Agencies (2)
 - i) County Department of Health and Social Services (1)
 - ii) Education –Related Services (1)
 - d) Social Service Providers (3)
 - i) Three Council members will be selected from agencies experienced in the provision of services for the physically disabled, the elderly, and those in rural areas, including, when possible, social service providers of transportation. Every effort will be made to ensure that the needs and perspectives of both non-profit and for-profit providers are adequately represented in this section of the Council.
 - e) The ~~Policy Advisory Council~~ MTC Advisor for Solano County.

Deleted: Elderly or Disabled

2) Non-Voting Members

Non-voting membership on the Council is intended to ensure that

adequate technical information and a wide range of regional and institutional perspectives are available to assist the Council in its deliberations. Membership in this portion of the Council shall include the following:

- a) Solano Transportation Authority Staff
- b) All Solano County Public Transit Agencies
- c) Metropolitan Transportation Commission Staff
- d) Caltrans District 4
- e) County Board of Supervisors Staff

- Section 3. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.
- Section 4. Recommendations to the Solano Transportation Authority of appointments to the Council may be made at a regular meeting of the Council by a two-thirds (2/3) vote of those present.
- Section 5. Each participating agency shall name its representative and one alternate; the consumers shall be nominated by the Council and they shall name their own alternates. Each member of the Council shall have one vote. An alternate shall assume that right to vote when acting on behalf of the member representative.
- Section 6. Council members who do not attend three (3) regularly scheduled meetings in succession and do not contact staff to indicate that they will not be present shall have their positions declared vacant. Absence after contacting staff constitutes an "excused absence." Excused and unexcused absences in any one calendar year period shall be documented in the minutes of each meeting. If a Council member has missed a combination of six (6) meetings of excused and unexcused absences, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next meeting, the position will be declared vacant at that time.

ARTICLE VI OFFICERS

- Section 1. The Council shall nominate and elect annually a Chair-person and a Vice-Chairperson. Staff of the Solano Transportation Authority shall be responsible for secretarial functions.
- Section 2. A Nominating Committee, consisting of three (3) members, shall be selected in October of each year. A slate of prospective officers shall be presented to the Council at the December meeting and an opportunity provided for nominations from the floor. The election of officers shall take place at the end of this meeting with the new officers to be seated at the January meeting.
- Section 3. The terms of office of the Chairperson and Vice-Chairperson shall be two (2) years. A minimum of one (1) year must elapse before either of the officers can serve again.

- Section 4. If the Chairperson resigns his/her position, the Vice-Chairperson shall step into the vacated spot and a special nominating committee will appoint a new Vice-Chairperson. Service in this temporary position shall not bar the interim Chairperson from running in a subsequent election for Chairperson.
- a. It shall be the duty of the chairperson to preside over all meetings of the Council, and to appoint committees as necessary.
 - b. It shall be the duty of the vice-chairperson to assist the chairperson in the execution of the office and to preside at meetings in the event of the absence of the chairperson.
 - c. It shall be the duty of the secretary (STA Staff) to keep a written record of all meetings of the Council and other tasks as appropriate.
- Section 5. Officers of the Council shall constitute an executive committee and are empowered to begin a committee meeting in situations in which a full quorum is not present for a regular meeting.

ARTICLE VII MEETINGS

- Section 1. The Council shall call at least six (6) regularly scheduled meetings a year. The meetings will be held the third ~~Thursday~~ of every other month, subject to Deleted: Friday change.
- Section 2. Special meetings may be called at the discretion of the chairperson, or staff, or at least one-third of the membership (requesting such meeting in writing to staff), as necessary.
- Section 3. The secretary shall give written notice of all meetings of the Council to each Council member and others on the approved mailing list prior to the meeting date. At the direction of the Council, when it is deemed appropriate, efforts will be made to provide a broader public notification of meetings.
- Section 4. All meetings shall be public meetings.

ARTICLE VIII COMMITTEES

- Section 1. Committees shall be constituted at the discretion of the Council to research issues related to the Council’s mission, to carry out short-term defined special activities that support the Council’s function and to report their findings and activities back to the Council.
- Section 2. Committees shall fall into two broad categories: structural and informational.
- a. Structural committees are committees such as the Bylaws Committee that handle matters related to structure and basic function of the Council.
 - b. Informational committees are those that are designed to carry out tasks

to provide the Council with information and resources that will improve its ability to carry out its mission. Decisions about the category into which a committee falls shall be made solely at the discretion of the Council as a whole.

Section 3. Only Council members may serve on structural committees. A structural committee may request the services of a non-member as a consultant when necessary.

Section 4. Both Council members and members of the community at large may serve on informational committees. Information committees may also seek the assistance of a consultant when necessary.

ARTICLE IX QUORUM

Section 1. Forty (40) percent of the filled voting member positions shall constitute a quorum authorized to transact any business duly presented at a meeting of the Council. The Chairperson shall not vote on any item unless there is a tie. In case of a tie vote, the Chairperson shall cast the deciding vote.

ARTICLE X PARLIAMENTARY PROCEDURE

Section 1. The rules contained in Roberts' "Rules of Order", as last revised, shall govern the proceedings of the council to the extent they are not inconsistent with these bylaws.

ARTICLE XI AMENDMENTS, CORRECTIONS OR CHANGES IN THE BYLAWS

Section 1. Recommendations for amendments of these bylaws, in whole or in part, may be made by a majority vote at any duly organized meeting of this Council, provided that a copy of any amendment proposed for consideration shall be mailed to the last recorded address of each member at least thirty (30) days prior to the date of the meeting.

ARTICLE XII CONFLICT OF INTERESTS

Section 1. No member of the Council shall make, participate in making, or use his/her official position as a member to influence a Council decision in which he/she has a financial interest or a conflict of interest. A conflict of interest shall include, but is not limited to, a Councilmembers' membership in or affiliation with any organization which benefit from any action under consideration by the Council.

Section 2. Letters written by Authority Committees that are directed outside the Authority must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter is either non-controversial or consistent with Board policies, the letter will be sent out. In all other cases the letter must be approved by Board action.

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DATE: April 5, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Member Appointment Representing
the City of Benicia

Background:

The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues and for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the seven (7) cities, the County, and a member-at-large appointment by the STA Board. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Attachment A shows the BAC membership including the current nominations.

Discussion:

The City of Benicia has nominated J.B. Davis to continue to participate as its representative on the STA BAC. The City Council resolution confirming this appointment is shown on Attachment B.

Upon approval by the STA Board, this applicant will be appointed for a three-year term (from April 2010 through April 2013).

Fiscal Impact:

None.

Recommendation:

Appoint J.B. Davis as City of Benicia's representative to the STA Bicycle Advisory Committee for a three-year term.

Attachments:

- A. STA Bicycle Advisory Committee Membership/Terms
- B. Benicia City Council Resolution

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STA Bicycle Advisory Committee (BAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Barbara Wood	Feb-13
Benicia	J.B. Davis	Dec-09*
Dixon	Jim Fisk	Apr-13
Fairfield	VACANT	VACANT
Suisun City	Jane Day	Feb-13
Rio Vista	Larry Mork	Feb-13
Vacaville	Ray Posey	Feb-13
Vallejo	Mick Weninger	Feb-10
Solano County	Michael Segala	Feb-13

* Nominated for Appointment or Reappointment

RESOLUTION NO. 10-16

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA
CONFIRMING THE MAYOR'S APPOINTMENT OF J. B. DAVIS TO THE SOLANO
TRANSIT AUTHORITY BICYCLE ADVISORY COMMITTEE TO A FULL TERM
ENDING JULY 31, 2013**

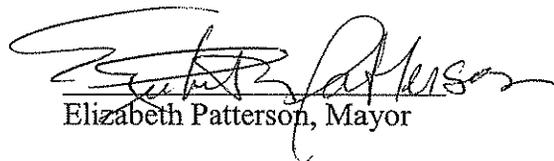
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Benicia that the appointment of **J. B. Davis to the Solano Transit Authority Bicycle Advisory Committee by Mayor Patterson is hereby confirmed.**

The above Resolution was approved by roll call by the City Council of the City of Benicia at a regular meeting of said Council held on the 16th day of February 2010 and adopted by the following vote:

Ayes: Council Members Campbell, Hughes, Ioakimedes, Schwartzman and Mayor Patterson

Noes: **None**

Absent: **None**



Elizabeth Patterson, Mayor

Attest:



Lisa Wolfe, City Clerk



DATE: April 5, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Pedestrian Advisory Committee (PAC) Member Appointments

Background:

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

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

The following cities and agencies have nominated the following citizens from their jurisdictions to participate as their representative on the STA PAC. Attachment B includes the nomination letters for each agency as follows:

- City of Fairfield – Betty Livingston
- City of Vacaville – Joel Brick
- County of Solano – Thomas Kiernan

Upon approval by the STA Board, each citizen will be appointed for a 3-year term (from April 2010 through April 2013). STA staff will continue to seek new members to fill vacancies until all PAC appointments are filled.

Fiscal Impact:

None.

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee, for a three-year term expiring in April 2013:

- City of Fairfield – Betty Livingston
- City of Vacaville – Joel Brick
- County of Solano – Thomas Kiernan

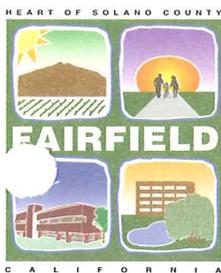
Attachments:

- A. STA Pedestrian Advisory Committee Membership/Terms
- B. Agency Nomination Letters

Pedestrian Advisory Committee (PAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Allan Deal	Feb-13
Benicia	Carol Day	Dec-10
Dixon	Michael Smith	Dec-10
Fairfield	Betty Livingston	N/A*
Rio Vista	Larry Mork	Feb-13
Solano County	Thomas Kiernan	N/A*
Suisun City	Mike Hudson	Dec-10
Vacaville	Joel Brick	N/A*
Vallejo	Lynne Williams	Feb-13
<u>Other Agency PAC Representation:</u>		
Tri City and County Cooperative Planning Group	Brian Travis	Dec-11
Solano Land Trust	Frank Morris	Feb-13
San Francisco Bay Trail Program	Maureen Gaffney	Dec-10
Bay Area Ridge Trail Council	VACANT	VACANT
Solano County Agriculture Commission	VACANT	VACANT
Solano Community College	VACANT	VACANT

*Nominated for Appointment or Reappointment



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Mayor Harry T. Price

RECEIVED

FEB - 9 2010

SOLANO TRANSPORTATION AUTHORITY

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Chuck Timm
707.429.6298

Councilmembers
707.429.6298

Catherine Moy

John Mraz

Rick Vaccaro

•••

City Manager
Sean P. Quinn
707.428.7400

•••

City Attorney
Gregory W. Stepanicich
707.428.7419

•••

City Clerk
Arletta K. Cortright
428.7384

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

February 8, 2010

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

Re: Appointment of Fairfield City Council Representative to the Solano Transportation Authority's Pedestrian Advisory Committee

Dear Johanna:

This letter is to confirm that I am appointing **Betty Livingston as Fairfield's representative to the STA Pedestrian Advisory Committee.** Mrs. Livingston resides at [REDACTED] Fairfield, CA 94534. Her telephone number is [REDACTED]

If you have any questions, please contact me at (707) 428-7395.

Very truly yours,

Harry T. Price
Mayor

HTP/cma
c: Betty Livingston

DEPARTMENTS

Community Development
707.428.7461

•••

Community Resources
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Police
707.428.7551

•••

Public Works
707.428.7485

BOARD OF SUPERVISORS

Original: JTM
XC: SW

John M. Vasquez (Dist. 4), Chair
(707) 784-6129
Michael J. Reagan (Dist. 5), Vice-Chair
(707) 784-6130
Barbara R. Kondylis (Dist. 1)
(707) 553-5363
Linda J. Seifert (Dist. 2)
(707) 784-3031
James P. Spering (Dist. 3)
(707) 784-6136



County Administrator
MICHAEL D. JOHNSON
(707) 784-6100
Fax (707) 784-6665

675 Texas Street, Suite 6500
Fairfield, CA 94533-6342
<http://www.co.solano.ca.us>

RECEIVED

MAR 30 2010

SOLANO TRANSPORTATION
AUTHORITY

March 24, 2010

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

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

Dear Ms. Masielat:

This letter is to confirm Solano County's nomination of **Thomas Kiernan as Solano County's representative to the STA Pedestrian Advisory Committee.**

For questions regarding the County's nomination, please contact Myra Chirila at 707-784-6126.

Sincerely,

Handwritten signature of Myra Chirila in blue ink.

Myra Chirila
Administrative Secretary



PEDESTRIAN ADVISORY COMMITTEE MEMBER NOMINATION FORM
(Electronic copy is available upon request)

Please complete and submit with nomination.

Nominee: Thomas Kiernan

Address: [REDACTED] Suisun City, CA 94585

Phone: [REDACTED]

E-mail:

Please provide a brief statement regarding the nominee's interest in participating with the Bicycle Advisory Committee:

Mr. Kiernan is a professional Fiduciary who works with the Senior and Disabled community. He is actively involved in various snior programs. He is interested in the mobility and transportation issues facing the Senior and Disabled population.

APPROVED

MAR 23 2010



AGENDA SUBMITTAL TO SOLANO COUNTY BOARD OF SUPERVISORS

BY Myra Chirula deputy
CLERK OF THE BOARD

<u>ITEM TITLE</u>		<u>BOARD MEETING DATE</u>	<u>AGENDA NUMBER</u>
Consider the nomination of Thomas Kiernan as the County's representative to the Solano Transportation Authority's Pedestrian Advisory Committee		March 23, 2010	37
Dept:	Board of Supervisors	Supervisorial District Number 3	
Contact:	Supervisor Jim Sperring		
Extension:	6136		
Published Notice Required?		Yes _____	No <u> X </u>
Public Hearing Required?		Yes _____	No <u> X </u>

DEPARTMENTAL RECOMMENDATION:

Consider the nomination of Thomas Kiernan as the County's representative to the Solano Transportation Authority's Pedestrian Advisory Committee, as recommended by the Board of Supervisor's Transportation Land Use Ad Hoc Sub-committee, for a three year term to expire in April 2013.

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CURTIS HUNT, Vice Mayor
PAULINE CLANCY
DILENNA HARRIS
RON ROWLETT



Original: JM
XC: SW

MAR 31 2010

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

March 26, 2010

OFFICE OF
The Mayor

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94535

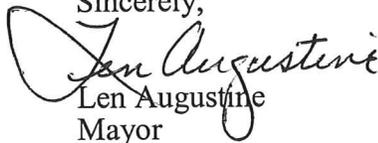
Dear Daryl:

At our March 23, 2010, meeting, the Vacaville City Council appointed **Joel Brick to serve as our representative on the Solano Transportation Authority Pedestrian Advisory Committee.** Following is the contact information for Mr. Brick:

Joel Brick
[REDACTED]
Vacaville CA 95687
[REDACTED]

If you have any questions, please contact me by phone at 446-0986 or e-mail at lenuaug@pacbell.net.

Sincerely,


Len Augustine
Mayor

C: Joel Brick

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DATE: April 6, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
RE: Agreement for Redwood Parkway – Fairgrounds Drive Access Improvement Project

Background:

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Specifically, the study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, direct HOV Lane connections from a new Turner Parkway Overcrossing and an adjacent park-and-ride lot.

In September 2006 the STA Board approved a funding agreement between the County of Solano, the City of Vallejo, and STA to complete a Project Study Report (PSR) to study the I-80 HOV Lanes and access to the Solano County Fairgrounds. A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future State funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

Subsequently, STA completed the PSR, and in March 2009, the PSR for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component as a result of the potential development of the Solano County Fairgrounds. These major street improvements are necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill became law on August 10, 2005 and included a \$2.8 million federal earmark entitled "I-80 HOV Lanes/Interchange Construction in Vallejo." The remaining amount of this earmark will be the primary source of funding for the environmental document, along with a required 20% local match funds. The PSR utilized \$960,000 of the earmark, which leaves \$1,560,000 of the earmark for the next phase of work, once the obligation authority amount is considered.

Discussion:

With the completion of the PSR, the next step is to begin the environmental document for the HOV Lanes and for the access improvements to the Solano County Fairgrounds. Prior to initiating the environmental document work, a funding agreement between the agencies will be required, including identifying matching funds for the federal earmark, executing a cooperative agreement with Caltrans and obtaining an authorization from Caltrans for the federal money is also required. In May 2009, the STA Board authorized the STA to be the lead for the environmental phase of the project to initiate a funding agreement with the City of Vallejo and Solano County, and to initiate a Cooperative Agreement with Caltrans.

Since the May 2009 STA Board meeting, the STA has been approved by Caltrans to be the lead agency for the environmental document and has entered into a cooperative agreement with Caltrans for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project. In March 2010, the STA Board authorized the STA to issue a Request for Proposal (RFP) and to enter into a contract for this work.

Subsequently, the STA’s Legal Counsel has prepared a draft funding agreement and which has been reviewed and refined by the City of Vallejo and the County’s Legal Counsel and staff. STA staff recommends the Board authorize the Executive Director to enter into a funding agreement with the City of Vallejo and the County of Solano for the environmental phase and project report phase of the project.

Fiscal Impact:

This contract would be primarily funded through the federal earmark with a 20% local match to be provided collectively by the City of Vallejo, County of Solano and STA. STA has previously committed \$50,000 in funds toward the local match. No additional funds are expected to be contributed for this phase of the project.

