



**SOLANO TRANSPORTATION AUTHORITY  
BOARD MEETING AGENDA**

**6:00 p.m., Regular Meeting  
June 9, 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](mailto: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**

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

**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 Sperring 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**

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(6:05 – 6:10 p.m.)

**V. EXECUTIVE DIRECTOR’S REPORT**

Daryl K. Halls

**Pg. 1**

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

(6:10 – 6:20 p.m.)

**A. MTC Report**

Supervisor Spering

**B. Caltrans Report**

**C. STA Reports:**

**1. Presentation of the 2010 Solano Bike to Work Week Winners**

Judy Leaks

**2. Directors Reports:**

**a. Planning**

Robert Macaulay

**b. Transit and Rideshare**

Elizabeth Richards

**VII. CONSENT CALENDAR**

*Recommendation:*

*Approve the following consent items in one motion.*

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

(6:20 - 6:25 p.m.)

**A. STA Board Meeting Minutes of May 12, 2010**

Johanna Masiclat

*Recommendation:*

*Approve STA Board Meeting Minutes of May 12, 2010.*

**Pg. 5**

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 26, 2010**

Johanna Masiclat

*Recommendation:*

*Receive and file.*

**Pg. 15**

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

Susan Furtado

*Recommendation:*

*Receive and file.*

**Pg. 23**

**D. Fiscal Year (FY) 2009-10 Final Budget Revision**

Susan Furtado

*Recommendation:*

*Adopt FY 2009-10 Final Budget Revision as shown in Attachment A.*

**Pg. 27**

- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010** Elizabeth Richards  
Recommendation:  
*Approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A for Vacaville City Coach.*  
**Pg. 31**
- F. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting** Elizabeth Richards  
Recommendation:  
*Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2011 for an amount not-to-exceed \$35,000.*  
**Pg. 35**
- G. Contract Amendment for Transit Project Management Consultant - John Harris** Elizabeth Richards  
Recommendation:  
*Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2011 for an amount not-to-exceed \$15,000.*  
**Pg. 37**
- H. Lifeline Transportation Funding Program** Liz Niedziela  
Recommendation:  
*Authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as shown in Attachment E.*  
**Pg. 39**
- I. Resolution for Allocation of FY 2010-11 Transportation Development Act (TDA) Funds** Liz Niedziela  
Recommendation:  
*Approve Resolution No. 2010-05 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2010-11.*  
**Pg. 47**
- J. Appointment of Paratransit Coordinating Council (PCC) Members** Liz Niedziela  
Recommendation:  
*Appoint Rachel Ford as the Public Agency – Department of Health and Social Services representative and Ted Newton as the Social Service Provider representative to the PCC for a 3-year term.*  
**Pg. 49**

- K. Transportation Planning and Land Use (T-PLUS) Planning Grants** Robert Macaulay
- Recommendation:  
Approve the following
1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
  2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
  3. Authorize the Executive Director to issue a Call for Projects for planning grants.
- Pg. 53**
- L. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy** Sara Woo
- Recommendation:  
Approve the following:
1. Amend the bike funding amount approved for the City of Vacaville’s Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
  2. Reprogram the \$105,000 from Vacaville’s Ulatis Creek Bicycle Path project to Solano County’s Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.
- Pg. 55**
- M. 2011 Transportation Improvement Program (TIP)** Sam Shelton
- Recommendation:  
Approve the following:
1. The 2011 Transportation Improvement Program (TIP) for Solano County’s projects; and
  2. Authorize STA staff to submit the 2011 Transportation Improvement Program (TIP) for Solano County’s projects to the Metropolitan Transportation Commission (MTC) as shown in Attachments A and B.
- Pg. 59**
- N. Project Manager for Jepson Parkway and Redwood Parkway – Fairgrounds Drive Improvements Projects** Janet Adams
- Recommendation:  
Authorize the Executive Director to:
1. Release a Request for Proposals for Project Management Services for the Redwood Parkway – Fairgrounds Drive Improvement Project and the Jepson Parkway Project; and
  2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$75,000 for a one-year term with provisions to extend yearly.
- Pg. 77**

- O. Public Private Partnership Feasibility Study** Janet Adams  
*Recommendation:*  
*Authorize the Executive Director to:*
1. *Execute a Project Management contract with Nancy Whelan Consulting for an amount-not-to exceed \$20,000;*
  2. *Release a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and*
  3. *Enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.*
- Pg. 81**

- P. MTC High School Summer Internship Program** Robert Macaulay  
*Recommendation:*  
*Approve STA's participation in MTC's High School Internship Program, and the use of additional Safe Routes to School funds to hire up to 3 interns at 200 hours each for an amount not-to-exceed \$5,200.*
- Pg. 83**

## **VIII. ACTION FINANCIAL ITEMS**

- A. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2010-11** Elizabeth Richards  
*Recommendation:*  
*Approve STAF allocations for FY 2010-11 as shown in Attachment D.*  
(6:25 – 6:30 p.m.)  
**Pg. 85**
- B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Funding** Sam Shelton  
*Recommendation:*  
*Approve the FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program funding as shown in Attachment A.*  
(6:30 – 6:35 p.m.)  
**Pg. 93**
- C. Award Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project** Dale Dennis,  
STA Project Manager  
*Recommendation:*  
*Approve Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project.*  
(6:35 – 6:40 p.m.)  
**Pg. 97**

## IX. ACTION NON-FINANCIAL ITEMS

- A. State Route (SR) 12 Rio Vista Bridge Study** Daryl K. Halls  
Eric Cordoba,  
STA Project Manager  
Recommendation:  
*Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period.*  
(6:40 – 6:50 p.m.)  
**Pg. 103**
- B. 2010 Congestion Management Program (CMP)** Robert Macaulay  
Recommendation:  
*Adopt the 2010 Solano CMP as specified in Attachment A.*  
(6:50 – 6:55 p.m.)  
**Pg. 107**
- C. Legislative Update** Jayne Bauer  
Recommendation:  
*Approve a position of support for S. 3412, The Public Transportation Preservation Act of 2010.*  
(6:55 – 7:00 p.m.)  
**Pg. 109**

## X. INFORMATIONAL – NO DISCUSSION

- A. 2010 State Transportation Improvement Program (STIP) Update** Janet Adams  
Informational  
**Pg. 127**
- B. Jepson Parkway Update** Janet Adams  
Informational  
**Pg. 133**
- C. Regional Measure 2 (RM 2) Update** Janet Adams  
Informational  
**Pg. 137**
- D. Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 157**
- E. STA Board Meeting Schedule for 2010** Johanna Masielat  
Informational  
**Pg. 165**

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

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

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**MEMORANDUM**

DATE: June 1, 2010  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – June 2010

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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.