Recommendation:

Approve authorizing the Executive Director to enter into a contract with the City of Vallejo and the County of Solano for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

Attachment:

- A. Draft Agreement

**FUNDING AGREEMENT FOR THE REDWOOD PARKWAY – FAIRGROUNDS
DRIVE IMPROVEMENT PROJECT ENVIRONMENTAL DOCUMENT AND
PROJECT REPORT AMONG SOLANO COUNTY, THE CITY OF VALLEJO AND
THE SOLANO TRANSPORTATION AUTHORITY**

THIS FUNDING AGREEMENT (Agreement) is made and entered into as of this day of _____, 2010, among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", SOLANO COUNTY, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the CITY OF VALLEJO, a municipal corporation, hereinafter referred to as "VALLEJO"; who agree as follows:

- 1. Recitals.** This Agreement is made with reference to the following facts and objectives:
 - A. COUNTY, VALLEJO and STA desire to complete an environmental analysis for the Redwood Parkway – Fairgrounds Drive transportation improvement alternative that was studied under the Project Study Report (PSR) dated March 4, 2009 by Caltrans. The Project shall be the preparation of the Project Approval/ Environmental Document (PA/ED) which will include a Project Report and provide the documentation for the environmental clearance for the selection of the preferred alternative traffic improvements to realign the connection of Redwood Parkway with both Fairgrounds Drive and the westbound and eastbound I-80 off-ramps and on-ramps. The traffic improvements to be studied include the westerly portion of Fairgrounds Drive which would be widened from two lanes to four, while the easterly portion would be widened from four lanes to six. The analysis will also include improvements to the connections between Fairgrounds Drive and State Route 37. Collectively, the preparation of the PA/ED and the study of the aforementioned improvements will be referred to as the Redwood Parkway – Fairgrounds Drive Transportation Improvement Project or simply "Project". The Project will account for reasonably foreseeable future development projects or otherwise foreseeable traffic impacts. The Project's Scope of Work is more fully set forth in Section 3 of this Agreement. The Project environmental analysis and associated tasks shall be performed by the STA, and shall include such consultant service agreements between the STA and transportation planning, environmental and engineering providers as are necessary and appropriate.
 - B. The construction-related costs of these eastbound I-80 ramp improvements will be borne either by a future development, such as the Fairgrounds Development project, or by the I-80 High Occupancy Vehicle (HOV) lanes project, whichever is completed first.
 - C. Through the joint efforts of the COUNTY and the STA, the COUNTY secured a Federal Earmark titled "Construct I-80 HOV lanes and interchange in Vallejo" in the amount of \$2,800,000 and has agreed to contribute \$1,200,000 of this Earmark toward the funding of the environmental analysis. The \$1,200,000 portion of the

Federal Earmark will require a local match of 20% of the total cost, which totals \$300,000. The COUNTY and VALLEJO each agree to contribute \$100,000 of this required local match amount towards the environmental analysis. The STA does not have a policy that supports contribution of regional funds to local projects, such as this project. However, as a onetime exception recognizing the serious economic times the entire county faces, and the importance of pursuing projects that will ultimately provide an economic benefit to the county, the STA agrees to contribute \$50,000 of this required local match. As of June 2009, the above referenced PSR was completed under budget with an estimated combined local match savings of \$20,000. All parties agree that this local match savings will be carried forward and applied to the local match requirements of the environmental document effort. The remaining \$30,000 of local match will be provided equally by each jurisdiction, for a total local match of \$110,000 from the County, \$110,000 from Vallejo, and \$60,000 from the STA, with the remaining \$20,000 local match coming from the previously committed County and City share of local match savings.

- D. The Project Approval/Environmental Document (PA/ED) phase of the project will include preparation of the Project Report and necessary environmental analysis and determination to provide environmental clearance for the ultimate preferred alternative based on full build out. The Project Report will also recommend fundable construction phases of the preferred alternative to facilitate construction as development funding becomes available.
 - E. The STA will be responsible for administering the consultant contract and for day-to-day management of this study.
 - F. COUNTY and VALLEJO have each determined that the expenditure of funds to assist with the preparation of said study will advance a public purpose and is therefore permitted by law.
 - G. VALLEJO and COUNTY agree to provide to the STA an assumed future development level and timing of the Solano Fairgrounds project as a basis for the special modeling run.
- 2. Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire on completion and acceptance by the STA and Caltrans of the PA/ED including the Project Report for the Project, unless terminated earlier in accordance with the terms of this agreement; except that the obligations under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early termination as to the liability for acts and omissions occurring during the term of this Agreement.
- 3. Scope of Work.** VALLEJO and COUNTY agree to the scope of work for the environmental analysis as outlined in the Redwood Parkway – Fairgrounds Drive environmental analysis scope of work attached as Exhibit A and incorporated by reference.

- 4. Compensation; Obligation for Matching Funds.** This Agreement results from the receipt by COUNTY of a Federal Earmark for the Project. Relative to such Federal funding, the following process shall apply:
- A. Should STA hire consultants to perform the study or parts of it, STA shall pay the consultants directly.
 - B. STA shall invoice the COUNTY for the costs to be paid to consultants no more frequently than monthly. STA shall document and invoice the COUNTY for STA staff costs no more frequently than monthly. STA staff costs associated with the Project shall not exceed \$100,000.
 - C. VALLEJO shall document for the COUNTY the City of Vallejo staff costs associated with the Project within 30 days of a request by the COUNTY. VALLEJO staff costs associated with the Project shall not exceed \$20,000.
 - D. COUNTY shall pay all invoices received from STA within 30 days. COUNTY shall invoice Caltrans for the Federal share of costs associated with the Project. COUNTY shall invoice STA and VALLEJO each for their local cost share, which shall reflect credit for staff costs to the extent allowable under Federal and State guidelines. The COUNTY shall also receive credit for its staff costs associated with the Project, which shall not exceed \$25,000. The total cost of the work performed under this Agreement on the Project shall not exceed \$1,500,000.
- 5. Independent Contractor.** STA shall perform this Agreement as an independent contractor and nothing in this Agreement should be construed to create a partnership, joint venture, or employer-employee relationship. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed. STA shall keep the COUNTY and VALLEJO informed of the progress of all work performed under this Agreement, and shall make every reasonable effort to incorporate COUNTY and VALLEJO input and comments, with the goal of ensuring that the parties to this Agreement support and are in agreement with the work products and results produced
- 6. Indemnification.** COUNTY, VALLEJO and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by the COUNTY, VALLEJO or the STA, or their officers, agents, employees, or subcontractors of activities required under this Agreement, except as to the willful misconduct or sole negligence of any party.
- 7. Termination for Cause.** If, after written notice and thirty (30) days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may,

in addition to any other remedies it may have, terminate this Agreement by giving thirty (30) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

8. Termination for the Convenience of a Party. This Agreement may be terminated by any party for any reason and at any time by giving no less than thirty (30) days written notice of such termination to the other parties and specifying its effective date; provided, however, that no such termination may be effected unless a reasonable opportunity for consultation is provided prior to the effective date of the termination.

9. Disposition of and Payment for Work upon Termination. In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, copies of all finished or unfinished documents and other materials, if any, at the option of the COUNTY, shall be delivered to the COUNTY, and the STA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination; except that no party shall be relieved of liability for damages sustained by the other parties by virtue of any breach of the Agreement whether or not the Agreement was terminated for convenience or cause.

10. No Waiver. The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

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

STA	VALLEJO	COUNTY
Daryl Halls Executive Director One Harbor Center, Suite 130 Suisun City, CA 94585	Robert F.D. Adams City Manager 555 Santa Clara Street Vallejo, CA 94590	Paul Wiese Engineering Manager 675 Texas Street, Suite 5500 Fairfield, CA 94533

12. Subcontracts. STA is given the authority to contract for any and all of the tasks necessary to create the Study, after consultation with the COUNTY and VALLEJO.

13. Amendment/Modification. Except as specifically provided, this Agreement may be modified or amended only in writing and with the prior written consent of all parties.

14. Interpretation. The headings used are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the

State of California.

- 15. Severability.** If any provision of this Agreement, or any portion of it, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.
- 16. Local Law Compliance.** The STA shall observe and comply with all applicable Federal, State and local laws, ordinances, and codes.
- 17. Non-Discrimination Clause.** During the performance of this Agreement, STA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. STA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.
- 18. Access to Records/Retention.** The COUNTY, VALLEJO, any federal or state grantor agency funding all or part of the compensation payable under this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the STA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, STA shall maintain all required records for three years after the COUNTY makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.
- 19. Conflict of Interest.** The STA hereby covenants that it presently has no interest not disclosed to the COUNTY and VALLEJO and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as the COUNTY and VALLEJO may consent to in writing prior to the acquisition by the STA of such conflict.
- 20. Further Actions.** The parties agree to execute all instruments and documents, and to take all actions, as may be reasonably required to consummate the transaction contemplated by this Agreement.
- 21. Counterparts.** This Agreement may be executed in any number of counterparts, each of

which, when executed and delivered, shall be deemed to be an original, and all of which, taken together, shall be deemed to be one and the same document and agreement.

22. Ambiguity. The parties and their counsels have each carefully reviewed this Agreement, and the parties have agreed to each term of the Agreement. No ambiguity shall be presumed to be construed against any party.

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

24. Authority. Each of the signatories to this Agreement represents and warrants that he or she is fully authorized to sign this Agreement on behalf of the party that he or she represents.

SOLANO COUNTY
A political subdivision of the State of
California

SOLANO TRANSPORTATION AUTHORITY
A Joint Powers Entity

By: _____
Michael D. Johnson
County Administrator

By: _____
Daryl Halls, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Lori Mazzella, Deputy County Counsel

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF VALLEJO,
A municipal corporation

By: _____
Robert F.D. Adams, City Manager

Attest: _____
Aileen Weddel, Acting City Clerk

(City Seal)

Approved as to Content:

Gary A. Leach, Public Works Director

Approved as to Insurance Requirements:

Harry B. Mauer, Risk Manager

APPROVED AS TO FORM:

By: _____
Frederick G. Soley, City Attorney

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DATE: April 1, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Sam Shelton, Project Manager
RE: MTC Local Streets and Roads, Cycle 1 Block Grants

Background:

The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is \$9.449M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program.

Funding shares for allocating regional local streets and roads funding shares are calculated based on MTC's LS&R formula: 25% population, 25% lane mileage, 25% Metropolitan Transportation System (MTS) funding shortfall and 25% preventive maintenance performance score. Funding shares and amounts by agency are provided in Attachment A. It is estimated that \$6.179M will be available for LS&R in Solano County in Cycle 1 and \$5.507M for Cycle 2.

Discussion:

Deferring/Advancing Funds Between Cycles

To reduce the number of federal-aid projects and their administrative burdens on MTC, Caltrans, and FHWA staff, MTC has required a minimum project size of \$250,000 for all block grant projects. Since some agency's cycle shares are less than \$250,000, MTC allows flexibility to shift shares between Cycle 1 (FY 2010-11, 2011-12) and Cycle 2 (FY 2012-13 to 2014-15) by swapping cycle funds between agencies. This will enable a city with smaller shares to deliver a larger project in Cycle 1 or 2. However, Rio Vista's combined shares for both cycles (\$161,000) does not meet the \$250,000 minimum. STA staff recommends that Rio Vista's shares be swapped \$0.90/\$1.00 for local funds with another agency willing to accept their funding in either cycle.

Given the available flexibility between cycle funds and the potential for smaller cities to fund one larger project in Cycle 2, STA staff recommended that the final LS&R Cycle 1 and Cycle 2 shares be discussed in depth with TAC members to decide how best to match the available Cycle 1 and Cycle 2 funds to their priority local streets and roads rehabilitation needs.

Deferring funds to Cycle 2 also allows local agencies additional time to plan and environmentally clear larger more complicated rehabilitation projects. Cycle 1 funds are estimated to be available to request authorization by December 2010 or January 2011, as part of the 2011 Transportation Improvement Program (TIP) development process. As required by MTC Resolution 3606, funds programmed in FY 2010-11 will need to request authorization to proceed with a project phase by February 2011.

For example, the cities of Benicia, Dixon, and Suisun City could request deferment of their Cycle 1 funds to Cycle 2. This would free up \$945,000 for the cities of Fairfield, Vacaville, Vallejo and the County of Solano to advance Cycle 2 funding for larger projects in Cycle 1. This would allow Benicia to deliver one \$545,000 project, Dixon to deliver one \$416,000 project, and Suisun City to delivery one \$826,000 project during Cycle 2. This method also works in the other direction, if one of the smaller cities could deliver their project in Cycle 1 and if a larger city wanted to wait until Cycle 2.

Federal Aid System (FAS) Minimum County of Solano Shares for Road Rehabilitation

The Federal-Aid Secondary (FAS) program is policy set in 1990, where each county gets no less than 110% of the amount a county was receiving under the FAS in FY 1990-91. That amount adds up to \$15M for Bay Area counties for each 6-year bill, giving the County of Solano about \$1.8M over the next 6 years (see Attachment B). MTC is proposing to allow counties to program this directly into the TIP without the STA's concurrence. If programmed as part of LS&R cycles, that would be \$600,000 in FY 2010-11 and 2011-12 and \$1.2M in FY 2012-13 to 2014-15. This would be in addition to the allocation of LS&R formula shares of \$1.93M for the County of Solano during this same time period.

Unmet Transit Needs Funding for County of Solano Used for Road Rehabilitation

Each year, Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon population formula and are primarily intended for transit purposes. However, TDA 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.

To date, the County of Solano is the local agency in Solano County (or the Bay Area) expected to still be claiming TDA 4/8 for road rehabilitation in FY 2010-11. Although unique to the Bay Area, some rural counties in other Region's do dedicate a percentage of their TDA funds for streets and roads, Over the last 4 years, the County of Solano has dedicated on average \$507,000 in TDA funds each year for road rehabilitation projects. \$428,000 is estimated to be available in FY 2010-11 for the County of Solano, if they opt to remain in the Unmet Transit Needs process.

Setting Funding Targets

In preparation for the February 24th TAC meeting, STA staff hosted a Special TAC meeting to discuss potential street rehabilitation projects and various methods of scaling projects to meet available funding levels. This added flexibility can help project sponsors combine street rehabilitation projects with other priority bicycle and pedestrian projects, as recommended by MTC's "Complete Streets" policies, which may also make them more competitive for other Cycle 1 STA Block Grants and funding programs.

Funding Alternatives for County of Solano Road Rehabilitation Funds

STA staff requested that the TAC discuss several funding allocation options in consideration of the County FAS funding and the County's participation in the Unmet Transit Needs process given the County of Solano's available road rehabilitation funds. Each alternative is depicted in a series of bar charts for Cycle 1 & 2 funding timeframes on Attachment A.

- Alternative 1: County of Solano (LS&R + FAS + TDA) – (\$5.878 M)
 - County of Solano receives FAS and TDA for Streets and Roads and STA Programs LS&R to County over the next 6 years.

- Alternative 2: County of Solano continues to program TDA for Streets and Roads (FAS + TDA) – (\$3.947 M)
 - County of Solano programs FAS and TDA funding under their authority, but STA redistributes \$1.93M in County of Solano Cycle 1 & 2 LS&R formula funds to other agencies:

Benicia	\$107,000
Dixon	\$85,000
Fairfield	\$511,000
Rio Vista	\$35,000
Suisun City	\$164,000
Vacaville	\$433,000
Vallejo	\$595,000

- Alternative 3: County of Solano (LS&R + FAS + TDA phase out) – (\$4.722 M Rehab + \$0.500 M staff time)
 - \$3.738 M base + \$0.984 M of TDA for road rehabilitation (\$328,000/year for 3 years) + \$0.500 M staff time to phase out of TDA by the end of Cycle 2 (FY 2014-15).
 - County of Solano will phase out of the Unmet Transit Needs process and no longer use TDA funding for road rehabilitation after FY 2012-13. These funds are still available to Solano County for non-road rehabilitation projects and programs, such as an expanded taxi scrip program, transit service in unincorporated area, staff time related to these projects and programs, transit and funding countywide intercity transit services and needs.

On February 24, 2010, the STA TAC tabled this item and recommended that funding targets for the Local Streets and Roads funding be discussed in a separate meeting prior to the March 31, 2010 TAC meeting. An additional option that was proposed was to evaluate the potential of flexing funding from the other two (up to 20%) block grant programs to Local Streets and Roads to offset the loss of County TDA funds spent on rural roads if the County opts to phase out of the Unmet Transit Needs process. STA staff has drafted that option below.

- Alternative 4: County of Solano (LS&R + FAS + TDA Phase out + Flexed TLC & Bike funds) – (\$5.333 M rehab + \$0.500 M staff time)
 - Alternative 3 + \$939,000 in flexed TLC & Bike funds in Cycle 1 and 2.
 - \$378,000 more than Alternative 1 during Cycle 1. \$595,000 less than Alternative 1 during Cycle 2. \$217,000 less than Alternative 1 overall.

Discussion from March 16, 2010 TAC Local Streets & Roads Special Workshop Meeting

On March 16, 2010, TAC members met to discuss Cycle 1 & 2 funding targets and proposed alternatives for phasing the County of Solano out of the Unmet Transit Needs process. Prior to considering any of the four alternatives, TAC members wanted to understand the potential bicycle, pedestrian, Transportation for Livable Communities (TLC) and Transit Program project funding tradeoffs. Each funding target alternative shifts money between road rehabilitation, transit programs, bicycle, pedestrian, and TLC projects. STA Planning staff prepared an analysis using the priority projects potentially delivered in each city and during each funding cycle to help illustrate these tradeoffs (Attachment C).

In regard to the Cycle 1 & Cycle 2 funding targets, the following changes were proposed from the formula shares of LS&R funds:

- Rio Vista / Vacaville Fund Swap
Cycle 1 & 2 funds from the City of Rio Vista will be swapped with local funds from the City of Vacaville at \$0.90 per \$1.00, which is consistent with prior fund swap agreements. The City of Vacaville will receive all of Rio Vista's funding in Cycle 1 (\$161,000) giving Vacaville a total of \$1,324,000 in Cycle 1 while Rio Vista will receive \$144,000 in no later than three (3) years in local funding for street rehabilitation.

- Benicia / Dixon Fund Swap & Dixon Cycle 2 funds deferment
The City of Dixon previously entered into a funding swap agreement with the City of Benicia for \$89,000 of federal funds. In lieu of this agreement, Dixon is proposing to swap \$89,000 in Cycle 1 funds instead. Dixon also proposed to defer all remaining funds to Cycle 2 for one project. This will give Benicia \$371,000 in Cycle 1 and \$257,000 in Cycle 2 and Dixon \$333,000 in Cycle 2.

After reviewing preliminary project tradeoffs, STA staff is recommending to flex up to 20% of bicycle and TLC project block grant funds to the County of Solano's local streets and roads share, as part of a strategy to phase the County of Solano out of the Unmet Needs process over three (3) years while preserving street rehabilitation funding as much as possible, as described in Alternative 4.

On March 31, 2010, the TAC unanimously approved the STA staff recommendation regarding the exceptions to the LS&R formula and the Alternative 4 method of phasing Solano County out of the Unmet Transit Needs process.