**Release of Draft Rio Vista Bridge Study \***

The STA's consultant team, AECOM, has completed the draft Rio Vista Bridge Study that identifies a range of alignment and bridge alternatives. This study was funded by a federal earmark obtained by the City of Rio Vista through Congressman Dan Lundgren. The range of options includes leaving the bridge in its current alignment with options to relocate the bridge both North and South of its present location. STA has engaged in extensive public outreach for the study in the City of Rio Vista and provided two presentations to the Rio Vista City Council. Staff is recommending the draft study be officially released for public comment prior to STA Board adoption of the study in September.

**Status of Safe Routes to School Program and Grants \***

The STA has been successful recently in obtaining \$1.3 million in grant funding to fund various aspects of the Safe Routes to Schools program over the next two years. This includes a combination of critical engineering projects, education, encouragement and enforcement. This funding is a good start for the program and will assist in the STA and the Solano County Office of Public Health to expand the health and safety benefits of the Safe Routes to School program to more schools throughout Solano County. Funding for this program beyond Fiscal Year (FY) 2011-12 is uncertain as the program is currently dependent on one time only grant funds.

**Initial Senior and Disabled Advisory Committee Holds First Meeting**

The initial meeting of the STA's Senior and Disabled Advisory Committee was held on May 18<sup>th</sup>. The Committee reviewed and discussed the current state of the County's paratransit service, the status of funding for senior and disabled mobility services, options for funding service, and the scope of work for STA's update of Countywide Senior and Disabled Transit Plan.

**Funding Next Wave of Transportation Planning and Land Use Projects \***

Staff is recommending the allocation of \$185,000 in Transportation Planning and Land Use (T-Plus) program funds to assist advancing one or more city sponsored projects to be able to compete for future countywide or regional Priority Development Area (PDA)/Transportation for Livable Communities (TLC) construction funds. Candidate projects will be reviewed and recommended by the Alternative Modes Committee prior to consideration by the STA Board.

**Status of Next Phase of I-80/I680/SR 12 Interchange**

STA has been working with the Metropolitan Transportation Commission (MTC) and Caltrans to retain construction cost savings from the Solano I-80 High Occupancy Vehicle (HOV) project to be utilized for the funding of the next phase of the I-80/I-680/SR 12 Interchange. Last month, the California Transportation Commission (CTC) voted to allocate the savings for several state Corridor Mobility Investment Account (CMIA) funded projects. The Bay Area list of recommended CMIA projects identified by MTC included a list of projects with CMIA savings with a recommendation to keep the CMIA savings for each project in the same corridor to continue to provide for additional corridor mobility. The CTC opted to depart from this approach and the I-80 corridor in Solano was one of several Bay Area projects not approved by the CTC for CMIA savings. Staff is continuing to work with staff from the CTC, MTC and Caltrans to dedicate future CMIA savings to the next phase of the I-80/I-680/SR 12 Interchange.

Attachment:

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

<b>A</b>		<b>J</b>	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	<b>L</b>	
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	<b>M</b>	
<b>B</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	<b>N</b>	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
<b>C</b>		NHS	National Highway System
CAF	Clean Air Funds	<b>O</b>	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	<b>P</b>	
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	<b>PMP</b>	
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
<b>D</b>		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
<b>E</b>		<b>R</b>	
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
<b>F</b>		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
<b>G</b>		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
<b>H</b>		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	<b>S</b>	
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
<b>I</b>		<b>SCTA</b>	
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

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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 <sup>st</sup> 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**  
**May 12, 2010**

**I. CALL TO ORDER**

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

**MEMBERS**

<b>PRESENT:</b>	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

**MEMBERS**

<b>ABSENT:</b>	Jim Spering	County of Solano
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**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Bernadette Curry	Interim 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
	Susan Furtado	Accountant and Administrative Services Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Sam Shelton	Project Manager
	Robert Guerrero	Senior Planner
	Sara Woo	Assistant Planner

**ALSO**

**PRESENT:**

*In Alphabetical Order by Last Name:*

Mary Bean	Circle Point
Cliff Covey	County of Solano
Dale Dennis	PDM
George Gwynn Jr.	Resident, City of Fairfield
Mike Hudson	Councilmember, 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
Alysa Majer	City of Suisun City
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Chris Rockway	Mark Thomas & Co.
Scott Steinwert	Circle Point
Vern Van Buskirk	Resident City of Fairfield
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 Vice Chair Price, and a second by Board Member Augustine, the STA Board unanimously approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn, Jr. commented on Mass Transit in Solano County.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Adoption of Two-Year Overall Work Plan (OWP)
- Solano Bike Commuter of the Year and Bike to Work Day 2010
- STA and Advisory Committees Identify Priority Projects for Bikes and Pedestrians
- Updated Napa-Solano Model and RTIF Project List to Guide Nexus Study
- 2009 Intercity Transit Ridership Study Reveals Modest Changes
- Approval of Gordon Waterline Relocation Project

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

**A. MTC Report:**

None presented.

**B. Caltrans Report:**

Janet Adams reported that on February 24, 2010, the California Transportation Commission (CTC) approved the 2010 SHOPP which included a new project, the \$50 million rehabilitation project on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon).

**C. STA Reports:**

**1. Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks**

**2. Directors Reports:**

**a. Planning:**

Robert Macaulay reported that the Congestion Management Program (CMP) will be updated for purposes related to SB 83.

**b. Projects**

Janet Adams reported CTC staff recommended a STIP funding delay for the Jepson Parkway project construction funding by 2 additional years to FY 2014-15.

**c. Transit and Rideshare**

Elizabeth Richards reported on the survey and field work regarding the car/vanpool operations at Curtola Park and Ride in Vallejo and Fairfield Transportation Center (FTC).

**VII. CONSENT CALENDAR**

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

**A. STA Board Meeting Minutes of April 14, 2010**

Recommendation:

Approve STA Board Meeting Minutes of April 14, 2010.

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of April 28, 2010**

Recommendation:

Receive and file.

**C. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010**

Recommendation:

Approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

**D. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11**

Recommendation:

Approve the following:

1. Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

- E. Unmet Transit Needs Comments for FY 2010-11**  
Recommendation:  
Approve the following:
1. FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
  2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.
- F. Safe Routes to Transit Plan Scope of Work**  
Recommendation:  
Authorize the Executive Director to issue a Request for Proposals and enter into a Consultant Contract for an amount not-to-exceed \$30,000 for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.
- G. Regional Transportation Impact Fee (RTIF) Project List**  
Recommendation:  
Approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.
- H. On-Call Model Service Contract**  
Recommendation:  
Authorize the Executive Director to enter an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not-to-exceed \$32,000.
- I. Interim Executive Director for Solano County Transit MOU/JPA**  
Recommendation:  
Contingent upon the approval by the Solano County Transit Coordinating Committee, authorize the Executive Director to execute a contract with Paratransit, Inc. in an amount not-to-exceed \$75,000 for staff services in accordance with the attached scope of work and schedule.
- J. Resolution Determining STA Board to Hear Resolution's of Necessity for I-80 Eastbound Cordelia Truck Scales Relocation Project**  
Recommendation:  
Approve Resolution No. 2010-04 determining that STA Board will hear Resolutions of Necessity for the I-80 Eastbound Cordelia Truck Scales Relocation Project in Solano County.
- K. State Route (SR) 12 Jameson Canyon Co-Project Manager - Contract Amendment**  
Recommendation:  
Authorize the Executive Director to amend the contract with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon Project in an amount not-to-exceed \$265,000 for an additional three year term.

## VIII. ACTION – FINANCIAL ITEMS

### A. Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding

Sara Woo presented the list of recommended Cycle 1 Bicycle Priority Projects. She outlined the funding recommendation for bicycle projects for FY 2010-11 and FY 2011-12 which was presented to the Bicycle Advisory Committee (BAC) at their April 21, 2010 and Technical Advisory Committee at their April 28, 2010 meeting for approval.

#### **Public Comments:**

None presented.

#### **Board Comments:**

None presented.

#### Recommendation:

Approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

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

### B. Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation

Robert Guerrero presented the list of recommended Cycle 1 Pedestrian Priority Projects. He outlined the funding recommendation for pedestrian projects for FY 2010-11 and FY 2011-12 which was presented to the Pedestrian Advisory Committee (BAC) at their April 22, 2010 and Technical Advisory Committee at their April 28, 2010 meeting for approval.

#### **Public Comments:**

None presented.

#### **Board Comments:**

None presented.

#### Recommendation:

Approve the following:

1. Incorporate a 50/50 split in allocating TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A; and
2. Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.

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

## IX. ACTION NON-FINANCIAL ITEMS

### A. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)

Janet Adams and project consultant Scott Steinwert, Circle Point, provided an overview of the environmental review process for the Gordon Water Line Relocation Project which proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the SR 12 and I-80. The consultant team noted that the implementation of the project required a certification of a final EIR.

**Board Comments:**

Board Member Patterson complimented the consultants. She stated that there are 2 aspects of CEQA; one is substance in the subject area and the other process and presentation and it really is an excellent package. She stated that she wished more consultants would do that which would help the public to be able to follow what is going on. This would enable the public to take one document and see the explanation for what is being done to mitigate the potential significant impacts.

**Chairman Sanchez opened the Public Hearing at 6:30 p.m.**

**There being no speakers, the Chair closed the Public Hearing at 6:31 p.m. and referred the matter to the Board for action.**

Recommendation:

**CONDUCT** a public hearing to consider:

1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the Gordon Water Line Relocation Project;

Then:

2. **APPROVE** Resolution No. 2010-01, including certification of the Environmental Impact Report for the Gordon Water Line Relocation Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; and
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

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

**B. Project Technical Report for the Gordon Water Line Relocation Project**

As part of the Environmental Document preparation for the Gordon Water Line Relocation Project, staff recommends the STA Board to use the engineering report or project technical report as a basis for the project approval.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. Project Technical Report for the Gordon Water Line Relocation Project;
2. The Gordon Water Line Relocation Project; and
3. Authorize the Executive Director to advertise one or more construction contracts for the Gordon Water Line Relocation Project for a total amount not to exceed \$2.9 million, including construction management services.

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

**C. Agreements for Gordon Water Line Relocation Project**

Janet Adams noted that agreements with the City of Vallejo, the United States Bureau of Reclamation (USBR) and the Solano Irrigation District (SID) need to be executed prior to awarding a construction contract for the Gordon Water Line Relocation Project. She stated that once STA has completed construction of the relocated Gordon Water Line, the City of Vallejo will become the owner/operator of the waterline and that the Gordon Water Line is being relocated into Rockville Road, which will cross several existing facilities owned and operated by USBR and SID.

Recommendation:

Authorize the Executive Director to finalize and execute separate agreements between STA and the City of Vallejo, USBR and SID as required.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

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

**D. Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2010-11 and 2011-12**

Daryl Halls noted the one added item to STA's Overall Work Plan, a feasibility study to examine public private partnerships opportunities for several of the new and/or expanded transit centers scheduled for scheduled for construction in Solano County over the next 3 to 5 years.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

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

**E. Intercity Transit Ridership Study**

Elizabeth Richards reviewed the Intercity Transit Ridership Study for Fairfield and Suisun (FAST) Transit, Vallejo Transit, and Vallejo Baylink Ferry/Route 200. She cited that the data collected in October and November 2009 consisted of passengers on/off counts to assist in identifying productivity and compare across routes and systems.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the 2009 Intercity Transit Ridership Study Reports as shown in Attachments A, B, and C.

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

**F. 2010 Napa-Solano Travel Demand Model Update**

Robert Macaulay reviewed the Fehr & Peers technical memorandum dated April 19, 2010 regarding the Solano-Napa Model Update – 2010 Validation Summary. He noted that the MTAC voted unanimously to accept the staff recommendation that the STA TAC and STA Board adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehrs technical memorandum including the requested Peadbody Road segment.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Patterson asked questions regarding future use of the model. She asked staff to describe the difference between reasonable and defensible. Robert Macaulay responded that it was not pre-defined, but more a ‘standard of reasonableness’ that professional modelers would recognize when they saw it. She also asked if variables can be added to the model. Robert Macaulay responded yes by stating that variables such as rates of use of transit or carpool, either 2-plus or 3-plus, but that the variables are controlled manually, rather than predicted by the model. Board Member Patterson asked about land use variables. Robert Macaulay responded that land use variables can be changed, including the location and density of residential development, but require careful review to ensure consistency with regional growth forecasts.