Fiscal Impact:

An estimated \$6.179M in federal funds for Local Streets and Roads projects will be programmed for FY 2010-11 and FY 2011-12. This action will also program an additional \$939,000 in flexed TLC & Bike funds in Cycle 1 and 2 on street rehabilitation in the County of Solano. \$5.507M in Local Streets and Roads funds will be dedicated to FY 2012-13, 13-14, and 14-15 once MTC makes Cycle 2 funds available for programming. Actions regarding TDA funds will be discussed at a future STA meeting.

Recommendation:

Approve the following:

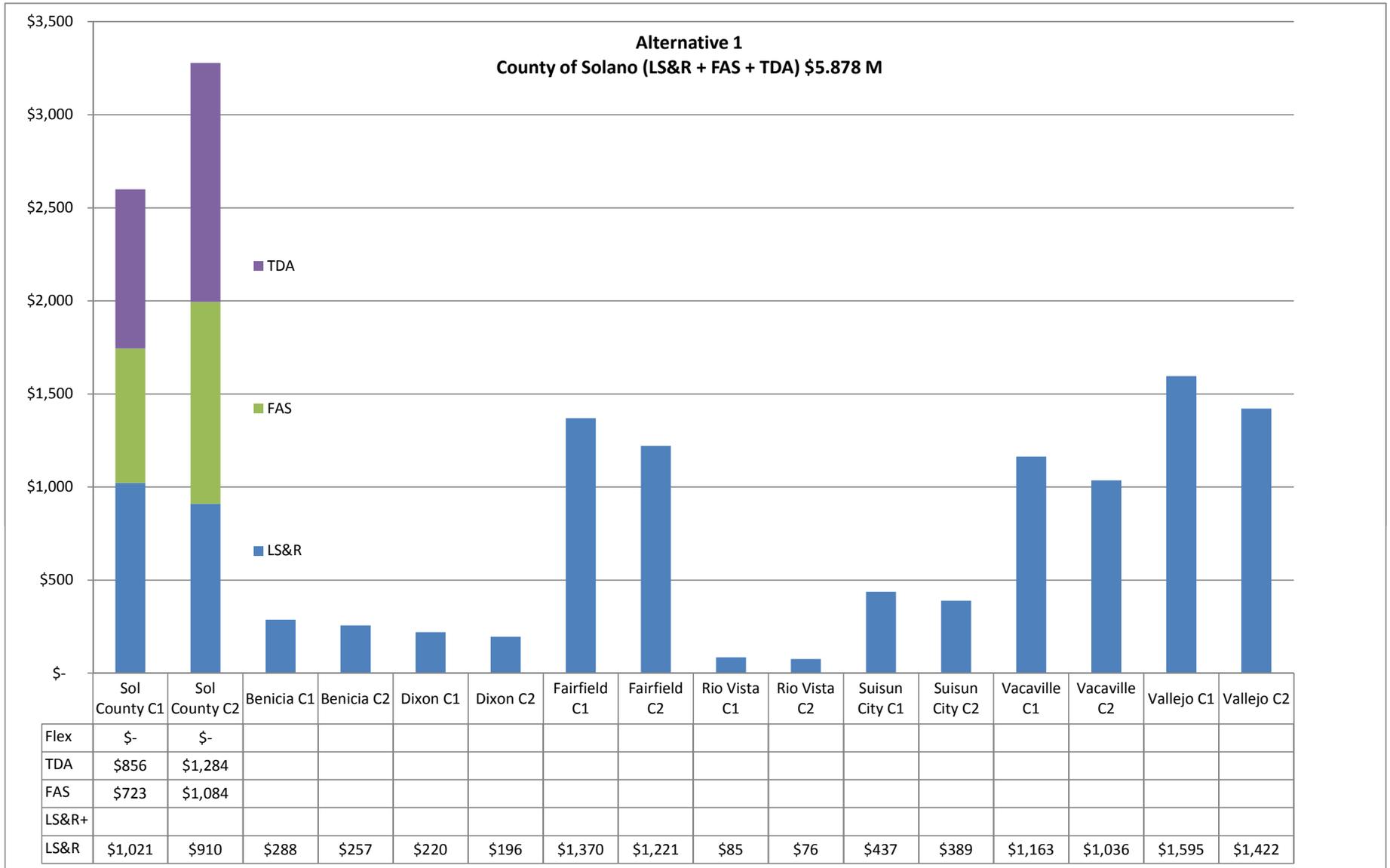
- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at an exchange rate of \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.

2. Swap \$89,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.
- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process in the funding amounts described under Alternative 4.

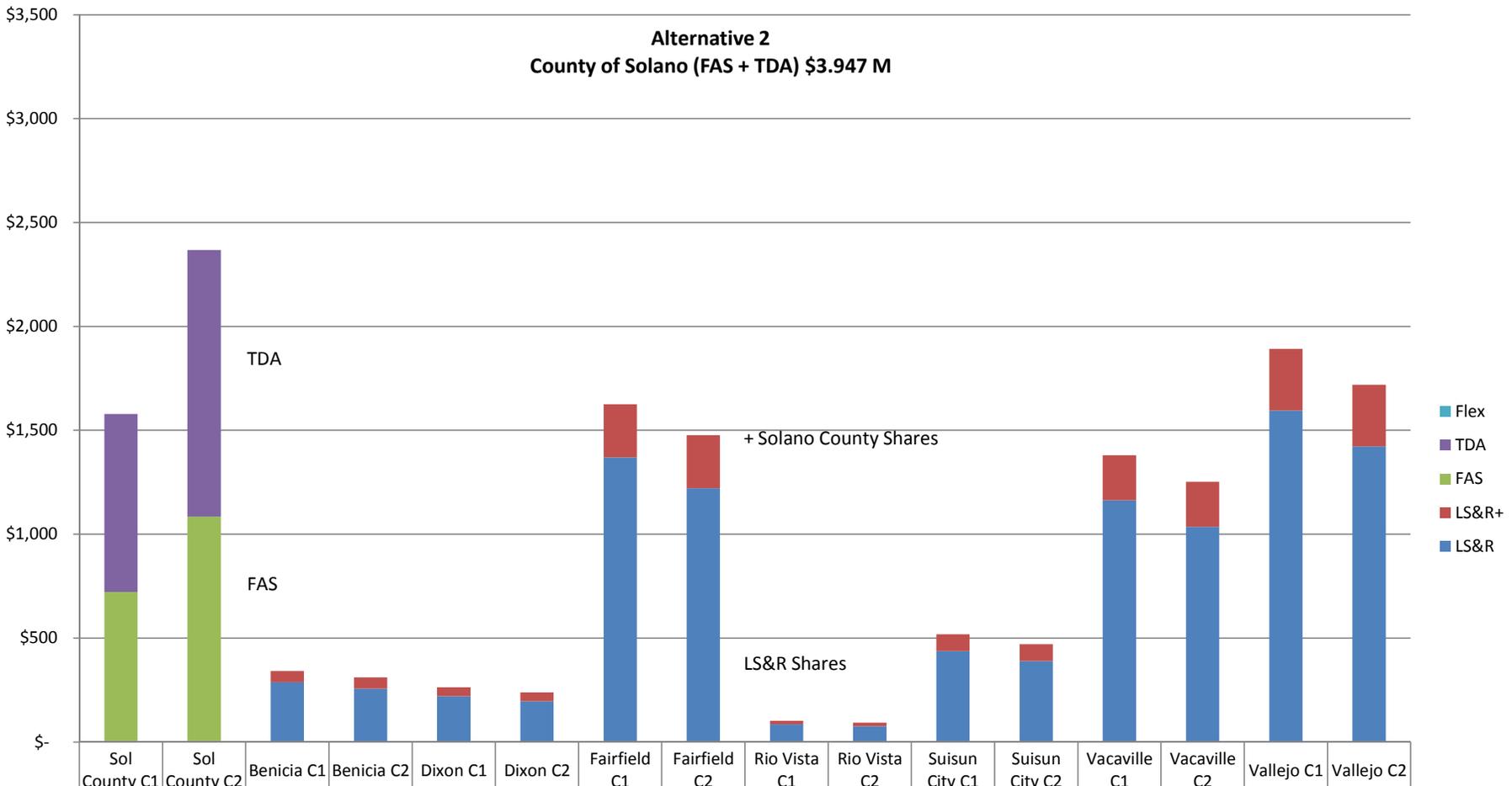
Attachments:

- A. Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares for Alternatives 1, 2, 3, and 4
- B. "New Act Funding—FAS Commitments and Set-Asides for Counties", MTC, 02-04-2010
- C. Planned Priority Projects potentially affected by shifts in Block Grant funds and TDA funds (to be provided under separate cover).

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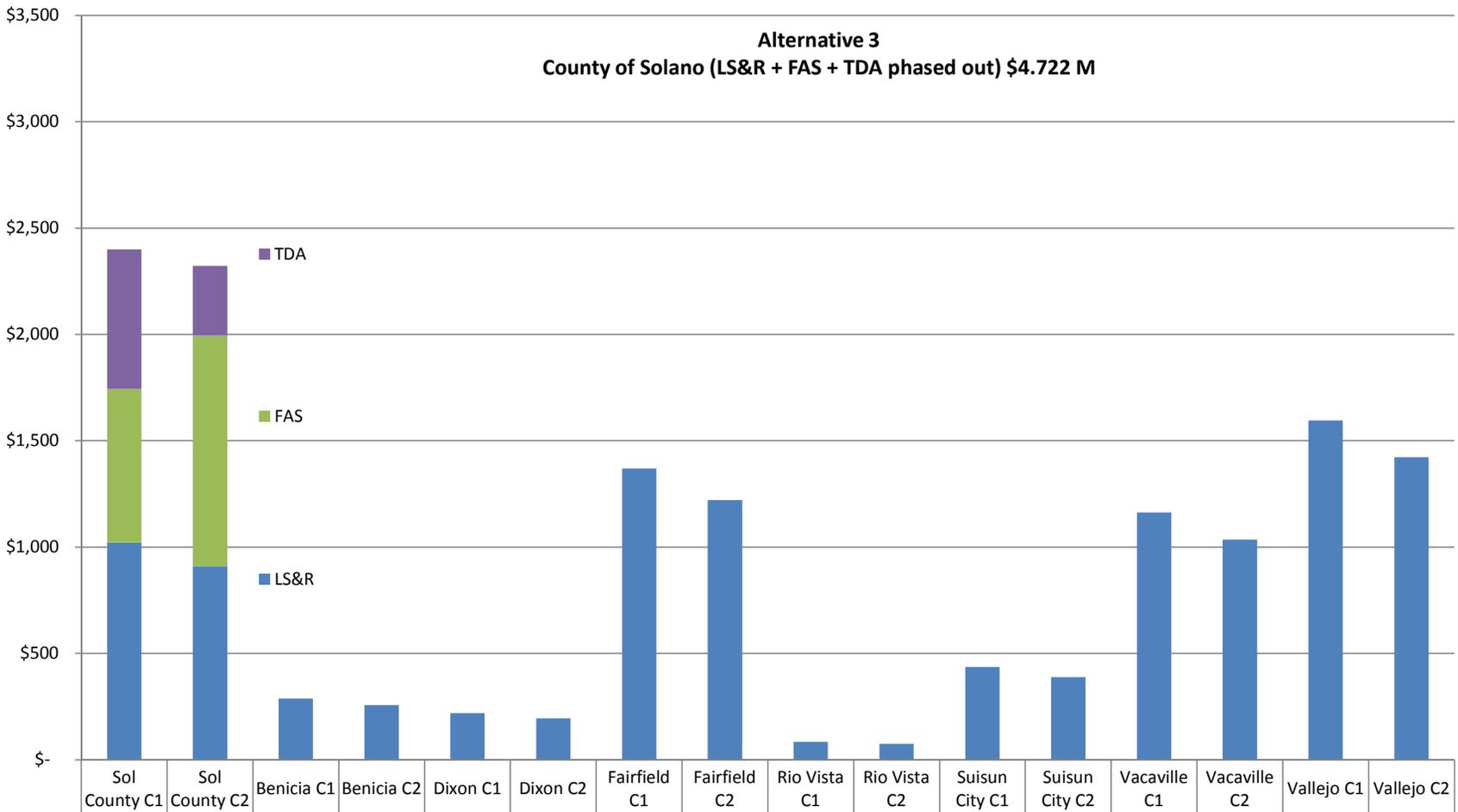


**Alternative 2
County of Solano (FAS + TDA) \$3.947 M**



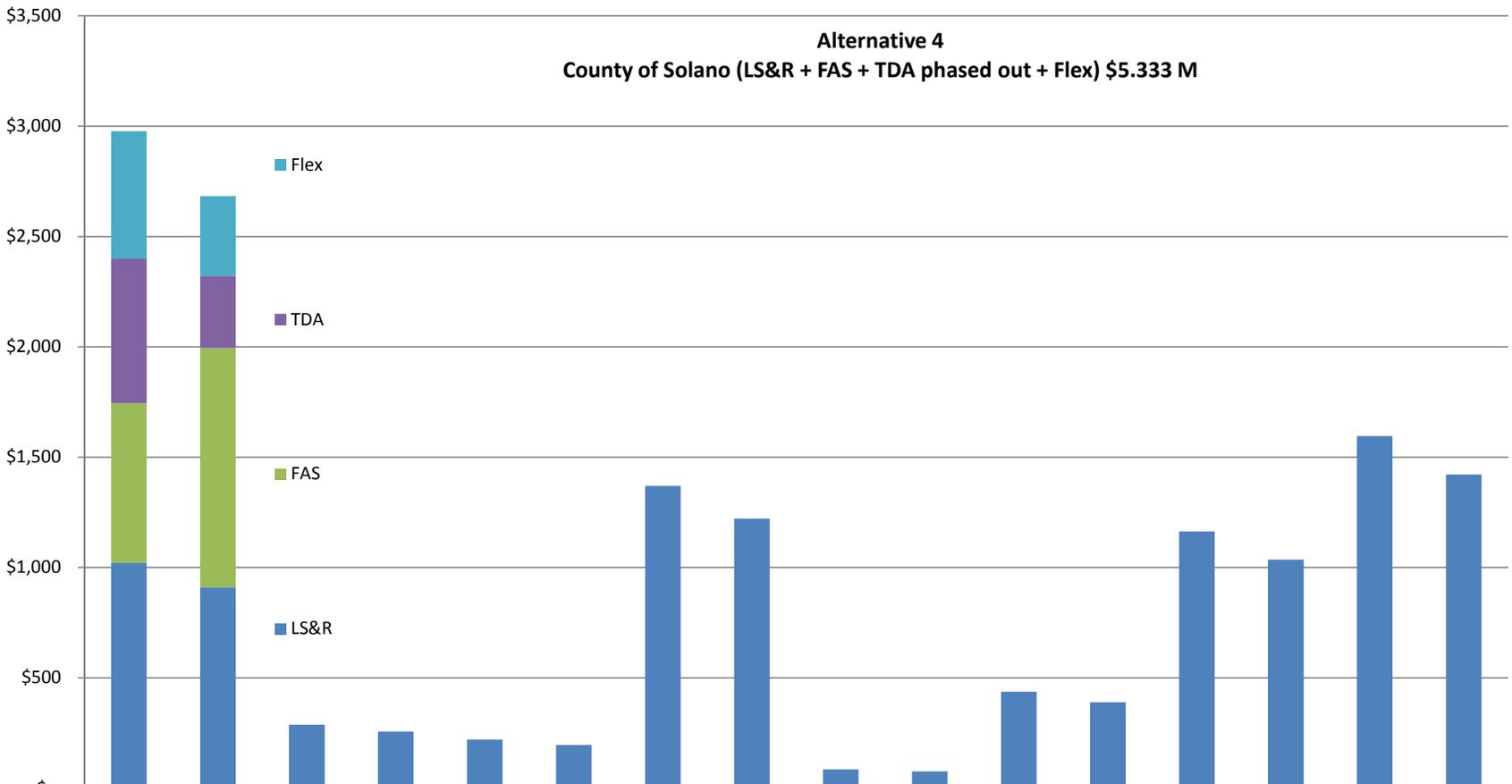
	Sol County C1	Sol County C2	Benicia C1	Benicia C2	Dixon C1	Dixon C2	Fairfield C1	Fairfield C2	Rio Vista C1	Rio Vista C2	Suisun City C1	Suisun City C2	Vacaville C1	Vacaville C2	Vallejo C1	Vallejo C2
Flex	\$-	\$-														
TDA	\$856	\$1,284														
FAS	\$723	\$1,084														
LS&R+			\$54	\$54	\$43	\$43	\$256	\$256	\$18	\$18	\$82	\$82	\$217	\$217	\$298	\$298
LS&R			\$288	\$257	\$220	\$196	\$1,370	\$1,221	\$85	\$76	\$437	\$389	\$1,163	\$1,036	\$1,595	\$1,422

Alternative 3
County of Solano (LS&R + FAS + TDA phased out) \$4.722 M



	Sol County C1	Sol County C2	Benicia C1	Benicia C2	Dixon C1	Dixon C2	Fairfield C1	Fairfield C2	Rio Vista C1	Rio Vista C2	Suisun City C1	Suisun City C2	Vacaville C1	Vacaville C2	Vallejo C1	Vallejo C2
Flex	\$-	\$-														
TDA	\$656	\$328														
FAS	\$723	\$1,084														
LS&R+																
LS&R	\$1,021	\$910	\$288	\$257	\$220	\$196	\$1,370	\$1,221	\$85	\$76	\$437	\$389	\$1,163	\$1,036	\$1,595	\$1,422

Alternative 4
County of Solano (LS&R + FAS + TDA phased out + Flex) \$5.333 M



	Sol County C1	Sol County C2	Benicia C1	Benicia C2	Dixon C1	Dixon C2	Fairfield C1	Fairfield C2	Rio Vista C1	Rio Vista C2	Suisun City C1	Suisun City C2	Vacaville C1	Vacaville C2	Vallejo C1	Vallejo C2
Flex	\$578	\$361														
TDA	\$656	\$328														
FAS	\$723	\$1,084														
LS&R+																
LS&R	\$1,021	\$910	\$288	\$257	\$220	\$196	\$1,370	\$1,221	\$85	\$76	\$437	\$389	\$1,163	\$1,036	\$1,595	\$1,422



METROPOLITAN
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COMMISSION

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Memorandum

TO: Local Streets and Roads Working Group

DATE: February 4, 2010

FR: Craig Goldblatt

WI:

RE: New Act Funding—FAS Commitments and Set-Asides for Counties

Background

On December 16, 2009 the Commission approved the Cycle 1 Project Selection Criteria and Programming Policy (MTC Resolution 3925) which guides the programming of the first three year increment (FY 2009-10, FY 2010-11 and FY 2011-12) of federal funding in the Surface Transportation Authorization Act (pending further congressional development and action) and establishes as well an overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015).