Recommendation:

Adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

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

**G. Legislative Update**

Jayne Bauer provided legislative updates and recommended the following positions to the state and federal bills as listed below.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following positions:

- AB 2620 (Eng) - Oppose
- SB 409 (Ducheny) – Support with amendments
- SB 1348 (Steinberg) - Watch
- SB 1418 (Wiggins) – Watch
- SB 1445 (DeSaulnier) – Watch

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

**X. INFORMATIONAL ITEMS**

**A. Senior, Elderly and Disabled Transportation Advisory Committee Status**

Elizabeth Richards reported that STA and County staff have been working to recruit membership for this committee of about two dozen individuals from a cross-section of the County's transportation, senior and disabled services, and STA Board appointees. She announced the initial meeting is scheduled at 1:30 p.m., Tuesday, May 18, 2010 at the Solano County Government Center.

**NO DISCUSSION**

**B. 2011 Transportation Improvement Program (TIP)**

**C. STA Safe Routes to School (SR2S) Update**

**D. Funding Opportunities Summary**

**E. STA Board Meeting Schedule for 2010**

**XI. BOARD MEMBER COMMENTS**

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

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, June 9, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

**Attested by:**



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**Johanna Masiclat  
Clerk of the Board**

**Date**



**TECHNICAL ADVISORY COMMITTEE**  
**DRAFT Minutes for the meeting of**  
**May 26, 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:**

Charlie Knox	City of Benicia
Janet Koster	City of Dixon
Gene Cortright	City of Fairfield
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

**STA Staff Present:**

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Sam Shelton	STA
Johanna Masielat	STA

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

Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City

**II. APPROVAL OF THE AGENDA**

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Janet Adams informed the TAC that staff will be presenting reports to the STA Board in June regarding Project Manager for Jepson Parkway, Redwood Parkway, and the Public, Private, and Partnership Feasibility Study.

Daryl Halls provided an update regarding the evaluation process of new revenue options being discussed and considered by the STA. The Solano Transportation Improvement Authority (STIA) will reconvene on June 9, 2010 to discuss the various options and specific recommendations to bring forward to the STA Board.

### V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved Consent Calendar Items A, and B including minor edits made to Item A, Meeting Minutes of April 28, 2010. Items C, D, and E were pulled for discussion.

**A. Minutes of the TAC Meeting of April 28, 2010**

Recommendation:

Approve TAC Meeting Minutes of April 28, 2010.

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

Recommendation:

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

**C. 2010 Commute Profile**

Elizabeth Richards reviewed the surveys that were conducted and data collected by STA's Project Consultant, Valerie Brock Consulting, in early May for the 2010 Commute Profile for Solano and Napa Counties.

After discussion, the STA TAC voted to table this item to allow time for review and comment of the document at their June meeting.

On a motion by Dan Kasperson, and a second by Janet Koster, the STA TAC approved to table this item until the next meeting in June to allow time for review and comment on the document as needed.

**D. State Transit Assistance Funds (STAF) Status**

Elizabeth Richards reported that legislation (ABX8 6 and ABX8 9) was passed to stop the flow of funds from the Public Transportation Account (PTA) to the STAF. She cited that the legislation was passed and included in the budget package signed by the Governor in March 2010 was a one-time allocation of \$400 million in STAF funds.

At an earlier meeting, the Consortium recommended to add Phase I to the Intercity Taxi Program funding proposal which was originally proposed for just Phase II of the Solano STAF population-based FY 2011 project list. The TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to approve STAF allocations as shown on *revised* Attachment D.

On a motion by Gary Leach, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation as amended and shown above in *bold italics*.

**E. Lifeline Transportation Funding Program**

Liz Niedziela reviewed staff's recommendation to program \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects.

Recommendation:

Forward a recommendation to the STA Board to authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as specified in Attachment E.

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

**VI. ACTION FINANCIAL ITEMS**

**A. Transportation Planning and Land Use (T-PLUS) Planning Grants**

Robert Macaulay outlined staff's recommendation to assist jurisdictions without a designated PDA in developing plans for TLC oriented projects. He cited that staff is proposing to allocate \$35,000 of T-PLUS funds to support similar planning activities in one of the jurisdictions that does not have a designated PDA. He cited that staff plans to have the grant criteria completed by no later than July 19, 2010.

Recommendation:

Forward a recommendation to the STA Board to

1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
3. Authorize the Executive Director to issue a Call for Projects for planning grants.

On a motion by Janet Koster, and a second by Charlie Knox, the STA TAC unanimously approved the recommendation.

**B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Funding**

Sam Shelton stated that due to the lack of eligible engineering projects ready to spend federal air quality funds in FY 2010-11 and FY 2011-12, STA staff recommends programming \$300,000 to Suisun City's Grizzly Island Trail Project and redistributing the available funding to the STA's SR2S education and encouragement program. He noted that \$642,000 in MTC's SR2S CMAQ and ~~\$250,000~~ **\$215,000** in ECMAQ are recommended to be matched with \$142,000 in TDA Article 3 funds and \$30,000 in YSAQMD funds for a total of \$1.064 M

Recommendation:

Forward a recommendation to the STA Board for FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program funding as shown in Attachment A.

Dan Kasperson made the motion to approve the staff recommendation, including amending the ECMAQ amount from \$250,000 to \$215,000. Janet Koster seconded the motion.

Prior to voting, Charlie Knox noted that smaller SR2S projects could not achieve the Metropolitan Transportation Commission's \$250,000 project minimum and asked that STA staff look into the potential to create a programmatic or countywide request for smaller SR2S projects to work around this requirement. Daryl Halls stated that STA staff would follow up with Mr. Knox's request. Mr. Halls noted that the recommended time to attempt to change funding policies would be during MTC's Cycle 2 federal funding program in 2012.

On a motion by Dan Kasperson, and a second by Janet Koster, the STA TAC approved the recommendation via 6 to 1 vote with the City of Benicia voting no.

**C. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy**

Robert Macaulay reviewed the recommended amendment of the bike funding approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000 and the reprogramming of the \$105,000 from Vacaville's Ulatis Creek Bicycle Path project to Solano County's Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.

Recommendation:

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

1. Amend the bike funding amount approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
2. Reprogram the \$105,000 from Vacaville's Ulatis Creek Bicycle Path project to Solano County's Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.

On a motion by Rod Moresco, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as indicated in Attachment A.

**VII. ACTION NON-FINANCIAL ITEMS**

**A. State Route (SR) 12 Rio Vista Bridge Study**

Janet Adams cited that the draft SR 12 Rio Vista Bridge Study has been developed to document the current costs, funding opportunities, corridors and public input. The study is planned be released for a two-month (60-days) public review and comment period at the June 9, 2010 STA Board meeting. She noted that once finalized, the study will be incorporated into the SR 12 Major Investment Study (MIS) that is evaluating the SR 12 corridor from I-80 to I-5.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Rio Vista Bridge Study for a 60-day public comment period.

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

**B. 2011 Transportation Improvement Program (TIP)**

Sam Shelton reviewed the Draft 2011 TIP produced with the following elements; Draft 2011 TIP Project Summary (Projects sorted by Agency and Overview of funding source by fiscal year and delivery phase (e.g., Preliminary Engineering, Environmental, Design, Right-of-Way, Construction) and Draft 2011 TIP listings for all projects, sorted by agency.

Based on input, the STA TAC modified the Draft 2011 TIP to include minor changes to the description of projects and their dollar amounts.

Recommendation:

Forward a recommendation to the STA Board to submit the 2011 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation to include changes made to the projects list and with a stipulation to verify dollar amounts on the Draft 2011 TIP.

**C. 2010 Congestion Management Program (CMP)**

Robert Macaulay provided an update in the development of the 2009 Solano CMP. He summarized staff's proposed amendments to several programs that impact the CMP. He listed them as the Napa-Solano Travel Model Demand, Safe Routes to School, and Senior and Disabled Transit.

Recommendation:

Forward a recommendation to the STA Board to adopt the Amended 2009 Solano CMP provided in Attachment A.

On a motion by Janet Koster, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation.

## **VIII. INFORMATIONAL ITEMS**

### **A. Solano Rail Crossing Inventory**

Robert Macaulay reviewed a list of all railroad and surface street crossings in Solano County, including public and private crossings, formally approved and illegal informal crossings, and at grade and grade separated crossings. He noted that staff is requesting local jurisdictions review, add or correct the information.

### **B. 2010 State Transportation Improvement Program (STIP) Update**

Janet Adams provided an update to the 2010 STIP. She noted that the CTC did not allocate funds (\$2.4 M) to the Jepson Parkway Project due to the on-going State budget crisis. She added that CTC staff recommended that \$30.475 M for the Jepson Parkway Project's Construction Phase 1 (Vanden Road from Peabody to Leisure Town) be delayed two additional years from FY 2012-13 to FY 2014-15.

### **C. Jepson Parkway Update**

Janet Adams reported that the STA is planning to retain a Project Manager for the Jepson Parkway project as it gets ready to move through design and Right-of-Way acquisition. She added that actions to initiate the updated Jepson Parkway Concept Plan will be considered at a future 2010 STA Board meeting following a meeting of the Jepson Parkway Working Group. She noted that action to initiate the procurement of the Project Manager will be considered at the June 2010 STA Board meeting.

### **D. Highway Projects Status Report:**

- 1. I-80/I-680/SR 12 Interchange**
- 2. I-80 Eastbound Cordelia Truck Scales Relocation**
- 3. North Connector**
- 4. I-80 Express Lanes (Red Top Road to I-505)**
- 5. Redwood Parkway – Fairgrounds Drive**
- 6. Jepson Parkway**
- 7. State Route (SR) 12 Jameson Canyon**
- 8. State Route (SR) 12 East SHOPP Project**
- 9. I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)**

Janet Adams provided an update to major highway and reliever route projects in Solano County as listed above.

### **E. Regional Measure 2 (RM 2) Update**

Janet Adams provided an update to Solano County capital RM 2 projects.

## **NO DISCUSSION**

### **F. Legislative Update**

### **G. Funding Opportunities Summary**

**H. STA Board Meeting Highlights of May 12, 2010**

**I. STA Board and Advisory Committee Meeting Schedule  
for 2010**

**IX. ADJOURNMENT**

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 30, 2010.**

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DATE: May 25, 2010  
TO: STA Board  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2009-10 Third Quarter Budget Report

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**Background:**

The Solano Transportation Authority (STA) staff regularly provides the STA Board with budget updates on a quarterly basis. In April 2010, the STA Board was presented with the Second Quarter Budget Report for FY 2009-10.

**Discussion:**

The attached financial report shows the revenue and expenditure activity of the STA for the Third Quarter of FY 2009-10. STA's total program administration and operation expenditures for the Third Quarter are at 38% with total revenues at 50% of the FY 2009-10 budget.

**Revenues:**

Revenues received during the Third Quarter of the fiscal year primarily consist of annual fund advances and quarterly reimbursements. Total revenue of \$20,449,122 (50%) has been billed and received for the third quarter ending March 31, 2010. 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 \$1,051,655 (65%) of budget.** The STA's Management and Operation budget ratio is within the Third Quarter budget projection.
2. **Transit and Rideshare Services/Solano Napa Commuter Info (SNCI) expenditure is at \$757,358 (51%) of budget.** The Bike to Work Campaign is a program activity for spring-summer and expenditures will be reflective by the end of the fiscal year. The Emergency Ride Home (ERH) Program, the Community Based Transportation Plan, Commute Profile, and the Solano Senior & Disabled Transit Plan Update are programs underway. The California Department of Transportation (Caltrans) will contract directly with the cities for the procurement to replace three (3) old Paratransit buses for the City of Dixon and one (1) additional bus for the City of Vallejo using the American Recovery and Reinvestment Act (ARRA) Federal Section 5311. Adjustments to the budget projections will be reflected in the fiscal year final budget revision.
3. **Project Development expenditure is at \$13,060,242 (36%) of budget.** The Safe Routes to School programs, the I-80/I-680/I-780 Operation/Implementation Plan, the Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600, and Jepson Parkway Project activities are ongoing with consultants billing not reflective in the third quarter expenditures. The I-80 High Occupancy Toll (HOT) Lanes Conversion, the

I-80/I-505 HOT Lanes, and I-80 High Occupancy Vehicle (HOV)/Vallejo Fairgrounds Project are in the early stage of the projects and adjustments to the budget projections will be reflected in the fiscal year final budget revision. 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/State Route 12 (SR 12) Interchange, and the I-80 HOV Lanes are underway and are within budget projections.