Programming policies also established a set-aside to address the California Streets and Highways Code §182.6 (d) (2). The statute requires that MTC apportion to the counties an amount no less than 110% of the amount a county was receiving under the federal-aid secondary program in FY 1990-91.

Table 1 presents the Cycle 1 STP fund targets available to the unincorporated counties which cover the entire 6-year period of the new act (FY 2009-10 through FY 2014-15). Note that counties' FAS amounts are off the top of the entire regional STP funding apportionment and have no relation to the LS&R Rehabilitation Shortfall Program, whose funds are programmed by the county congestion management agencies as part of their block grants. In contrast to the block grant program, a county is to independently select projects and program them into the TIP using the STP funds apportioned to them. While a variety of transportation projects are eligible under the STP program, MTC's expectation is that funds will be used for rehabilitation projects given that the spirit of the statute is to address county streets and roads needs and that local jurisdictions have highlighted a major backlog of unfunded rehabilitation needs during the development of policies guiding STP/CMAQ Cycle 1 investments last fall.

Table 1: Cycle 1 Federal Aid Secondary Commitment

(Thousands of \$)

County	STP Funds
County of Alameda	\$2,135
County of Contra Costa	\$1,611
County of Marin	\$1,006
County of Napa	\$1,426
County of San Mateo	\$1,070
County of Santa Clara	\$2,041
County of Solano	\$1,807
County of Sonoma	\$3,917
TOTAL	\$15,013

Next Steps

- Counties are to select projects and submit them to MTC via the online fund management system (FMS) using the STP funding provided to meet the region’s FAS commitment.
- A resolution of local support is required prior to processing the TIP revision request. The resolution(s) is to be uploaded directly to the FMS project application. The model resolution is available at http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
- A county may choose to program its funds either in federal FY 2011 or FY 2012 with respective obligation (E-76 approval) deadlines of April 30, 2011 and April 30, 2012. As for any other STP/CMAQ funded projects in the MTC region, the Regional Project Delivery Policy and its deadlines must be met which can be found in Resolution 3606: http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf
- The next opportunities to add projects to the TIP are as follows:
 - **March 31, 2010:** the last 2009 Formal TIP amendment (new projects must be exempt from air quality conformity). After this date there will be a 2009 TIP lock down pending the development and approval of the 2011 TIP. The amendment will be approved by mid-July 2010.
 - **June 17, 2010:** the last date to add a project to the development of the 2011 TIP. The Final 2011 TIP approval by FHWA/FTA is anticipated mid December 2010, at which time newly added projects may proceed to obligate funds.
 - **Starting in January 2011,** a regular TIP revision schedule will resume.

Contacts

Please contact the following MTC staff for further assistance

FAS Commitments and Requirements

Craig Goldblatt (510) 817-5837
cgoldblatt@mtc.ca.gov

TIP Programming Issues

Sri Srinivasan (510) 817-5793
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STA Priority Bicycle Projects: Impact of Funding Flex on Potentially-Funded Projects in Cycle I and Cycle II

A	B	C	D	E	F	G	H	I	J	K	L
	Agency	Project Name	Total Points (120 max.)	Env/ Design Shortfall	Construction Shortfall	Total Shortfall	Status	Source	Potential Funding Recommendation (no flex)*	Potential Funding Recommendation (with flex)*	Notes
1	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	81	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2010.	ECMAQ; Regional Bicycle Program (CMAQ)	\$915,000	\$915,000	Cycle I
2	STA	SR2S Program Projects (Benicia and Dixon submitted SR2S program in planning priorities)	78	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant	TDA Article 3	\$120,000	\$120,000	Cycle I & II; TDA A3 funds will leverage \$1M in regional funds
3	Dixon	Vacaville-Dixon Bike Route (Phase I) - Adams Street: SR 113 to Porter Road	77	\$6,000	\$46,000	\$52,000	\$52,000 needed to complete Env/Design and Construction. Environmentally cleared.	Regional Bicycle Program (CMAQ)	\$52,000	\$52,000	Cycle I
4	Suisun City	Grizzly Island Trail (Class I)	77	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance expected September 2010. If selected for funding in Cycle I, anticipated to be construction-ready by Summer 2011	Regional Bicycle Program (CMAQ)	\$1,873,000	\$1,702,000	Cycle I & II; \$2.1 million needed for full project; however project could be scaled down to \$1.1 million
5	Dixon	Bicycle Racks at City Facilities	73	\$0	\$10,000	\$10,000	Construction-Ready.	ECMAQ	\$10,000	\$10,000	Cycle I
6	Benicia	East West Corridor Bicycle Connection: East L Street/Military East Street/Adams Street	69	Undefined	Undefined	Undefined	Cost estimates currently undefined	n/a	\$0	n/a	n/a
7	Solano County	Vacaville-Dixon Bike Route (Class II) - Hawkins Road: Pitt School Road to Leisure Town Road	67	\$450,000	\$3,800,000	\$4,250,000	\$450,000 needed for Env/Design.	n/a	\$0	\$0	\$450,000 needed for next step (Env/Design). Eligible for YSAQMD Clean Air Funds
8	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Avenue to Air Base Pkwy	66	\$45,000	\$205,000	\$250,000	\$45,000 needed for Env/Design	Regional Bicycle Program (CMAQ)	\$250,000	\$45,000	Cycle I; \$45,000 needed for next step (Env/Design); potential source = TDA Article 3
9	Vallejo	McGary Road - City Limit to Hiddenbrooke Parkway	66	Undefined	Undefined	\$500,000	\$500,000 needed for project.	n/a	\$0	n/a	\$500,000 needed for project
10	Rio Vista	Church Road Path (CI) - Airport Road to State Route (SR) 12	44	Undefined	Undefined	Undefined	Cost estimates currently undefined	n/a	\$0	n/a	n/a
			\$8,497,000 Bike Projects Total						\$3,220,000	\$2,844,000	

*Recommendation has not been reviewed by BAC and PAC

\$1.3M (CMAQ) + \$60k (TDA) + \$500k (ECMAQ) = \$1,860,000 cycle I; \$1.3M (CMAQ) + \$60k (TDA) = \$1,360,000 cycle II; **does not include \$161,000 TDA Article 3 funds (cycle I & II cumulative)

Notes:
 Cycle I less flex: \$1.86 million - 260,000 = \$1,600,000
 Cycle II less flex: \$1.36 million - 161,000 = \$1,199,000

potentially funded in Cycle I and/or II
 potentially funded beyond Cycle II
 change after flex

	Available Funding (no flex)**	Available Funding (with flex); see Notes	Net Change
Cycle I	\$1,860,000	\$1,600,000	(\$260,000)
Cycle II	\$1,360,000	\$1,199,000	(\$161,000)
	\$3,220,000	\$2,799,000	(\$421,000)

STA Priority Pedestrian Projects: Impact of Funding Flex on Potentially-Funded Projects in Cycle I and Cycle II

A	B	C	D	E	F	G	H	I	J	K	L
	Agency	Project Name	Total Points (132 max.)	Env/Design Shortfall	ROW/Construction Shortfall	Total Shortfall	Status	Source	Potential Funding Recommendation (no flex)*	Potential Funding Recommendation (with flex)*	Notes
1	Vallejo	Downtown Vallejo Renaissance Project (TLC/PDA eligible)	99	\$0	\$7,000,000	\$7,000,000	\$7,000,000 needed to complete construction. Environmentally cleared. Construction-ready.	TLC (CMAQ)	\$1,600,000	\$1,280,000	Cycle I
2	Dixon	West B Street Undercrossing	97	\$0	\$6,100,000	\$6,100,000	\$6.1 million needed to complete construction. Environmentally cleared as part of the Dixon Transportation Center CEQA and NEPA docs. Design completion anticipated July 2010. Construction-ready by July 2010.	TDA; ECMAQ	\$1,206,000	\$1,206,000	Cycle I & II; \$6.1 million needed to complete construction. Project would enable the existing train station for Capitol Corridor service. Note: Construction cannot be phased.
3	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	91	undefined	undefined	\$2,300,000	Project status details currently unknown; in initial phase of a multi-phase project to enhance the West Texas Street/I-80 gateway.	N/A	\$0	\$0	\$2.3 million needed for project.
4	Benicia	Park Road Pedestrian Path (Class I) - Benicia Bridge to Jefferson Street	80	?	?	?	Currently unknown.	N/A	\$0	\$0	City of Benicia staff has indicated to STA staff that this project is fully funded.
5	Suisun City	Suisun-Fairfield Train Station Improvements (TLC/PDA eligible)	79	undefined	undefined	undefined	Project status details currently unknown.	N/A	\$0	\$0	City staff has indicated that a more detailed status summary of this project can be prepared. STA staff has not been provided specific information.
6	STA	SR2S Program (Benicia and Dixon submitted SR2S in planning priorities); pedestrian related projects	78	N/A	N/A	\$120,000	Projects TBD; Note: Amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant	See Bike Projects List	\$0	\$0	STA staff is recommending this project for TDA Article 3 funds to leverage \$1M in regional funds.
7	Suisun City	Grizzly Island Trail (Class I)	77	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance anticipated Sept 2010. If selected for funding, anticipated to be construction-ready by Summer 2011.	See Bike Projects List	\$0	\$0	\$2.1 million needed for construction of full project; however project could be scaled down to \$1.1 million if funding is unavailable. The City must spend a \$900,000 State SR2S grant by June 2012.
8	Vacaville	Ulati Creek Bicycle/ Pedestrian Class I Path (Plase I) - Ulati Dr to Leisure Town Rd (TLC/PDA eligible)	75	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design & Construction. Env. clearance anticipated Oct 2010. Construction-ready by Spring 2010.	See Bike Projects List	\$0	\$0	This project is recommended for Regional Bicycle Program funding.
9	Benicia	First Street Streetscape Enhancements (TLC/PDA eligible)	70	\$500,000	\$2,000,000	\$2,500,000	\$500,000 needed for Env/Design.	N/A	\$0	\$0	\$500,000 needed for next step (Env/Design)
10	Rio Vista	Waterfront Plan and Improvement Project	68	undefined	undefined	\$3,000,000	Project status details currently unknown.	N/A	\$0	\$0	\$3 million needed for project.
11	Solano County	Tri-City and County Regional Trail Connections	28	\$150,000	\$4,100,000	\$4,250,000	\$150,000 needed to complete Env/Design.	N/A	\$0	\$0	\$150,000 needed to complete Env/Design.
Cycle II Potential Project Recommendations Unknown									\$1,600,000	\$1,400,000	
\$28,585,000 Ped Projects Total									\$4,406,000	\$3,886,000	

*Recommendation has not been reviewed by BAC and PAC

**\$1.6 million (CMAQ) + \$103k (TDA) = \$1.703 cycle I; \$1.6 million (CMAQ) + \$103k (TDA) + \$1 million (ECMAQ) = \$2.703 million cycle II

Notes:
 Cycle I less flex: \$1.703 million - \$320,000 = \$1,383,000
 Cycle II less flex: \$2.703 million - \$200,000 = \$2,503,000

potentially funded in Cycle I and/or II
 potentially funded in Cycle II or beyond (potential project recommendations unknown)
 change after flex

	Available Funding (no flex)**	Available Funding (with flex); see Notes	Net Change
Cycle I	\$1,703,000	\$1,383,000	(\$320,000)
Cycle II	\$2,703,000	\$2,503,000	(\$200,000)
	\$4,406,000	\$3,886,000	(\$520,000)



DATE: April 7, 2010
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Summary of Local Transportation Funding Options

Background:

Since 1998, Solano County has grappled with various options to address the growing funding gap between available federal, State, regional and local transportation funds and the estimated funding needed to maintain Solano's current transportation system to improve current and future critical safety, access and mobility needs. In November 1998, Solano County business and political leaders placed an advisory measure on the ballot (Measure F) asking Solano County voters about their support for a short list of transportation improvements. Measure F was approved by 76.5% of Solano County voters, but it did not contain passage of a local sales tax ordinance for providing the funding for these specified improvements. Subsequently in November of 2002, Solano County placed a 20 year, ½ cent sales tax measure on the ballot for consideration by Solano County voters. 60.1% of voters voted in favor of Measure E, but it failed to obtain the necessary 66.7% yes vote needed for passage. In November of 2004, a second expenditure plan was placed on the ballot, this time for 30 years and also proposing a ½ cent local sales tax for transportation. Measure A garnered support from 63.88% of those voting, better than the 2002 effort, but again short of the necessary 66.7% needed for passage. In 2006, another 30 year, ½ cent sales tax measure (Measure H) was placed on the ballot. This time, the election selected was in a primary election versus a Presidential or Governor Election and a combination of factors (poor State economics, lower turnout) resulted in a much poorer result as Measure H only received support for passage from 45.57% of voters which mirrored similar poor results in neighboring Napa and other county transportation sales tax efforts statewide.

While business and political leaders have struggled unsuccessfully to convince a supermajority of Solano County voters to support a dedicated local funding source for transportation for the past ten years, the same political leaders with the support of the business community have taken a proactive and coordinated approach to successfully lobby for, obtain and leverage limited local dollars to obtain regionally competitive bridge toll funds, State funds and federal appropriations. In recent years, this has paid dividends as Solano County has been able to take advantage of nearly every regional, State and federal transportation funding initiative resulting in Solano County getting at least its fair share of discretionary funds.

In 2000/2001, during the Governor Gray Davis administration, Solano County obtained \$25 million in one-time only Traffic Congestion Relief Program (TCRP) funds to help jump start the I-80/I-680/SR 12 Interchange, the widening of SR 12 Jameson Canyon, and the Vallejo Station.

This was followed up by the STA successfully lobbying to have included \$273 million in return to source funds for Solano County from new Bay Area bridge toll funds (RM 2 funds), even though only 41% of Solano County residents voted for the passage of RM 2. These funds were then successfully utilized to leverage over \$100 million in Proposition 1B funds. The 2006 passage of Proposition 1B funds (a statewide transportation bond initiative was supported by an estimated 60% of Solano County residents. These Proposition 1B funds helped fully fund the recently completed initial 8.7 miles of I-80 HOV lanes and the eastbound truck scales relocation and update project. In 2006, the STA was one of the few Bay Area counties to successfully obtained discretionary funds (\$11 million) from the financially constrained Interregional Transportation Improvement Program (ITIP) through the California Transportation Commission (CTC) by leveraging Proposition 1B fund to finish off the funding for the widening of SR 12/Jameson Canyon. Over the past twelve years, the STA has received federal earmarks totaling over \$50 million thanks to the support of Congressman George Miller, Congresswoman Ellen Tauscher and US Senators Barbara Boxer and Dianne Feinstein.

Currently, Solano County relies heavily on continued funding support from State (59%), regional (28%) and federal (6%) funding sources. Local funding from Solano County only covers about 7% of these projects. Based on the current Regional Transportation Plan (RTP) adopted by the Metropolitan Transportation Commission (MTC), Solano County is only projected to have enough federal, State and regional funds available over the next 25 years to fund all or part of seven new projects. These projects include the next segment of the I-80/I-680/SR 12 Interchange, one limited auxiliary lane on I-80 near Fairfield, the Jepson Parkway, the West End of the North Connector, the Fairfield Vacaville Train Station, the Vallejo Station, and the Vacaville Transit Center.

The majority of the funding for these projects is expected to come from State funding, but the RTP's projected funding estimates have not factored in the current State fiscal crisis which has already affected the 2008 and 2010 State Transportation Improvement Programs (STIPs) and will likely negatively impact the 2012 STIP and potentially the 2014 STIP. In the 2008 STIP, Solano received an estimated \$10 million in new programming capacity, about half the total projected for Solano. The 2010 STIP funding cycle extends all the way to FY 2014-15. For Solano County, this has resulted in no new projected STIP funds for the next five years for any of these seven specified projects, an estimated annual loss of between \$10 to \$15 million and no new STIP capacity for any new Solano County projects that has not already been programmed. This limits the projects that can be funded out of Solano's regional STIP (Regional Transportation Improvement Program (RTIP) to the projects currently programmed in the Solano's RTIP to the five projects currently programmed in the STIP. A decision has not yet been made by the California Transportation Commission (CTC) regarding whether projects already programmed in the STIP will have to be reprogrammed to future years due to State highway account cash flow shortfalls. This trend is expected to continue at least through the 2012 STIP and perhaps beyond. With nearly 60% of Solano's priority projects dependent upon State funding, the downsizing of the STIP will have a dramatic impact on Solano's ability to deliver and fund projects in the near and long term.

Federal funding is typically obtained through three key processes:

1. The annual appropriations process;
2. The federal authorization earmarks which takes place approximately every six years; and
3. Through federal cycle funds obtained through the region's federally designated Metropolitan Planning Organization (MPO), which is MTC for the nine county Bay Area region.

Solano County's recent appropriations and authorization success has been a result of maintaining a narrow and coordinated list of federal priorities and receiving the support of Solano County's congressional delegation. This has contributed greatly to obtaining over \$45 million in federal earmarks funds from combined appropriations and authorization during the past 8 years. In federal cycle funds, MTC has continued to focus on more transit oriented and alternative modes choice projects such as regional bikes and transportation for livable communities' projects and this past year MTC added Safe Routes to School, a Climate Change program, and the Freeway Performance Initiative (FPI). Some federal cycle funds are dedicated to transit capital replacement and maintaining local streets and roads, but these funds are limited and allocated twice every six years. Solano is expected to receive about \$9 million in the next federal cycle process from MTC. These regional programs will have a benefit for Solano County, but they do not substantially address Solano County's funding shortfalls for priority projects, maintenance of local streets and roads, senior and disabled mobility, and safety programs.

Regional funding has been primarily received from Regional Measure 2 and/or AB 1171 bridge toll funds appropriated by the Bay Area Toll Authority (BATA). These are one time only funds that are restricted in their use for projects contained in the RM 2 expenditure plan and have a nexus to one of the State owned Bay Area bridges. As the STA and other Solano project sponsors deliver the bridge toll funded capital projects over the next five to ten years, only the transit operating funds for four Solano Express funded Inter-regional transit routes and the Baylink Ferry (soon to be operated by WETA) will remain.