4. **Strategic Planning expenditure is at \$695,737 (67%) of budget.** Strategic Planning studies such as the SR 12 Major Investment Study (MIS)/Corridor Study, Safe Route to Transit, SR 12 Jameson Canyon Ridge Trail Study, the Climate Change Strategy, and the Transportation for Clean Air (TFCA) Programs are underway and adjustments to the budget projections will be reflected in the fiscal year final budget revision.

In summary, the STA Budget expenditures are within budget and revenues have been received and reimbursed at a rate to cover STA expenditures. Adjustments to budget projections will be reflected in the final budget revision for the fiscal year under a different staff report.

#### **Fiscal Impact**

The Third Quarter Budget for FY 2009-10 is within budget projections for Revenue received of \$20.45 Million (50%) and Expenditures of \$15.56 Million (38%).

#### **Recommendation**

Review and file.

Attachments:

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



**THIRD QUARTER BUDGET REPORT**  
**FY 2009-10**  
**July 1, 2009 through March 31, 2010**

<b>REVENUES</b>			
Description	FY 09-10 Budget	Actual Received YTD	% of Budget
<b>STA Fund</b>			
Members Contribution (Reserve Accounts)	108,000	108,000	100%
Interest		21,285	0%
Members Contribution/Gas Tax	37,355	37,355	100%
Transportation Dev. Act (TDA) Art. 4/8	422,225	316,668	75%
Transportation Dev. Act (TDA) Art. 3	125,000	37,505	30%
State Transit Assistance Fund (STAF)	430,622	430,622	100%
Federal Transportation Administration (FTA) 5311	300,000	-	0%
Surface Transportation Program (STP)	723,000	396,009	55%
SP&R - Operation/Implementation Plan	37,329	-	0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	460,996	180,069	39%
Federal Earmark	37,858	-	0%
Regional Measure (RM) 2- North Connector Design	32,492	16,078	49%
RM 2 - I-80 HOV Lanes	7,839	1,766	23%
RM 2 - I-80 Interchange Project	31,394	28,378	90%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,735	27,245	98%
Transportation for Clean Air (TFCA)	433,772	307,168	71%
Transportation for Clean Air (TFCA) Regional Grant	291,000	-	0%
Eastern Congestion Mitigation & Air Quality (ECMAQ)	127,616	91,081	71%
olo/Solano Air Quality Management District (YSAQMD)	190,000	110,000	58%
Regional Rideshare Program (RRP)	240,000	165,176	69%
Community Based Transit Study (CBTP)	60,000	-	0%
City of Vacaville TDA/STIP swap	725,000	562,500	78%
Capitol Corridor	10,000	3,500	35%
Bay Area Ridge Trails	55,000	9,616	17%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,052	7,790	77%
Local Funds - Cities/County	98,600	48,300	49%
Sponsors	18,000	10,964	61%
<b>Subtotal</b>	<b>\$ 5,040,885</b>	<b>\$ 2,917,075</b>	<b>58%</b>
<b>TFCA Programs</b>			
Transportation for Clean Air (TFCA)	192,490	306,203	159%
Interest		5,203	0%
<b>Subtotal</b>	<b>\$ 192,490</b>	<b>\$ 311,406</b>	<b>162%</b>
<b>Abandoned Vehicle Abatement</b>			
Department of Motor Vehicle (DMV)	325,000	251,873	77%
Interest		949	0%
<b>Subtotal</b>	<b>\$ 325,000</b>	<b>\$ 252,822</b>	<b>78%</b>
<b>I-80 East Bound (EB) Truck Scales Relocation</b>			
RM 2 Funds	8,974,468	5,334,685	59%
Interest		1,650	0%
<b>Subtotal</b>	<b>\$ 8,974,468</b>	<b>\$ 5,336,335</b>	<b>59%</b>
<b>Jepson Parkway Project</b>			
State Transportation Improvement Program (STIP)	2,400,000	3,376	0.1%
STIP/PPM	81,169	3,360	4%
Federal Earmark	492,405	-	0%
Interest		(69)	0%
<b>Subtotal</b>	<b>\$ 2,973,574</b>	<b>\$ 6,667</b>	<b>0.2%</b>
<b>SR 12/Jameson Canyon Project</b>			
State Transportation Improvement Program (STIP)	4,200,000	1,487,577	35%
Interest		5,978	0%
<b>Subtotal</b>	<b>\$ 4,200,000</b>	<b>\$ 1,493,555</b>	<b>36%</b>
<b>I-80/I-680/SR 12 Interchange EIR/EIS</b>			
RM 2 Funds	5,542,380	2,619,524	47%
Interest		1,724	0%
<b>Subtotal</b>	<b>\$ 5,542,380</b>	<b>\$ 2,621,248</b>	<b>47%</b>
<b>North Connector East (Chadbourne Rd/Right of Way)</b>			
RM 2 - Preliminary Engineering	8,320,796	3,838,294	46%
Count of Solano	1,000,000	1,000,000	100%
City of Fairfield	1,725,000	1,814,135	105%
Interest	-	19,131	0%
<b>Subtotal</b>	<b>\$ 11,045,796</b>	<b>\$ 6,671,560</b>	<b>60%</b>
<b>I-80 High Occupancy Toll (HOT) Lanes Conversion</b>			
RM 2 Funds	250,000	-	0%
<b>Subtotal</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>0%</b>
<b>I-80 High Occupancy Toll (HOT) Lanes</b>			
RM 2 Funds	300,000	-	0%
<b>Subtotal</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>0%</b>
<b>I-80 High Occupancy (HOV) Lane/Ramp Metering</b>			
RM 2 - PA/ED Design	992,160	629,011	63%
Interest		826	0%
<b>Subtotal</b>	<b>\$ 992,160</b>	<b>\$ 629,837</b>	<b>63%</b>
<b>I-80 HOV/Vallejo Fairgrounds</b>			
Federal Earmark	600,000	4,610	1%
Local Match Funds - STA STIP/PPM/TDA	50,000	-	0%
Local Funds - Solano County/City of Vallejo	100,000	1,152	1%
Interest	-	85	0%
<b>Subtotal</b>	<b>\$ 750,000</b>	<b>\$ 5,847</b>	<b>1%</b>
<b>Rio Vista Bridge Realignment</b>			
Federal Earmark	246,829	162,177	66%
City of Rio Vista	61,700	40,544	66%
Interest		49	0%
<b>Subtotal</b>	<b>\$ 308,529</b>	<b>\$ 202,770</b>	<b>66%</b>
<b>TOTAL REVENUES</b>	<b>\$ 40,895,282</b>	<b>\$ 20,449,122</b>	<b>50%</b>