Discussion:

In response to recent dire State budget projections and proposed cuts to transit local streets and roads, and STIP funding, in December 2009, the STA Board began discussing the develop of a near term funding strategy for existing priority projects to help guide the allocation of limited near term available funding. Concurrently, the Board tasked the Board's Executive Committee to work with staff to identify potential new revenues to offset the projected loss of future State funding and to help address the most critical projects and transportation needs facing Solano County.

One option facing the Board would be to develop a funding strategy with only the currently available federal, State, regional and local funding. This process is underway and will continue to be discussed under separate Board items and as part of the development of the STA's updated Overall Work Program.

The past two months, the Executive Committee has discussed the potential, merits, and obstacles of seven potential new local funding options. The seven potential options are as follows:

1. Regional Express/High Occupancy Toll Lanes on I-80 and I-680
2. Regional Transportation Impact Fee (RTIF)
3. Rio Vista Bridge Toll
4. Benefit Assessment District – Benicia-Vallejo
5. Public Private Partnerships (3Ps)
6. Local Sales Tax Options for Transportation
7. Local DMV Fee for Transportation Benefits and Mitigation Authorized by SB 83

At their meeting of March 29, 2010, staff provided the Executive Committee with a summary and status of each of the seven potential new revenue options. In order to broaden the discussion to the entire Board, the Committee directed staff to convene a meeting of the Solano Transportation Improvement Authority (STIA) Board. The STIA was established by the Solano County Board of Supervisors to develop the expenditure plan for the most recent unsuccessful local sales tax efforts and, last year, was designated by the STA Board to serve as the governing board for the collection and administration of the proposed RTIF, after and if it is established. A meeting of the STIA Board has been scheduled April 14, 2010, at 5:30pm at the Suisun City Council Chambers, immediately prior to the STA Board meeting at 6pm.

This staff report has been concurrently agendized for the STIA Board. In the event the STIA Board has recommendations for any follow up feasibility and/or evaluation of any or all of the new revenue options, these will be verbally presented at the STA Board meeting.

Recommendation:

Authorize the Executive Director to collect additional data and/or initiate feasibility studies for potential new revenue options based on recommendations from the STIA Board.



DATE: April 5, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Background:

The STA Board has 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 first task completed by the CTP – Arterials, Highways, and Freeways committee was the adoption of an Arterials, Highways, and Freeways Element Purpose Statement and Goals document in July of 2008. In October 2009, the STA Board adopted Solano County's first-ever State of the System – Arterials, Highways and Freeways report, describing the components and existing conditions of the freeway and major arterial system.

STA staff's current task is to identify the gap between the Purpose Statement and Goals and the State of the System. The Goals Gap Analysis for the Alternative Modes and Transit elements were reviewed by the STA Technical Advisory Committee (TAC) in February, and adopted by the STA Board in March.

Discussion:

In order to perform this 'gap analysis,' STA staff has reviewed each of the Goals adopted for the Arterials, Highways, and Freeways Element, and prepared an analysis of whether the Goal is:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

The Arterials Highways and Freeways Element: Goal Gap Analysis Report is included as Attachment A. STA staff brought a draft report to the Board's Arterials Committee in January for review. The Committee asked for additional time to review the report.

The Arterials, Highways and Freeways Committee met on March 18, 2010, and reviewed the Report. While the committee members did not ask for any changes to the report, there was a discussion regarding two of the Goals:

- Goal 1 (Pavement Condition Index). The Committee felt the Goal Gap Analysis adequately described achievement of the Pavement Condition Index (PCI) at this time. After some discussion, several Committee members raised concerns about raising any change to the PCI target goal above 63. STA staff and the invited TAC representative, Rod Moresco, proposed having the TAC discuss the issue and provide a recommendation back to the Committee.
- Goal 9 b (Habitat Conservation Plan consistency). Committee members expressed concern about the potential for Habitat Conservation Plan (HCP) elements and the establishment of habitat mitigation banks to limit future roadway projects. Committee members asked STA staff to provide a detailed discussion of the issue, and to prepare policies to avoid conflicts between future transportation projects and HCP mitigation banks.

The Committee recommended that the STA Board adopt the Arterials, Highways and Freeways Element Goal Gap Analysis.

The STA Technical Advisory Committee (TAC) reviewed the Arterials, Highways and Freeways Element Goal Gap Analysis at its meeting of March 31, 2010. STA staff and TAC members noted that the analysis of Goal 1, regarding the Pavement Condition Index (PCI) of Routes of regional Significance, would need to be revised to reflect the Board's final action regarding establishment of a PCI goal.

Fiscal Impact:

None. However, the gap analysis will help direct STA staff when preparing draft implementation policies and the subsequent development of funding strategies and recommendations.

Recommendation:

Adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

Attachment:

- A. Arterials Highways and Freeways Element: Goal Gap Analysis Report

Arterials, Highways, and Freeways Element

DRAFT Goals Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

- 1) Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) on the STA's Routes of Regional Significance.

Preliminary Proposal. The STA currently allocates federal Surface Transportation Program funds for Local Streets and Roads projects through a funding distribution formula. Funding amounts are determined based on a percentage of population, lane mileage, arterial and collector shortfall, and preventative maintenance. The formula may be amended to include PCI scores.

Pavement conditions are rated by their PCI score with the following ranks:

Score	Rating
80-89	Very Good
70-79	Good
60-69	Fair
50-59	At-Risk
25-49	Poor

Note that a PCI goal for Solano County is being re-evaluated and will be brought back as an action item at the next Arterial, Highways and Freeways Committee meeting. The STA has not adopted a policy that mandates the formula consider a PCI score in distributing Local Streets and Roads funding. In addition, the city or county agency has discretion for which roads receive Local Streets and Roads funding. Agencies do not have to use the funds to maintain a specified PCI level on the Routes of Regional Significance.

- 2) Identify, prioritize, and implement safety improvements on Solano County's highway and freeways to reduce vehicle collisions and severe accidents below the statewide average for similar types of facilities.

Significant Progress. STA adopted the Solano Travel Safety Plan in 1998. The 2001 SR 12 MIS contained a significant segment on accident data; in 2006, the STA reactivated the SR 12 committee, and made a major investment in SR 12 safety, including sponsoring an Office of Traffic Safety grant, designation of a double fine zone and dedication of the Officer David Frank Lamoree memorial highway, and the dedication of \$150,000 of STIP PPM funds for FY 09-10 and 10-11 to help produce a new SR 12 MIS. Safety and accident data was collected and analyzed as a part of the SR 113 MIS. However, there is not an overarching schedule of safety data gathering and analysis, and not all plans use the same safety statistics in analyzing roadway safety.

- 3) Develop performance measures for funding and prioritizing arterials, highways, and freeway projects in Solano County.

Significant Progress. STA has developed performance measures for highways, freeways and roadway corridors through Major Investment Studies (MIS) and other similar documents. Performance measures are not developed or monitored for local roads. Typical performance measures include:

1. Level of Service (LOS)
2. Vehicle Hours Delayed (VHD)
3. Accidents rates compared to statewide average for similar types of facilities

Other Performance Measures exist and incorporated in separate plans and documents; however, the STA currently does not have standardized performance measurement for funding and prioritizing arterials, highways, and freeway projects in Solano County.

- 4) Support funding improvements identified in the STA's Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.
 - a. Encourage local agencies to adopt similar standards for local road systems not included in the STA's Routes of Regional Significance

Preliminary Proposal. MTC created Routine Accommodations as part of resolution 3765 and calls for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Solano County's Routes of Regional Significance and Transit Facilities of Regional Significance were developed as part of the current CTP update. The STA needs to determine what MTC's Routine Accommodations (also known as Complete Streets) means for Solano County. STA has planned complete streets/multimodal corridors including the Jepson Parkway and the North Connector. Complete Streets concepts will be developed as part of the Alternative Modes Element of the STA's Comprehensive Transportation Plan. Local agencies, along with the STA, will need to determine what complete streets means for their jurisdiction.

- 5) Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.

Significant Progress. A complete HOV Lane Network for I-80 and I-680 is planned for Solano County. HOV lanes were recently constructed on I-80 between Fairfield from Red Top Road to Air Base Parkway. The STA is currently working with MTC to help fund an extension of the current HOV network through Express Lanes.

- 6) Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy*.

Preliminary Proposal. Eligible projects on Solano County's Routes of Regional Significance are being considered. The 50/50 policy will be updated once the project's list is completed.

*50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities.

- 7) Prioritize roadway projects for available and future funding with the following criteria:
 - a. Project Deliverability
 - b. Safety improvements
 - c. Increased system efficiency
 - d. Capacity improvements
 - e. Goods movement enhancements
 - f. Climate change policies
 - g. Routes of Regional Significance
 - h. Economic Development

Significant Progress. STA has begun to develop a process for prioritization of roadway project funds, including identifying priority projects by community, determining project readiness and needs, and comparing project putting projects in the context of adopted studies such as the I-80/I-680/I-780 Operations Plan. This draft funding strategy does not use all of the criteria identified in this CTP Goal. In addition, the STA has developed criteria through the Regional Transportation Impact Fee (RTIF) study to rate potential RTIF-recipient projects.

- 8) Prepare and maintain an up-to-date travel demand model for Solano and Napa counties. The model should have the following characteristics:
 - a. Consistent with MTC requirements, including use of ABAG projections.
 - b. Use a future year adequate to meet Caltrans requirements.
 - c. Substantially revised after each decennial census, and updated with new ABAG projections.
 - d. Ensure traffic model provides information relevant to traffic congestion and air pollution reduction strategies.

Significant Progress. Current model was originally adopted in 2005 and was recently updated in 2008. The model continues (and will continue) to have ongoing refinements. Over the last two years, the model was refined to include updated land use information and forecasted traffic counts for the years 2010 and 2030. A broader update of the model is expected to occur relative to the 2010 census. The STA has taken steps to formalize the Model Technical Advisory Committee to include a land use subcommittee.

- 9) Anticipate and mitigate arterial, highway, and freeway project's environmental impacts.
 - a. Special emphasis should be given to air emission and greenhouse gas reduction.
Significant progress. Individual environmental documents will need to meet requirements of SB 375 and AB 32. The STA is currently working on a climate change strategy in partnership with the local agencies. In addition, STA is working with MTC and ABAG on the Sustainable Communities Strategy.
 - b. Where appropriate, be consistent with the Solano County Habitat Conservation Plan's (HCP) avoidance and mitigation measures.
Significant progress. The draft HCP standards were used in the development in the Jepson Parkway Environmental Document.

- 10) Identify and prioritize Right of Way (ROW) needed to preserve to meet long-term traffic demands.

Preliminary Proposal. An inventory of ROW needs has not been completed.

- 11) Identify and obtain potential funding sources to implement the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan.

Significant progress. STA continues to identify and monitor Federal, State, and Regional funding opportunities. This will continue to be an ongoing activity. In addition, STA is exploring local funding opportunities such as a Regional Traffic Impact Fee and Express Lanes.

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DATE: April 5, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP

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 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Last year, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This past year, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Discussion:

Attached as an information item is the status of the STA's current OWP for FY 2009-10 and FY 2010-11 (Attachment A). Despite the impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, MTC, the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of State funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

transit coordination, and various programs. The project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that updated the planning, project delivery and program management responsibilities of the agency, and specifically authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Solano Safe Routes to Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

OWP Milestones in 2009-10 - Planning

The following milestones were achieved for OWP plans during this current fiscal year:

1. Rio Vista Bridge Study Initiated and alternative alignments identified (OWP# 6)
2. The Solano Highway Operations Study for I-80/I-680/I-780 was completed (OWP #8)
3. The Regional Traffic Impact Fee (RTIF) Nexus Study was initiated and the study's criteria for evaluation of projects and a draft project list have been developed (OWP #9)
4. The SR 113 Major Investment Study (MIS) was completed (OWP #10)
5. The Comprehensive Transportation Plans' goals, gaps analysis and project lists have all been developed (OWP #11)
6. The first ever Solano Rail Crossing Study has been initiated (OWP #11 & #37)
7. A memorandum of understanding for the Benicia – Vallejo Transit Consolidation Study was developed and executed and a draft Joint Powers Agreement and Business Plan have been initiated (OWP #12)
8. The Countywide Bike Plan update was initiated (OWP #19)
9. The Countywide Pedestrian Plan update was initiated (OWP #20)
10. Scope of work developed to update Senior and Disabled Transportation Study (OWP#23)

OWP Milestones in 2009-10 – Projects

1. Draft EIR/EIS for I-80/I-680/SR12 Interchange submitted to Caltrans for review in preparation for public release in May or June 2010 (OWP #1)
2. Advanced construction project for North Connector project completed and North Construction east project under construction (OWP #2)
3. 8.7 miles of I-80 HOV Lanes project in Fairfield completed (OWP #3)
4. Completed project study report for I-80 HOV Lanes project in Vallejo (OWP #3)
5. Initiated preliminary engineering for conversion of and new Express (HOT) Lanes on I-80 (OWP #4)
6. Suisun City Gap Closure Bike Project accessing Suisun City Rail Station completed by Suisun City, and McGary Road and Rose Drive Overcrossing Bike projects fully funded and construction initiated (OWP# 19)
7. Union/Main Street Pedestrian improvements completed by Fairfield and Old Town Cordelia pedestrian improvements funded (OWP #20)
8. STA completed design of SR 12 Jameson Canyon project (OWP #28)
9. Vallejo Station phase A fully funded and Vacaville Intermodal Station Phase 1 groundbreaking held (OWP #32)

10. New bike/pedestrian access to Benicia-Martinez Bridge completed by Caltrans (OWP #35)
11. I-80 SHOPP funded rehabilitation completed by Caltrans as part of Pave 80 effort (OWP #36)
12. Bus Transfer Center groundbreaking held and construction initiated by Vallejo

OWP Milestones in 2009-10 - Programs

1. A three-year work plan was adopted and coordinators selected for Solano Countywide Safe Routes to School Program (OWP #14)
2. 1,632 vehicles abated in the first six months of FY 2009/10 (OWP #15)
3. The Countywide Traffic Model was updated and a new model MOU was approved (OWP #17)
4. The North Connector TLC Concept Plan completed by STA and the Rio Vista Waterfront Design Plan completed by Rio Vista (OWP #18)
5. Five-year funding plan and project monitoring status completed for Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air Program Manager funds (OWP #21)
6. 2010 Federal Appropriations submitted and federal priorities updated and advocated for in Washington, DC. (OWP #22)
7. Coordination of Pave 80 campaign with Caltrans wrapped up and 2009 Annual Awards held in Fairfield (OWP #22)
8. Helped coordinate two well attended Senior and Disabled Summits held in Suisun City. New Senior/Disabled Transportation brochure distributed, new advisory committee established, and Paratransit Coordinating Council (PCC) work plan updated (OWP #23)
9. New Intercity Transit Funding Agreement and Routes 30 and 90 Operating Agreement developed, and Intercity Ridership Survey initiated (OWP #24 & #34)
10. New Solano Napa Commuter Information (SNCI) vanpool incentive initiated and third Employer Commute Challenge completed (OWP #26)
11. Solano Climate Change Strategy developed and adopted, greenhouse gas inventory for six cities and County initiated, and SNCI program begins working with Benicia to help implement their Climate Action Plan (OWP #33)

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2010-11 and FY 2011-12, the following OWP projects are currently fully funded and are under construction or are projected to be under construction during the next two to three years.

- I-80 SHOPP Projects
- The North Connector East Project
- SR 12 East Safety Projects – Suisun City to SR 113
- SR 12 Jameson Canyon Widening
- I-80 East Bound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- Next phase of I-80/I-680/SR 12 Interchange

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 29 to 37
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – Transfer Station
- Vallejo Station – Phase A

Four additional projects have phases fully funded or nearly funded and expect to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Vallejo Station – Phase B
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phase 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are currently underway and funded in the currently proposed budget.

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study – Benicia-Vallejo and Interregional Transit Service
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study
- SR 12 Major Investment Study (MIS)

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. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Solano Rail Crossings Study

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program

- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2010-11 & 2011-12 budget, staff is providing this status update of the current Overall Work Program (OWP) and has agendaized the development of the updated OWP for discussion by the TAC and Board this month in preparation for adoption of the OWP at the May STA Board meetings. Adoption of the updated OWP will then guide the Board and staff in the development of the FY 2010-11 and 2011-12 Budget scheduled for consideration in June 2010.

Recommendation:

Informational.

Attachments:

- A. Status of STA's Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-11 (Provided to the STA Board Members under separate enclosure.)
- B. Draft STA OWP for FY 2010-11 & 2011-12 (w/ Track Changes)
(Provided to the STA Board Members under separate enclosure.)



DATE: April 5, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Metropolitan Transportation Commission (MTC) Climate Initiatives
Grant Program

Background:

The Metropolitan Transportation Commission (MTC) created the Climate Initiatives Program as part of the 2009 New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy adopted in December 2009. The Climate Initiatives Program focuses on four primary elements: (1) public education campaign, (2) Safe Routes to Schools, (3) Innovative Grants, and (4) evaluation of the Climate Initiatives Program. MTC and its partners have recently developed a competitive framework for the Safe Routes to Schools (SR2S) and Innovative Grants. Attachment A describes the competitive grant in more detail.

MTC's general process is as follows:

One Solicitation: MTC, in partnership with regional agencies, will issue one solicitation for both competitive grant programs.

Two-Part Selection Process: In Step One, applicants first submit a 3-page Letter of Interest that will be evaluated by regional agency staffs, and as needed, the evaluation committee will follow-up with the applicant to clarify, add information or modify the proposal. The committee will consider how well the applicant responded to questions as to why this project is innovative, how the project reduces greenhouse gas (GHG) emissions, and how the project might be replicated. In Step Two, applicants with projects that show the most promise will be invited to submit a more detailed proposal for further evaluation and funding consideration.

Eligible Applicants: Public agencies are eligible applicants. However, interested non-profit 501(c)(3) organizations, businesses and community organizations may apply if they partner with a public agency.

Evaluation Criteria: The evaluation criteria will be tailored to reflect the goals of each program, but in general, the proposals will be evaluated using a high, medium, and low rating against the following criteria: level of innovation, potential for replication at large scale, quality of the proposal, and potential for greenhouse gas emission reductions.

Funding Levels: The Cycle 1 funding levels for the competitive grants are as follows: up to \$2 million for the Safe Routes to School Creative Grants and up to \$31 million for Innovative Grants.

Discussion:

MTC is expected to issue a call for projects on April 30th and will host public workshops in May. The interested agencies will need to submit a letter of interest no later than June 1st. STA staff is currently working on details for submitting a letter of interest for two proposals:

1. *Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor*

This is expected to be a joint proposal with participation from the STA and Napa County Transportation and Planning Agency (NCTPA). The grant objectives have two phases:

First phase- Travel Demand Management

- Build a partnership to focus on reducing vehicle emissions along SR 12/Jameson Canyon Corridor
- Inventory SSCI employer commute/ridership data and other available resources to build a foundation for gauging air emission baseline measurements.
- Develop tools and performance measure surveys to monitor air emission data over time with partnering agencies and public workshops.
- Market inter-county vanpool, carpool and transit options along SR 12/Jameson Canyon

Second phase- Improve Alternative Fuel Transit Service and Facility Options for SR 12 Jameson Canyon Corridor

- Obtain cleaner fuel transit vehicles for inter-county transit service between Napa and Solano County.
- Provide a pilot/start up transit service with cleaner fuel transit vehicles.
- Formulate nexus between potential transit service stops at likely PDA locations

2. *Solano SR2S Program*

This project would educate and assist middle school and high school students to understand, plan, and implement SR2S projects and programs in collaboration with the STA and its SR2S Program partner agencies, which includes two air districts, seven school districts, city and county engineering and police departments, Solano County department of public health, and non-profit organizations. No other SR2S program covers the breadth of this level of collaboration between students and professionals to educate and implement positive change for air quality, transportation, environmental education, and public health.

STA staff anticipates making a request for capital, education and encouragement program funding for high school and middle school students in Solano County. The funding will be targeted to help reduce air pollution emissions, greenhouse gases, traffic congestion, and childhood obesity, as well as improve environmental, health, and safety education.

The details of both proposals are being developed by staff, including the decision for how much funding to request. STA staff will work with the SolanoLinks Consortium to refine the Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor proposal. STA staff will also work with the SR2S Committee to refine the SR2S Proposal. Both proposals will be brought back to the April 28th TAC and Consortium meeting as an action recommendation for the May 12th STA Board meeting.

Fiscal Impact:

MTC made available \$31 million for the Innovative Grants and \$2 million for the Safe Routes to School Creative Grants. No direct impact to the STA budget at this time. Funding for local match and staff time will be considered as details of the proposals are further refined during the next month.

Recommendation:

Informational.

Attachment:

- A. MTC Bay Area Climate Initiatives Program Competitive Grants PTAC Memo

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 15, 2010

FR: Ashley Nguyen and Craig Goldblatt

W. I.

RE: Bay Area Climate Initiatives Program Competitive Grants

Background

In December 2009 the Commission adopted the New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy, which included, among other programs, an \$80 million Climate Initiative Program. The primary objectives of the Climate Initiatives Program, based on direction from an ad hoc Climate Initiatives Working Group made up of Commissioners, Partnership staff and stakeholders, are: (1) to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels, and (2) evaluate these investments so that we may learn and build a knowledge base that will inform the most effective Bay Area strategies for consideration in the Sustainable Communities Strategy in the next Regional Transportation Plan, which is slated for adoption in spring 2013. The Climate Initiatives Program focuses on four primary elements: (1) \$10 million for public education campaign, (2) \$17 million for Safe Routes to Schools, (3) \$31 million for Innovative Grants, and (4) \$4 million for evaluation of the Climate Initiatives Program. It also includes \$3 million for Eastern Solano County air quality projects and \$15 million for SFgo. Consistent with other regional programs that MTC administers, MTC will deduct funds to cover administrative expenses over the three years of this program.

Climate Initiatives Competitive Grants

MTC, Bay Area Air Quality Management District, and Joint Policy Committee staff have developed the program framework for two competitive grants program of the Climate Initiatives Program – (1) Innovative Grants and (2) Safe Routes to School Creative Grants. An overview of the program framework is outlined below.

General Process

- **One Solicitation:** MTC, in partnership with regional agencies, will issue one solicitation for both competitive grant programs.
- **Two-Part Selection Process:** In Step One, applicants first submit a 3-page Letter of Interest that will be evaluated by regional agency staffs, and as needed, the evaluation committee will follow-up with the applicant to clarify, add information or modify the proposal. The committee will consider how well the applicant responded to questions as to why this project is innovative, how the project reduces greenhouse gas (GHG) emissions, and how the project might be replicated. In Step Two, applicants with projects that show the most promise will be invited to submit a more detailed proposal for further evaluation and funding consideration.

- **Eligible Applicants:** Public agencies are eligible applicants. However, interested non-profit 501(c)(3) organizations, businesses and community organizations may apply if they partner with a public agency.
- **Evaluation Criteria:** The evaluation criteria will be tailored to reflect the goals of each program, but in general, the proposals will be evaluated using a high, medium, and low rating against the following criteria: level of innovation, potential for replication at large scale, quality of the proposal, and potential for greenhouse gas emission reductions.
- **Funding Levels:** The Cycle 1 funding levels for the competitive grants are as follows: up to \$2 million for the Safe Routes to School Creative Grants and up to \$31 million for Innovative Grants.

Innovative Grants (up to \$31 million)

- **Purpose:** Funds roughly a dozen high-impact, innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.
- **Objectives:** Projects funded must achieve as many objectives as possible: (a) measurably reduce emissions of GHG and criteria pollutants, (b) have greatest potential for replication, (c) employ multiple approaches to produce synergy, (c) remove substantial technical, financial or political barrier that impedes successful implementation, and (d) build collaboration and partnerships.
- **Basic Requirements:** Projects must meet basic requirements to be eligible for funding: (a) provide a clear connection to transportation and air quality improvements, (b) must support demonstrated high-impact project areas: parking management and pricing policies, cleaner vehicles, transportation demand management project, innovative transportation project from locally-adopted Climate Action Plan, or be a showcase project that innovatively combines a number of strategies together to reduce greenhouse gas emissions, (c) must be implemented within two years, and (d) include a proposed approach for evaluating the project impacts. Sponsors are encouraged to collaborate and cost share with multiple partners and include higher local match in their proposals.

Safe Routes to School Creative Grants (up to \$2 million)

- **Purpose:** Funds roughly four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.
- **Objectives:** Projects funded must achieve as many objectives as possible: (a) measurably reduce emissions of GHG and criteria pollutants, (b) have greatest potential for replication, (c) pilot new, innovative strategies that further best practices, and (c) remove substantial technical, financial or political barrier that impedes successful implementation.
- **Basic Requirements:** Projects must meet basic requirements to be eligible for funding: (a) provide a clear connection to transportation and air quality improvements, (b) pilot new, innovative strategies and approaches in SR2S field; (c) serve as a model project for other schools and communities, (d) include at least one of the five E's of engineering, evaluation, education, encouragement, and enforcement, (e) must be implemented within two years, and (f) include a proposed approach for evaluating the project impacts, and (g) demonstrate timely expenditure of previously awarded state or federal SR2S funds.

Next Steps

The key activities and completion dates for the review of the program guidelines, call for projects and selection and approval process for the Innovative and Safe Routes to School Creative Grant Programs are shown in the table below.

Activity	Completion Date
Review Draft Program Guidelines by:	
- Partnership Technical Advisory Committee	March 15
- Climate Initiatives Working Group	Week of March 29
Review and Approval of Program Guidelines by the Programming and Allocations Committee (PAC) and Commission	April 14 PAC April 28 Commission
Call For Projects	April 30
Outreach Workshops (3)	May 6, 13 & 14
Letters of Interest Due	June 1
Review of Letters of Interests by Evaluation Committee, including follow-up with promising applicants	June 30
Review of Candidate Projects Advancing in Evaluation Process by PAC (if needed)	July 14
Detailed Project Proposals Due	August 4
Review of Proposals and Project Selection by Evaluation Committee	August 20
PAC Approval of Draft List of Projects	September 8
Commission Approval of Draft List of Projects	September 22

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DATE: April 5, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010.

Discussion:

State

California voters have repeatedly approved ballot measures to dedicate local funding sources to essential local services and to prevent the legislature and governor from shifting or raiding local government, transit, and transportation funds. Despite this, the Governor has proposed a budget that would borrow and take nearly \$5 billion in city, county, transit, and transportation funds. These continued raids are jeopardizing many of the transportation services provided by local government.

Currently 60% of STA's funding for priority projects relies on State funds, which may not be available in the next budget for current or future projects. Further efforts to protect transportation funding are critical to the STA for providing transportation services, plans, programs and projects in Solano County. Four STA Board members met with Solano's State Legislators in Sacramento in late February to personally deliver this message.

Facing a current year deficit of nearly \$6 billion, the Governor recently signed a package of bills that was approved by the legislature in Special Session which reshaped State funding for transportation. The "gas tax swap" package, Assembly Bill 2009-10 Eighth Extraordinary Session No. 6 (ABx8 6) and ABx8 9, eliminates the sales tax on gasoline in exchange for an increase in the excise tax. The net effect increases the investment for local streets and roads, the State Transportation Improvement Program (STIP), and State Highway Operations and Protection Program (SHOPP), and transit, while the General Fund will provide an annual funding stream that can be used to pay down bond debt service-without repayment. This was made possible by taking advantage of the temporary sales tax increase which is set to expire on June 30, 2011 as well as the presence of a substantial spillover balance. The legislature will reconvene at some point this Summer to address the remaining \$13 billion shortfall for Fiscal Year (FY) 10-11. The March State Legislative Update (Attachment A) from Shaw-Yoder-Antwih, STA's State legislative advocacy firm, provides more detailed information on the State budget.

Federal

Seven STA Board members (all seven Mayors) met with Solano's Congressional Legislators in Washington, DC March 1-3 to discuss Solano's transportation priorities and FY 2011 Federal transportation appropriations requests. The unified message presented by the STA will help make the congressional members' job easier by clearly identifying our mutual Federal funding priorities.

Congressman George Miller submitted two of STA's requested projects to the Committee (Transit Center at Curtola and Lemon in Vallejo - \$3M and Vacaville Intermodal Station, Phase 2 - \$2M), and Congressman John Garamendi also submitted 2 of the STA's requested projects (Dixon Train Station/Parkway Blvd. Overcrossing - \$2M and Travis AFB North Gate Access Improvements - \$5M). Funding decisions will be made in the fall of 2010; STA staff will provide updates throughout the process.

The March Report (Attachment B) from Akin Gump, STA's Federal legislative advocacy firm, provides more information on the current activities of Congress and the disposition of the Surface Transportation Reauthorization bill.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update – March (Shaw/Yoder/Antwih)
- B. Federal Legislative Update – March (Akin Gump)



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

April 5, 2010

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

RE: STATE LEGISLATIVE UPDATE- SPECIAL SESSION-GAS TAX SWAP

On March 22nd, Governor Schwarzenegger signed Assembly Bill 2009-10 Extraordinary Session No. 6 (ABx8 6) and ABx8 9, otherwise known as the gas tax swap package. The Governor also signed SB 70, which provides the exemption language for certain consumers of diesel fuel from the increase in the sales tax on diesel.

The enacted package does the following:

ABx8 6:

- Eliminates the sales tax on gasoline and increases the excise tax on gasoline by 17.3 cents.
- Beginning in 2011-12, increase the sales tax on diesel fuel by 1.75 percent (5% to 6.75%) and decreases the excise tax on diesel by 4.4 cents in 2011-12 (from 18 to 13.6 cents). The Board of Equalization will adjust this tax annually thereafter to maintain revenue neutrality. This change will generate roughly \$118 million in additional revenue for the Public Transportation Account (PTA) to fund the State Transit Assistance program and other PTA eligible expenditures.

ABx8 9:

- Appropriates \$400 million to transit operators to help fund operations for the remainder of 2009-10 and 2010-11.
- Provides that 75 percent of revenue from the increase on diesel sales tax be directed to transit operators beginning in 2011-12 (roughly \$350 million per year). The amount available for intercity rail and other state purposes will grow, via receipt of 25 percent of the state sales tax on gas and most of the non-Article XIX transportation funds (about \$72 million per year).
- Protects the education funding guarantee (Prop 98).
- Appropriates approximately \$700 million of revenue from the increase gas excise tax to go to bond debt service on an annual basis. The remaining funds will be split as follows: 12% SHOPP, 44% STIP, 44% Local Streets and Roads.
- Temporarily suspends STA efficiency criteria (Section 99314.6 of the Public Utilities Code) after January 1, 2010 through the 2011–12 fiscal year to ensure that STA funds can be used for operations.

SB 70

- Under current law, certain fuel consumers are exempt from excise taxes, others pay a reduced excise rate, and others are exempt from sales tax. Included are the following three groups:
 - Users of “dyed diesel fuel” – the excise tax on diesel fuel is intended for users of the highways system and excludes from the tax those that purchase fuel for off-road use. This would include diesel purchased for railroads, off-road construction equipment, farm equipment, etc.
 - School buses and transit buses – the excise tax on diesel fuel for these vehicles is only one cent per gallon (versus the base rate of 18 cents per gallon).
 - Users of aviation gasoline – aviation gasoline is defined in statute as “motor vehicle fuel” along with regular gasoline. Aviation gasoline is exempt from the sales tax, but pays the excise tax.
- This bill revises the tax provisions, so that the special fuel users would not see any negative tax impact. For example, the users of dyed diesel fuel would be exempt from the increase in the sales tax on diesel fuel, since they would not receive the compensating benefit of a reduction in the excise tax (because they are already exempt from the excise tax).
- The amendments in this bill, relative to the language in ABx8 6, are designed to address concerns raised by railroads and other industry groups that they would see a net tax increase due to existing tax breaks not being fully factored into the language. With the amendments in this bill, the tax changes are not only revenue-neutral overall, but are also revenue neutral for each of the special industry groups.
- Dyed-diesel fuel, which is purchased for off-road purposes, is exempted from the sales tax increase because that fuel is already exempted from the excise tax, and therefore users would not see a compensating tax cut on the excise tax side. Had dyed diesel users been subject to the sales tax increase, their net tax obligation would have increased about \$30 million. Also exempted from the sales tax increase is fuel purchased for school buses and transit buses. Exempting those purchases lowers revenue by about \$3 million.

General Fund Relief from Gas Tax Swap Package:

- ABx8 6 produces General Fund relief of \$219 million in 2009-10, \$929 million in 2010-11, and ongoing GF relief of about \$700 million and growing in the out years.
- In 2009-10:
 - Directs \$140 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds (specifically, Proposition 108 of 1990 bonds, Proposition 1A of 2008, and one-quarter of Proposition 1B of 2006 bonds).
 - Directs \$79 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 of 1990 bonds.

- In 2010-11:
 - Directs \$254 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds.
 - Directs \$72 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 bonds.
 - Directs \$603 million in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three-quarters of Proposition 1B of 2006 bonds.
- In 2011-12 and thereafter:
 - Directs \$727 million (and varying amounts over time) in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three quarters of Proposition 1B of 2006 bonds.

Impact on Highways:

- In 2010-11, this bill would fully backfill for the highway and local road funding lost due to the elimination of the sales tax on gas. An additional \$650 million in 2010-11 gas excise tax funds would be set aside in this bill for future appropriation by the Legislature.
- In 2011-12 and thereafter, the excise tax revenue would provide additional funding for highways and roads. This bill would provide net new revenue to highways and roads of about \$420 million in 2011-12, with new revenue over ten years of about \$3 billion.
- While the excise tax offers fewer protections than Prop 42, the legislature's ability to utilize an average of \$700 million annually off the top without repayment should lessen the desire to dip into the STIP, Local Streets and Roads, or SHOPP allocations.
- The County should receive roughly \$18 million annually to address local streets and roads needs.

Impact on Transit:

- While the proposal eliminates three out of the four funding sources for state funding of public transportation (spillover, Proposition 42, and the sales tax on the Prop 111 gas tax), it will provide local transit operators with a State Transit Assistance program of nearly \$350 million beginning in FY 11-12 (\$348 million) and gradually increases in the out years. SB 70 does not significantly impact transit's share as adopted by ABx8 6 and ABx8 9 (only \$3 million).
- Statewide, each agency can expect to receive its share of the \$400 million allocation to the State Transit Assistance (STA) program. As a result, Benicia should receive roughly \$18,000; Dixon \$5,000; Fairfield \$110,000; Rio Vista \$1,300; and Vallejo \$658,000.
- Since the legislation will not take effect until 90 days after the Governor's signature and the Controller will not have the factors for the distribution of funds until sometime in June, the earliest one can expect to receive funding is June 22nd. It would be safer to assume that checks will be cut by the Controller by the first or second week of July. The Controller will cut a lump sum amount

based on each agencies formula share as is provided in ABx8 9 rather than the traditional quarterly allocation.

- Given the language in ABx8 9 relating to suspension of the STA efficiency criteria, all properties are assured of being able to use STA revenue for operations.

Looking towards the future, the STA program will grow beyond \$350 million beginning in FY 13-14 and intercity rail should continue to be fully funded.

HUTA Deferral

On March 1, the Governor signed ABx8 5, which authorizes the deferral of \$50 million each month from July 2010 through March 2011. Any deferrals must be paid within two business days of April 28th, 2011. Cities and Counties with a population of less than 50,000 are exempt from the HUTA deferral. The bill provides that these deferrals from July 2010 to March 2011 are to be made on a pro rata basis, as determined by the Controller, from all allocations to cities, counties, and cities and counties from the Highway Users Tax Account. It also allows local jurisdictions to borrow against Prop 1B funding but requires any accrued interest to be repaid to purposes consistent with Prop 1B. The HUTA deferral creates \$400 million of cash flow in the current year (FY 09-10).

MEMORANDUM

April 1, 2010

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

In March, we followed-up on funding requests for STA's transportation projects that were submitted in February to members of the STA congressional delegation. We also scheduled meetings for STA Board members and staff with congressional representatives and the Federal Transit Administration, advised on meeting strategy and accompanied the group to meetings. We continued monitoring efforts to extend the surface transportation program and enact multiyear surface transportation legislation and climate change legislation that potentially would provide funding for transportation.

Meetings in Washington, D.C.