<b>EXPENDITURES</b>			
Description	FY 09-10 Budget	Actual Spent YTD	% of Budget
<b>Operations</b>			
Operation Management/Administration	1,454,639	1,019,541	70%
STA Board of Directors Expenditure Plan	45,000	32,114	71%
Contribution to STA Reserve	108,000	0	0%
<b>Total Operations</b>	<b>\$ 1,607,639</b>	<b>\$ 1,051,655</b>	<b>65%</b>
<b>Transit and Rideshare/Solano Napa Commuter Info (SNCI)</b>			
Transit/SNCI Administration	477,421	341,399	72%
Employer/Van Pool Outreach	10,000	5,193	52%
SNCI General Marketing	45,000	40,483	90%
Commuter Challenge	26,000	26,796	103%
Bike to Work Campaign	20,000	300	2%
Bike Links Maps	6,500	6,524	100%
Incentives	15,000	12,131	81%
Emergency Ride Home (ERH) Program	5,000	90	2%
Solano Express	50,000	33,330	67%
Transit Management Administration	213,196	145,031	68%
Community Based Transportation Plan (CBTP)	60,000	0	0%
Lifeline Program	16,000	10,481	66%
Countywide Transit Ridership Study	80,000	78,328	98%
Paratransit Coordinating/PCC	56,650	45,211	80%
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	12,031	80%
<b>Total Transit &amp; Rideshare/SNCI</b>	<b>\$ 1,491,767</b>	<b>\$ 757,328</b>	<b>51%</b>
<b>Project Development</b>			
Project Management/Administration	96,131	90,337	94%
Safe Route to School Program	674,728	69,221	10%
I-80/I-680/I-780 Operation/Implementation Plan	57,207	8,209	14%
Project Study Report (PSR) SR 12/Chrud Rd	60,000	26,993	45%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	205,000	50,353	25%
Jepson Parkway	2,973,574	17,927	0.6%
SR 12 Jameson Canyon Project	4,200,000	1,312,710	31%
I-80/I-680/SR 12 Interchange PA/ED	5,542,380	1,670,132	30%
North Connector East (Chadbourne Rd/Right of Way)	11,045,796	5,001,956	45%
I-80 East Bound (EB) Truck Scales Relocation	8,974,468	4,084,657	46%
I-80 HOV Lanes/Ramp Metering	992,160	542,847	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	94,097	30%
DMV Abandoned Vehicle Abatement	325,000	90,331	28%
<b>Total Project Development</b>	<b>\$ 36,754,973</b>	<b>\$ 13,060,242</b>	<b>36%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	91,903	82,247	89%
Events	15,000	10,712	71%
Model Maintenance	24,000	-	0%
Solano County TLC Program	216,252	82,015	38%
Bike/Ped Master Plan Update	85,000	37,505	44%
SR 12 MIS/Corridor Study	79,987	2,204	3%
Comprehensive Transportation Plan (CTP)/EIR	135,221	78,673	58%
Safe Route to Transit	30,000	-	0%
Solano Rail Crossing Inventory & Improvement Plan	66,050	57,342	87%
SR 12 Jameson Canyon Ridge Trail Study	55,000	-	0%
Climate Change Strategy	50,000	5,700	11%
TFCA Programs	192,490	339,339	176%
<b>Total Strategic Planning</b>	<b>\$ 1,040,903</b>	<b>\$ 695,737</b>	<b>67%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 40,895,282</b>	<b>\$ 15,564,962</b>	<b>38%</b>



## **2010 Budget and Fiscal Reporting Calendar**

### **STA Board Meeting Schedule:**

<b>JUNE</b>	FY 2009-10 3rd Quarter Budget Report FY 2009-10 Final Budget Revision
<b>JULY</b>	FY 2010-11 Budget Revision and FY 2011-12 Proposed Budget Adoption FY 2010-11 Provisionary Indirect Cost Rate Application
<b>AUGUST</b>	No Scheduled STA Board Meeting
<b>SEPTEMBER</b>	FY 2009-10 4th Quarter Budget Report
<b>OCTOBER</b>	FY 2009-10 AVA Annual Report
<b>NOVEMBER</b>	No Scheduled STA Board Meeting
<b>DECEMBER</b>	FY 2010-11 1st Quarter Budget Report FY 2010-11 Mid-Year Budget Revision STA Employee 2011 Benefit Summary Update



DATE: May 26, 2010  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: Fiscal Year (FY) 2009-10 Final Budget Revision

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. This budget is usually revised mid-year and finalized at the end of the fiscal year. In January 2010, the STA Board adopted the FY 2009-10 Mid-Year Budget Revision.