On March 2 and 3, STA board members and staff met with members or staff from the offices of Senators Boxer and Feinstein, Representatives George Miller, John Garamendi, and Dan Lungren, and FTA Administrator Matt Welbes. The group advocated for funding of STA's fiscal year 2011 priority projects and discussed surface transportation reauthorization. The group discussed its transportation priorities with Matt Welbes, including proposed transit oriented development and livable communities. Mr. Welbes advised the group that FTA would issue notices of funding availability shortly for bus and bus facilities grants (more than \$300 million available) and energy efficiency and greenhouse gas reduction grants (about \$75 million available). We will advise you when FTA issues the notices.

Fiscal Year 2011 Appropriations Process

Congressman George Miller has announced that he has requested that the House Appropriations Committee provide \$3 million for the Transit Center at Curtola and Lemon and \$2 million for the Vacaville Intermodal Station. Congressman John Garamendi has announced that he requested \$2 million for the Dixon Train Station Overcrossing and \$5 million for the Travis AFB North Gate Access Improvements. Congressman Dan Lungren is not requesting funding for any projects because the House Republicans agreed to a moratorium on earmarks for one year. The Senators will list the projects they requested in late April or early May, after the April 25 deadline for them to submit their priority projects to the Transportation Housing and Urban Development (THUD) Appropriations Subcommittee.

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The House and Senate THUD Appropriations Subcommittee typically mark up their bills in the June or July time frame. We expect that the bills will include earmarks. There is a strong possibility that Congress will not be able to complete work on the transportation and other appropriations bills before the November elections because of a variety of factors, including the divergent of priorities, the contentiousness of the upcoming election and the desire of the members to recess early in October to campaign for reelection. As a result, Congress likely will pass a continuing resolution to fund the government through the election.

Surface Transportation Reauthorization

On March 17, the President signed into law legislation that extends *The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU)* until December 31, 2010 at fiscal year 2009 levels. The extension was enacted as a provision of *The Hiring Incentives to Restore Employment (HIRE) Act*, Public Law No. 111-147, which provides tax relief for businesses hiring new employees. It also transfers \$19.5 billion from the general fund to the Federal Highway Trust Fund to maintain its solvency through 2011. The Act repeals a rescission of unobligated highway program contract authority that was part of SAFETEA-LU, which took place in September, and includes an expansion of the Build America Bonds program for state and local infrastructure.

An open issue remains regarding distribution of funds under the Projects of National and Regional Significance and the National Corridor Infrastructure Improvement programs. The legislation requires that funding under those programs be distributed based on the amount the state received for those programs through earmarks in SAFETEA-LU. This would result in California, Illinois, Louisiana, and Washington receiving 58 percent of the nearly \$1 billion and 22 states receiving no funding. House Transportation and Infrastructure Committee Chair James Oberstar (D-MN) objected during floor debate and Senate Majority Leader Harry Reid agreed to change the distribution in subsequent legislation so that states receive funding based on the federal-aid highway formula. Leader Reid attempted to include the revision in the Federal Aviation Act (FAA) reauthorization bill; however, individual Senators objected and forced the Leader to remove the provision. Leader Reid is planning to offer the revised formula as amendment to another bill. He has requested that DOT withhold distribution of Projects of National and Regional Significance and National Corridor funds until Congress amends the formula.

Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) is holding hearings on issues relevant to the reauthorization. She has stated her intent to draft a bill this year that she will move once the Senate Finance Committee develops a proposal for funding the program. Senator Boxer has stated that her bill will be titled *The Moving Ahead for Progress in the 21st Century Act (MAP-21)*. During the hearings, she has spoken in support of using infrastructure spending to create jobs and expressed an interest in providing additional funding

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for regional multi-modal projects, similar to the TIGER grant program, to promote movement of freight and people. In the Senate, jurisdiction over surface transportation programs is divided among the Environment and Public works (highways), Banking (transit) and Commerce (highway safety, freight movement). The Senate Banking Committee and Commerce Committee have not announced a schedule for drafting their titles of the bill. Senate Commerce Committee Chairman John Rockefeller and Surface Transportation Subcommittee Chairman Frank Lautenberg (D-NJ) introduced legislation (S. 1036) in May 2009 to adopt policies increase the use of intercity passenger rail and the proportion of freight transportation provided by rail and other non-truck modes to reduce vehicular traffic.

While Democrats and Republicans support enacting a multi-year bill to reform transportation policy, they have not resolved the issue of how to finance the bill since the Highway Trust Fund will not have sufficient gas tax revenues to fund the program even at current levels. The House Ways and Means Committee and Senate Finance Committee have not identified a revenue source for the bill and the Obama Administration is opposed to increasing the gasoline tax during the economic recession. On March 26, Chairman Oberstar proposed that the federal government issue \$130 billion in treasury bonds which would be repaid by a future 10 to 15 cent gas tax increase that would take effect in three or four years. Chairman Oberstar's view is that the bond revenues would provide an immediate infusion of cash into the Highway Trust Fund, but would postpone the need to increase the gas tax until the economy recovers. The Administration has not officially commented on Oberstar's proposal.

Rescissions Amendment

On March 16, the Senate voted to adopt an amendment to the FAA reauthorization bill, sponsored by Sen. Russ Feingold (D-WI), to rescind transportation earmarks that are 10 years old, if less than 10 percent of the funding is unobligated. The amendment is expected to rescind about \$478 million in earmarks. Most of the projects that DOT will rescind were authorized in *The Transportation Equity Act for the 21st Century (TEA21)*, which was enacted in 1998. DOT has not released a list of affected projects but it has estimated that it will rescind \$35.7 million for 17 high priority projects in California. The Secretary has the discretion to delay a rescission if he determines that it will obligate the funding within 12-months. The Senate and House have both passed FAA bills. The provision is not in the House bill and the conferees will determine whether to retain it in the final bill. Although we do not believe that any STA projects are impacted, this provision is of interest because Congress may be more likely to impose deadlines on using funding for projects.

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Operating Assistance

On March 26, Senators Sherrod Brown (D-OH) and Ron Wyden (D-OR) introduced legislation (S. 3189) to allow transit agencies more flexibility to use federal grant funding for operating expenses. The bill is a companion to a House bill introduced by Rep. Russ Carnahan (D-MO) and would allow transit agencies to use between 30 to 50 percent of their federal funds for operations. Transit agencies could also use TIGGER (Transit Investments for Greenhouse Gas and Energy Reduction) grants for operating expenses if the agency demonstrates an energy saving or reduction in greenhouse gas emissions. Sen. Brown may offer his bill as an amendment to future jobs legislation or the reauthorization bill.

Climate Change

Senators John Kerry (D-MA), Joseph Lieberman (I-CT) and Lindsey Graham (R-SC) have indicated that they will introduce a compromise climate change bill after the Easter recess. Rather than capping all carbon emissions and establishing a trading system, the bill will regulate industries by sector, beginning with the electric utility industry. Over 60 percent of emissions revenue generated under the bill's "reduction and refund" program will be returned to consumers to reduce the electricity costs. Caps on emissions from the manufacturing sector will take effect four years later. The bill is expected to impose a "linked fee" on transportation fuels based on their carbon emissions. Debate continues over whether a portion of the revenue from the fuels tax will be deposited in the Highway Trust Fund and used for transportation or used for other purposes, such as retirement of the national debt.



DATE: April 6, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior and Disabled Transportation Advisory Committee – Membership Status

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would more than double from 9% at the time of the study to 19%. The study noted that as people age, they become less likely to maintain their driver's license while still needing to be mobile.

The 2009 STA Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing two countywide public forums specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The two Summits were held in June and October 2009.

Nearly 150 people attended each Summit. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees also included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also in attendance.

The objective of the first Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which were not being met, or were at risk for not being met. The second Senior and Disabled Transportation Summit II was held to provide a forum to explore solutions to the challenges facing transportation services and programs for senior and disabled individuals in Solano County. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits. Supervisor Spring proposed the development of a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services (Attachment A). In December, the STA Board approved the establishment, purpose and membership categories of the new committee.

Discussion:

The first meeting of the new Senior and Disabled Advisory Committee will be held May 18, 2010. This Committee is expected to meet twice a year. The committee's membership is broad-based consisting of transit operators, organizations whose clients include seniors and the disabled, as well as STA Board liaisons and Board appointees.

Staff has been working to identify committee members. Many positions have been filled and are shown on Attachment B. At the Summit, comment cards were distributed that some attendees completed and expressed their interest in being on the Committee. STA staff has sent an application to all those individuals and others to fill Committee vacancies. Identifying representatives from medical organizations continues.

Two STA Board liaisons are members of the Committee. Supervisor Spring , as the County representative to the STA Board, is one of the liaisons and the STA Chair Pete Sanchez will select another liaison from one of the seven city representative that serve on the Board.

In addition, each STA Board member has an appointment to make to the Committee. Letters to each Board member were distributed in March along with the names of individuals who were interested in serving on the Committee. Board appointments were requested to be submitted to STA staff by Friday, April 9. To date, Benicia, Dixon, and Vacaville have made appointments to the Committee. The remaining jurisdictions are requested to submit their appointments.

Recommendation:

Informational

Attachments:

- A. Proposed Committee Purpose and Membership
- B. Status of Committee Membership (4/3/10)

**Advisory Committee
for
Solano Seniors, Elderly and Disabled**

Purpose: To provide a countywide forum for coordination and funding of senior and disabled transportation services

Tasks:

- Provide forum for senior and disabled transportation Issues;
- Identify and advise STA, County of Solano, Cities and Senior Coalition on transportation issues for seniors and disabled individuals;
- Provide forum for coordination of senior and disabled transit services and funding for transit providers and non-profits;
- Develop funding priorities for senior and disabled transportation issues to the STA and serve as advisory committee for update on seniors and disability mobility study ; and
- Development of short-term and long-term funding strategy for seniors and disabled transportation.

MEMBERSHIP:

Transit Operators	<ul style="list-style-type: none"> • Benicia Breeze • Dixon Read-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	<ul style="list-style-type: none"> • Health and Social Services • Transportation
Non-Profit	<ul style="list-style-type: none"> • Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Senior Coalition	
Solano Community College	
Medical Providers	<ul style="list-style-type: none"> • Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	<ul style="list-style-type: none"> • Staff • 2 Board Member Liaisons
Members at Large (Eight)	One appointed by each Mayor and one by the Board of Supervisors

STATUS of MEMBERSHIP
(April 3, 2010)

**Advisory Committee
for
Solano Seniors, Elderly and Disabled**

MEMBERSHIP:		
Transit Operators	Benicia Breeze Dixon Read-Ride Fairfield and Suisun Transit Rio Vista Delta Breeze Vacaville City Coach Vallejo Transit	Melissa Bryan Jeff Matheson George Fink John Andoh Brian McLean Jeanine Wooley
County of Solano	Health and Social Services Transportation	Natasha Hamilton Matt Tuggle
Non-Profit	Faith in Action Area Agency on Aging	Robert Fuentes Leanne Martinsen
Paratransit Coordinating Council Representative		Jamie Johnson
Senior Coalition		Rochelle Sherlock
Solano Community College		Judy Nash
Medical Providers	Kaiser North Bay Sutter Solano Dialysis Center Skilled Nursing Facility	Vacant Heather Barlow Vacant Vacant Vacant
STA	Staff 2 Board Member Liaisons	Liz Niedziela Supervisor Spering Vacant
Members at Large (Eight) One appointed by each Mayor and one by the Board of Supervisors:	County of Solano Benicia Dixon Fairfield Rio Vista Suisun City Vacaville Vallejo	Vacant Ellen Kolowich Susan Rotchy Vacant James L. Eckhardt Vacant Katheryn Tuberty Vacant



DATE: April 5, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update

Background:

The STA and partnering agencies are currently developing the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan to coordinate the various plans from agencies with jurisdiction and public interest along the corridor. The STA's partnering agencies include the Bay Area Ridge Trail Council, Caltrans, City of Fairfield, Napa County, Napa County Transportation and Planning Agency (NCTPA), and Solano County. On July 9, 2008, STA was selected for a \$55,000¹ grant from the Bay Area Ridge Trail Council to develop this plan.

The development of the plan began in October 2008 with the selection of consulting firm, Questa Engineering Corporation (Questa). Due to State's bonding capacity limitations in July 2008, STA staff was instructed by the California Coastal Conservancy to stop work immediately due to a freeze on State bond-funded projects. On July 9, 2009, STA staff was authorized to resume work on the project.

STA staff has formed a working group consisting of staff from each partnership agencies. The working group has met two times to review the existing/proposed bicycle and pedestrian facilities within and connecting to the corridor. The Purpose Statement, Goals, and Objectives document has also been completed (Attachment A).

The plan's Purpose Statement is as follows:

"Create a joint vision for a connected transportation system or the non-motorized travel within the Jameson Canyon corridor to facilitate the development of bicycle and pedestrian facilities, including links to the San Francisco Bay Trail and Bay Area Ridge Trail. These facilities will provide regional connections for non-motorized multimodal access, including (but not limited to) pedestrians, bicyclists, mountain bicyclists, skaters, and equestrians."

The goals and objectives focus on creating regional non-motorized connectivity, improving safety, and the preservation of environmental resources.

¹ Fund Source: California State Proposition 84 funds provided to the California Coastal Conservancy

Discussion:

The next steps in the development of the plan are to complete the Opportunities and Constraints Analysis and to identify preferred alignments in the corridor. The working group will review these items at their April meeting. STA Planning staff is organizing a tour of key locations in the corridor to visit and make note of findings prepared by Questa.

STA staff anticipates that the combined tour and working group meeting will be held in late April. After the opportunities, constraints and preferred alignments are identified, Questa will prepare the funding and implementation strategy, followed by the draft of the final plan. STA staff anticipates the completion of the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan by Fall 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Purpose Statement, Goals, and Objectives

**STATE ROUTE 12 (SR 12) JAMESON CANYON CORRIDOR
BICYCLE AND PEDESTRIAN CONNECTIONS PLAN**

PURPOSE STATEMENT, GOALS, AND OBJECTIVES

PURPOSE STATEMENT:

Create a joint vision for a connected transportation system for non-motorized travel within the Jameson Canyon corridor to facilitate the development of bicycle and pedestrian facilities, including links to the San Francisco Bay Trail and Bay Area Ridge Trail. These facilities will provide regional connections for non-motorized multimodal access, including (but not limited to) pedestrians, bicyclists, mountain bicyclists, skaters, and equestrians.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan*, the following goals are/will be established:

GOALS:

1. Strengthen existing partnerships between STA, local and regional stakeholders, and partner agencies to develop a vision for bicycle and pedestrian connections within the SR 12 Jameson Canyon corridor.
2. Define potential routes for bicycle and pedestrian facilities within the SR 12 Jameson Canyon corridor.
3. Provide connections to the existing and planned facilities of partner agencies.
4. Identify potential locations for safe crossings of SR 12.
5. Identify and minimize environmental impact(s), and where possible, enhance the environmental resources, constraints, and amenities of the corridor, which provides connections to Association of Bay Area Governments (ABAG) Priority Conservation Areas (PCAs).
6. Develop design guidelines for trail location, use, width, materials, safety, accessibility¹ and associated facilities.
7. Develop the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* to serve as a master plan or foundation for local and regional agencies to implement projects for non-motorized access within the SR 12 Jameson Canyon corridor.
8. Identify and recommend an implementation strategy that considers land acquisition needs, construction costs, and potential funding strategies. Address long-term management and maintenance of the trail system.

¹ NOTE: STA staff is working with Coastal conservancy staff to address ADA compliance

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

OBJECTIVES:

Goal #1: Strengthen existing partnerships between STA, local and regional stakeholders, and partner agencies to develop a vision for bicycle and pedestrian connections within the SR 12 Jameson Canyon corridor.

Objective 1 – Form a working group with representatives from partner agencies (STA, Bay Area Ridge Trail Council, Caltrans, Napa County Transportation and Planning Agency, Napa County, Solano County, and City of Fairfield to provide input on the Plan.

Objective 2 – Encourage public participation in the planning process through workshops and other means

Goal #2: Define potential routes for bicycle and pedestrian facilities within the SR 12 Jameson Canyon corridor.

Objective 3 – Identify and map potential routes based on applicable plans, environmental considerations, and input from partner agencies.

Objective 4 – Identify project opportunities and constraints, including existing and planned projects, physical conditions, environmental features, land use and safety issues within the corridor.

Objective 5 – Consider existing and planned bikeway and pedestrian facilities within the corridor to determine route location and appropriate connections.

Objective 6 – Identify individual segments, project components and trail links suitable for implementation by each partner as lead agency as part of a coordinated trail system.

Objective 7 – Try to accommodate all forms of non-motorized travel within a single corridor or alignment. If necessary, provide a parallel route to serve trail users.

Goal #3: Provide connections to existing and planned facilities of the partner agencies.

Objective 8 – Develop a consensus on the vision provided by various plans in the local jurisdictions.

Objective 9 – Ensure compatibility with ongoing state and federal projects, including the Caltrans Interstate (I) 80/I-680/SR 12 project.

Goal #4: Identify potential locations for safe crossings of SR 12.

Objective 10 – Identify locations for safe, grade-separated or controlled crossings of SR 12 by pedestrians, bicyclists and where feasible, equestrians.

Goal #5: Identify and minimize environmental impact(s), and where possible, enhance the environmental resources, constraints, and amenities of the corridor, which provides connections to the Association of Bay Area Governments (ABAG) Priority Conservation Areas (PCAs).

Objective 11 – Identify existing environmental resources, constraints, and amenities, based on existing information about the corridor.

Objective 12 – Refer to guidelines from appropriate state and federal regulatory agencies such as California Department of Fish and Game and US Fish and Wildlife Service to identify state/federal-regulated environmental issues associated with trail location, design, and construction.

Objective 13 – Refer to design considerations and implementation protocols provided in Section 9: Funding and Implementation Strategy, and the SR 12 Jameson Canyon Road Widening project, to reduce or avoid trail-related environmental impacts, as well as enhance or improve environmental conditions.

Goal #6: Develop design guidelines for trail use, width, materials, safety, accessibility, and associated facilities.

Objective 14 – Identify standards for trail width, surface, type and usage that are consistent with the guidelines of the partner agencies and management entities.

Objective 15 – Comply with state and federal design and accessibility guidelines to facilitate funding opportunities.

Objective 16 – Identify each partner agency’s signage policies, and provide guidelines for coordinated and consistent trail identification.

Objective 17 – Incorporate equestrian facilities where appropriate, including potential locations for staging areas, trail segments appropriate for use by equestrians and typical section and design details for equestrian-oriented trail segments.

Objective 18 – Include environmental amenities, wayfinding, and interpretive elements.

Goal #7: Develop the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* to serve as a master plan or foundation for local and regional agencies to implement projects for non-motorized access within the SR 12 Jameson Canyon corridor.

Objective 19 – Recommend the adoption of the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* by all partner agencies.

Objective 20 – Recommend to local partner agencies that they adopt the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* and incorporate recommended projects into applicable plans and programs, such as Bicycle and Pedestrian Plans, General Plans, and Capital Improvement Programs.

Objective 21 – Encourage partner agencies consider using the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* when evaluating new development projects, transportation facilities, or other projects within the SR 12 Jameson Canyon corridor.

Goal #8: Identify and recommend an implementation strategy that considers land acquisition needs, construction costs, and potential funding strategies. Address long-term management and maintenance of the trail system.

Objective 22 – Create a list of priority projects for implementation within the corridor.

Objective 23 – Identify local, state and federal funding sources for pedestrian and bikeway improvements that can be received by partner agencies:

- a. Identify current local, regional, state, and federal funding programs, along with funding requirements and deadlines.
- b. Encourage coordinated multi-jurisdictional funding applications for trails within the corridor.
- c. Encourage the local jurisdictions/partner agencies to identify and include SR 12 Jameson Canyon corridor improvements in Capital Improvement Programs.
- d. Develop maintenance strategies to be adopted by partner agencies.

Objective 24 – Strongly encourage trail segments and connections as part of the approved and future transportation improvements and/or development projects, such as road widening, interchanges, land development or facilities improvements within the corridor.

Objective 25 – Support working with other public entities to acquire easements, dedications and/or maintenance agreements for trails within the SR 12 Jameson Canyon corridor.

Objective 26 – Refer to the long-term management and estimated maintenance costs of the trail system and strategy in Section 9: Funding and Implementation Strategy, to address the needs identified in this plan.



DATE: March 31, 2010
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Member Contributions for Fiscal Year (FY) 2010-11

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC) annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2010-11 Local TDA Funds and Contributions from Member Agencies. These amounts reflect a reduction of the TDA contribution to STA of 13.8% (\$58,468) from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2010-11 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2010-11 Fund Estimate (Attachment C).

The Members Contribution has a reduction of .09% (\$2,395). This calculation reflects an adjustment from the prior year estimates (Attachment B) for the actual Gas Tax received by the county agencies for the calendar year 2009. The Members Contributions estimates for FY 2010-11 are based on calendar year 2009 actual Gas Tax Revenues to Solano County (Attachment D).

Estimates for both local TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2010-11 local TDA Funds is \$363,757 and the Members Contributions is \$252,676. In the aggregate, the total TDA and members contribution from the member agencies for the FY 2010-11 has been reduced by 9.0% (\$60,861).

Recommendation

Informational.

Attachments

- A. FY 2010-11 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2010-11.
- C. MTC FY 2010-11 Fund Estimate TDA Funds Solano County (February 24, 2010)
- D. Calendar Year 2009 Gas Tax Revenues for Solano County Agencies



FY 2010-11 Local Transportation Development Act (TDA) Funds and Member Agencies Contributions

TDA Contributions

AGENCY	FY 2010-11 TDA	FY 2009-10 Adjustment	FY 2010-11 Total TDA to STA	FY 2009-10 TDA to STA	% Change
Benicia	25,096	(1,249)	23,847	27,279	-12.6%
Dixon	15,767	(785)	14,982	17,548	-14.6%
Fairfield	95,757	(4,763)	90,994	105,446	-13.7%
Rio Vista	7,240	(361)	6,879	7,364	-6.6%
Suisun City	25,289	(1,258)	24,031	27,707	-13.3%
Vacaville	86,924	(4,323)	82,601	96,254	-14.2%
Vallejo	108,624	(5,402)	103,222	120,921	-14.6%
Solano County	18,104	(901)	17,203	19,706	-12.7%
TOTAL	382,800	(19,042)	363,757	422,225	-13.8%

Members Contributions

AGENCY	FY 2010-11 Members Contribution	FY 2009-10 Adjustment	FY 2010-11 Total Members Contribution Claim	FY 2009-10 Members Contribution	% Change
Benicia	17,128	(563)	16,565	16,479	0.5%
Dixon	10,760	(354)	10,406	10,601	-1.8%
Fairfield	65,353	(2,146)	63,207	63,701	-0.8%
Rio Vista	4,941	(163)	4,778	4,449	7.4%
Suisun City	17,259	(567)	16,692	16,738	-0.3%
Vacaville	59,324	(1,948)	57,376	58,148	-1.3%
Vallejo	74,134	(2,434)	71,700	73,050	-1.8%
Solano County	12,356	(406)	11,950	11,905	0.4%
TOTAL	261,256	(8,581)	252,676	255,071	-0.9%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2010-11 TOTAL	FY 2009-10 TOTAL	% Change
Benicia	23,847	16,565	40,412	43,758	-7.6%
Dixon	14,982	10,406	25,388	28,148	-9.8%
Fairfield	90,994	63,207	154,201	169,147	-8.8%
Rio Vista	6,879	4,778	11,657	11,813	-1.3%
Suisun City	24,031	16,692	40,723	44,445	-8.4%
Vacaville	82,601	57,376	139,977	154,401	-9.3%
Vallejo	103,222	71,700	174,922	193,971	-9.8%
Solano County	17,203	11,950	29,153	31,611	-7.8%
TOTAL	363,757	252,676	616,433	677,294	-9.0%

FY 2010-11 TDA and Members Contributions Indexing Policy

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$14,585,193	TDA	Total TDA to County	\$13,880,127
FY 2009-10	STA Operations (2.7%)	\$393,800	FY 2010-11	STA Operations (2.7%)	\$374,763

February 2008 Estimate

	Agency TDA	Percent	FY 10-11	TDA		Percent	Revised FY	FY 2009-10
			Claim	Adjustment	Total TDA		2009-10	Adjustment
Benicia	\$956,199	0.066	\$25,817	(100,094)	\$856,105	0.066	\$24,569	(1,249)
Dixon	600,726	0.041	16,220	(62,884)	537,842	0.041	15,436	(785)
Fairfield	3,648,477	0.250	98,509	(381,920)	3,266,557	0.250	93,747	(4,763)
Rio Vista	275,841	0.019	7,448	(28,875)	246,966	0.019	7,088	(361)
Suisun City	963,547	0.066	26,016	(100,863)	862,684	0.066	24,758	(1,258)
Vacaville	3,311,904	0.227	89,421	(346,688)	2,965,216	0.227	85,099	(4,323)
Vallejo	4,138,709	0.284	111,745	(433,237)	3,705,472	0.284	106,343	(5,402)
Solano County	<u>689,790</u>	<u>0.047</u>	<u>18,624</u>	<u>(72,208)</u>	<u>617,582</u>	<u>0.047</u>	<u>17,724</u>	<u>(901)</u>
	\$14,585,193	1.000	\$393,800	(\$1,526,769)	\$13,058,424	1.000	\$374,763	(19,042)

TDA	Total TDA to County			\$14,177,784	
FY 2010-11	STA Operations (2.7%)			\$382,800	
February 2009 Estimate					
		FY 2010-11	FY 2009-10		Total TDA Funds
		Estimate	Adjustment		FY 2010-11
Benicia	\$856,129	0.066	\$25,096	(1,249)	23,847
Dixon	537,755	0.041	15,767	(785)	14,982
Fairfield	3,257,193	0.250	95,757	(4,763)	90,994
Rio Vista	251,603	0.019	7,240	(361)	6,879
Suisun City	883,029	0.066	25,289	(1,258)	24,031
Vacaville	2,951,487	0.227	86,924	(4,323)	82,601
Vallejo	3,704,430	0.284	108,624	(5,402)	103,222
Solano County	<u>616,798</u>	<u>0.047</u>	<u>18,104</u>	<u>(901)</u>	<u>17,203</u>
	\$13,058,424	1.000	\$382,800	(\$19,042)	363,757

Members Contribution

Contribution:	Total Gas Tax to County	\$12,849,156	Contribution:	Total Gas Tax to County	\$12,440,742
FY 2009-10	STA Operations (2.1%)	\$269,832	FY 2010-11	STA Operations (2.1%)	\$261,256

Estimate based on Calendar Year 2008

Estimate based on Calendar Year 2009

	Percent	FY 09-10		Percent	FY 09-10
		Claim			Adjustment
Benicia	0.066	\$17,690	Benicia	0.066	\$17,128
Dixon	0.041	11,114	Dixon	0.041	10,760
Fairfield	0.250	67,498	Fairfield	0.250	65,353
Rio Vista	0.019	5,103	Rio Vista	0.019	4,941
Suisun City	0.066	17,826	Suisun City	0.066	17,259
Vacaville	0.227	61,272	Vacaville	0.227	59,324
Vallejo	0.284	76,568	Vallejo	0.284	74,134
Solano County	<u>0.047</u>	<u>12,761</u>	Solano County	<u>0.047</u>	<u>12,356</u>
	1.000	\$269,832		1.000	\$261,256

Contribution:	Total Gas Tax to County			\$12,440,742	
FY 2010-11	STA Operations (2.1%)			\$261,256	
Estimate based on Calendar Year 2009					
		FY 2009-10	Adjustment		Total
					Members Contribution
					FY 2010-11
Benicia	0.066	\$17,128	(\$563)		\$16,565
Dixon	0.041	10,760	(354)		10,406
Fairfield	0.250	65,353	(2,146)		63,207
Rio Vista	0.019	4,941	(163)		4,778
Suisun City	0.066	17,259	(567)		16,692
Vacaville	0.227	59,324	(1,948)		57,376
Vallejo	0.284	74,134	(2,434)		71,700
Solano County	<u>0.047</u>	<u>12,356</u>	<u>(406)</u>		<u>11,950</u>
	1.000	\$261,256	(\$8,581)	142	\$252,676

**FY 2010-11 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

*Attachment A
Res No. 3939
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February 24, 2010*

FY 2009-10 TDA Revenue Estimate Adjustment			FY 2010-11 TDA Estimate
<i>FY 2009-10 Generation Estimates Adjustment</i>			<i>FY 2010-11 County Auditor's Generations Estimate</i>
1. Original County Auditor Estimate (Feb, 09)	15,502,969		13. County Auditor's Estimate
2. Revised County Auditor Estimate (Feb, 10)	13,880,128		
3. Revenue Adjustment (Line 2-1)		(1,622,841)	<i>FY 2010-11 Planning and Administration Charges</i>
<i>FY 2009-10 Planning and Administration Charges Adjustment</i>			14. MTC Administration (0.5% of line 13)
4. MTC Administration (0.5% of line 3)	(8,114)		15. County Administration (0.5% of line 13)
5. County Administration (0.5% of line 3)	(8,114)		16. MTC Planning (3.0% of line 13)
6. MTC Planning (3.0% of line 3)	(48,685)		17. Total Charges (Lines 14+15+16)
7. Total Charges (Lines 4+5+6)		(64,914)	18. TDA Generations Less Charges (Line 13-17)
8. Adjusted Generations Less Charges (Line 3-7)		(1,557,927)	<i>FY 2010-11 TDA Apportionment By Article</i>
<i>FY 2009-10 TDA Adjustment By Article</i>			19. Article 3.0 (2.0% of line 18)
9. Article 3 Adjustment (2.0% of line 8)	(31,159)		20. Funds Remaining (Line 18-19)
10. Funds Remaining (Line 8-9)		(1,526,769)	21. Article 4.5 (5.0% of line 20)
11. Article 4.5 Adjustment (5.0% of line 10)	-		22. TDA Article 4 (Line 20-21)
12. Article 4 Adjustment (Line 10-11)		(1,526,769)	

TDA APPORTIONMENT BY JURISDICTIONS

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=H+I</i>
	6/30/09	FY 2008-09	6/30/09	FY 2008-10	FY 2009 - 10	FY 2009 - 10	FY 2009 - 10	6/30/10	FY 2010 - 11	Total
Apportionment Jurisdictions	Balance (w/o interest) ¹	Interest	Balance (w/interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available For Allocation
Article 3	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4.5										
SUBTOTAL	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4/8										
Benicia	4,077	-	4,077	(38,828)	-	956,199	(100,094)	821,354	856,130	1,677,484
Dixon	-	-	-	(492,555)	-	600,726	(62,884)	45,287	537,755	583,042
Fairfield	5,062,649	85,182	5,147,831	(5,431,976)	-	3,648,477	(381,920)	2,982,412	3,257,193	6,239,605
Rio Vista	206,445	7,170	213,615	(238,598)	-	275,841	(28,875)	221,983	251,603	473,586
Suisun City	1	-	1	(911,634)	-	963,547	(100,863)	(48,950)	883,029	834,079
Vacaville	3,917,117	81,124	3,998,241	(6,353,039)	-	3,311,904	(346,688)	610,418	2,951,487	3,561,905
Vallejo	1	-	1	(1,758,044)	-	4,138,709	(433,237)	1,947,429	3,704,430	5,651,858
Solano County	-	-	-	(150,441)	-	689,791	(72,207)	467,143	616,798	1,083,941
SUBTOTAL	9,190,290	173,476	9,363,766	(15,375,115)	-	14,585,193	(1,526,769)	7,047,075	13,058,424	20,105,500
GRAND TOTAL	9,723,471	188,611	9,912,082	(16,123,344)	-	14,882,850	(1,557,927)	7,113,661	13,391,508	20,438,584

1. Balance as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.



Gas Tax to Solano County
January to December 2009

Allocation:	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Total
Solano County	432,640.93	499,570.23	434,282.31	467,106.39	526,178.18	465,634.65	375,099.97	593,992.03	519,967.71	415,506.00	501,805.81	483,738.99	5,715,523.20
City:													
Benicia	31,311.74	40,632.05	35,283.68	37,878.97	42,497.39	37,628.32	40,383.89	47,480.57	41,653.49	33,501.97	40,222.52	38,760.60	467,235.19
Dixon	19,894.13	25,771.87	22,398.99	24,035.68	26,948.23	23,877.61	25,831.54	30,090.81	26,416.03	21,275.37	25,513.61	24,591.67	296,645.54
Fairfield	118,346.98	153,909.59	133,502.34	143,404.96	161,027.04	142,448.60	140,069.08	180,040.85	157,807.02	126,704.03	152,347.01	146,768.93	1,756,376.43
Rio Vista	9,317.31	12,006.01	10,463.13	11,211.81	12,544.11	11,139.51	12,386.98	14,235.74	12,523.31	10,127.81	12,102.79	11,673.18	139,731.69
Suisun City	31,549.28	40,941.21	35,551.75	38,166.99	42,820.90	37,914.42	41,450.36	48,958.03	42,948.11	34,540.77	41,472.22	39,964.43	476,278.47
Vacaville	107,466.33	139,748.28	121,223.60	130,212.71	146,209.13	129,344.57	125,607.07	163,468.92	143,286.18	115,052.44	138,329.85	133,266.34	1,593,215.42
Vallejo	134,557.46	175,007.76	151,795.76	163,059.38	183,103.41	161,971.58	157,890.63	204,730.47	179,440.86	144,063.09	173,230.45	166,885.70	1,995,736.55
City SubTotal	452,443.23	588,016.77	510,219.25	547,970.50	615,150.21	544,324.61	543,619.55	689,005.39	604,075.00	485,265.48	583,218.45	561,910.85	6,725,219.29
Total County & City	885,084.16	1,087,587.00	944,501.56	1,015,076.89	1,141,328.39	1,009,959.26	918,719.52	1,282,997.42	1,124,042.71	900,771.48	1,085,024.26	1,045,649.84	12,440,742.49
FY 2008	1,198,223.42	1,098,002.80	1,014,665.10	1,076,048.78	1,116,860.26	1,071,096.72	1,141,295.30	1,023,659.06	1,086,311.22	984,129.10	948,341.15	1,090,522.91	12,849,155.82
Variance	(313,139.26)	(10,415.80)	(70,163.54)	(60,971.89)	24,468.13	(61,137.46)	(222,575.78)	259,338.36	37,731.49	(83,357.62)	136,683.11	(44,873.07)	(408,413.33)



DATE: April 5, 2010
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: STA Funding Opportunities Report

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Call for Projects 2010*	Requests for funding limited to \$6,000,000 ; required local <u>cash</u> match: 20% of <u>total project cost</u> .	April 22, 2010
5.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	April 30, 2010
6.	Innovative Grants Program*	Up to \$31 million	Call for Projects Anticipated April 30, 2010
7.	Safe Routes to School Creative Grants Program*	Up to \$2 million	Call for Projects Anticipated April 30, 2010

*New funding opportunity

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are 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://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Detailed Funding Opportunities Summary

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are 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://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Cal for Projects 2010*	Annie Young MTC (510) 817-5754 ayoung@mtc.ca.gov	April 22, 2010 Eligible Applicants: Cities, Counties, or Transit Operators with high-impact projects located in Priority Development Areas (PDAs).	Requests for funding limited to maximum amount of \$6,000,000; required cash local match: 20% of total project cost	The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, an support connectivity between transportation investments and land uses.	Eligible Projects: streetscape projects, non-transportation infrastructure improvements, transportation demand management, and density incentives http://www.mtc.ca.gov/planning/smart_growth/#tlc
Urban Greening for Sustainable Communities Planning Program*	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	April 30, 2010 Eligible Applicants: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$31 million	The program funds approximately a dozen high-impact innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.	Eligible Projects: connections to transportation and air quality improvements, parking management and pricing policies, cleaner vehicles, transportation demand management project
Safe Routes to School Creative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$2 million	The program funds approximately four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.	Eligible Projects: Pilot programs, innovative strategies to further best practices, projects that reduce substantial technical, financial, or political barriers

*New Funding Opportunity

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DATE: April 5, 2010
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Schedule for Calendar Year 2010

Discussion:

Below is the STA Board meeting schedule for Calendar Year 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

DATE	TIME	LOCATION	STATUS
April 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
May 12, 2010	6:00 p.m.	Suisun City Hall	Confirmed
June 9, 2010	6:00 p.m.	Suisun City Hall	Confirmed
July 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

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