**Discussion:**

Attachment A is the FY 2009-10 proposed Final Budget Revision. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects. The proposed FY 2009-10 Final Budget Revision is balanced, with changes to the approved budget from \$40.90 million to \$36.97 million, a reduction of \$3.92 million. The amount reduced is primarily due to the continuation of projects and on-going construction of the I-80 East Bound Truck Scales Relocation Project and the North Connector Project. Budget changes are summarized as follows:

**FY 2009-10 Revenue Changes**

1. The Members Contribution is also known as the Gas Tax Fund. This revenue funds a percentage of the STA's core operations, Expenditure Plan, Strategic Planning, and Project Development not covered by other planning grants and project revenues. These operations include administrative management and operation cost. An additional amount of \$16,332 is programmed in the final budget for the Expenditure Plan and the amount of \$291,488 is carried over to FY 2010-11.
2. The Transportation Development Act (TDA) Article 3 fund for the Safe Route to School Program (SR2S) is reduced to reflect a carryover amount of \$40,000 to FY 2010-11 for the continuation of its program activities. This fund is used for the development and support of the SR2S bicycle safety education program.
3. The State Transit Assistance Fund (STAF) fund is reduced to reflect a carryover amount of \$50,200 to FY 2010-11 for the continuation of STA's transit and transportation planning efforts for the Solano Senior and Disabled Transit Plan Update and the Safe Routes to Transit.
4. The funding received from the American Recovery and Reinvestment Act (ARRA) Federal Section 5311 in the amount of \$300,000 is removed from the budget to reflect the change in the procurement process for the Paratransit Vehicle Replacement Program to replace three (3) old Paratransit buses for the City of Dixon and one (1) additional bus for the City of Vallejo. The California Department of Transportation (Caltrans) opted to contract directly with the cities for the procurement of these vehicles.

5. The Surface Transportation Program (STP) fund budget is reduced by \$240,691. This amount is carried over to FY 2010-11 for the ongoing different projects and studies, such as the Safe Route to School Program, the Safe Routes to Transit Study, the Redwood Parkway – Fairgrounds Drive Improvement Project, Model Maintenance, and the Climate Change Strategy.
6. The State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) budget for FY 2009-10 is reduced by \$59,777. This amount is carried over to FY 2010-11 for the continuation of the different transit and transportation projects and studies not covered by any specific funding source.
7. The Transportation for Clean Air (TFCA) fund is increased by \$347,044 to reflect the total funds used for the administration and operation of the Transit Rideshare Services/Solano Napa Commuters Information (SNCI), the Safe Route to School Program activities, and the McGary Road Extension/Regional Bike Path and the Union Avenue/Suisun Train Station Pedestrian Safety Improvement projects for the City of Fairfield.
8. The Yolo/Solano Air Quality Management District (YSAQMD) fund budget is reduced by \$63,880 to reflect the carryover funds to FY 2010-11 for the ongoing of the Safe Route to School Program activities and the Climate Change Strategy study.
9. The Community Based Transportation Plan (CBTP) funding for the City of Fairfield and City of Vacaville along with Bay Area Ridge Trails fund for the State Route 12 (SR12) Jameson Canyon Ridge Trail study started late. These studies are now ongoing and are expected to be done in FY 2010-11. Consequently, the CBTP fund is reduced by \$45,000 and the Bay Area Ridge Trail is reduced by \$15,000, and funds are carried over to FY 2010-11.
10. The Jepson Parkway Project has an approved STIP funding budget of \$2.4 million. This fund is not available until the California Transportation Commission (CTC) approves the funding, which is delayed due to the State budget crisis. This funding is taken out of the budget for FY 2009-10 and is reprogrammed for FY 2010-11. In May 2010, the County of Solano approved the funding of \$1.0 million for this project which is now included in budget for FY 2009-10 for the amount of \$300,000 with a carryover amount of \$700,000 to FY 2010-11. In addition, the Federal Earmark and the STIP/PPM funding budget is reduced due to the anticipated delay in starting work by the consultant.
11. The North Connector East Design Preliminary Engineering and Construction funding allocation from the County of Solano is carried over to FY 2010-11 for the continuation of the construction project. The City of Fairfield funding for the construction of a waterline, which is being constructed as part of the North Connector project is increased by \$225,000 to reflect the anticipated actual project activities.

Other revenue changes are made to reflect the anticipated project and program activities for the fiscal year.

### **FY 2009-10 Expenditure Changes**

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. ***The Operation and Management*** total budget is increased by \$33,000. The STA staff has taken action to reduce its expenditures, the STA Operation & Administration budget is reduced by \$25,000 and the STA Board expenditures is reduced by \$2,000. The SB 83 Expenditure Plan is programmed using these savings and additional funding from available Members Contribution funds and STAF for the collection of data and/or to initiate feasibility studies for potential and new transportation revenues options.

2. ***The Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** total budget is reduced by \$409,975. The unexpended TFCA Program fund is carried over to the next fiscal year for the continuation of transit and rideshare services and activities. The budget for the Solano Senior and Disabled Transit Plan Update comes from the STAF for a total amount of \$60,000 and the Community Based Transportation Plan funding is from a Metropolitan Transportation Commission (MTC) grant of \$45,000. These are carried over to FY 2010-11 for the continuation of these studies. The funding received from the ARRA Federal Section 5311 in the amount of \$300,000 is removed from the budget to reflect the change in the procurement process by Caltrans for the Paratransit Vehicle Replacement Program.
3. ***The Project Development*** total budget is reduced by \$3.58 million. The Jepson Parkway Project budget is reduced by \$2.55 million primarily due to the delayed STIP funding of \$2.4 million with the State budget crisis. With the delayed STIP funding in FY 2009-10, the County of Solano funding of \$300,000 is added to the budget and the remaining \$700,000 will be programmed in FY 2010-11. The North Connector Project budget for the right of way activities and the initial construction activities are adjusted to reflect anticipated activities and expenditures of the project and funding from the County of Solano of \$1.0 million is carried over to FY 2010-11 for the continuation of the project. The Safe Route to School Program budget is reduced by \$220,345 and is carried over to the next fiscal year for the continuation of the program.
4. ***The Strategic Planning*** total budget is increased by \$33,953. The Transportation for Clean Air (TFCA) fund is increased by \$347,044 to reflect the total funds used for the administration and operation of the Transit Rideshare Services/Solano Napa Commuters Information (SNCI) and the Safe Routes to School Program activities, and the City of Fairfield funding for the McGary Road Extension/Regional Bike Path and the Union Avenue/Suisun Train Station Pedestrian Safety Improvement projects. The program studies for the Solano Transportation for Livable Communities (TLC) Program, the SR 12 Major Investment Study (MIS)/Corridor Study, the Comprehensive Transportation Plan (CTP), the Safe Route to Transit, SR 12 Jameson Canyon Ridge Trail Study, and the Climate Change Strategy are ongoing and are anticipated to finish in FY 2010-11.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the approved budget for FY 2009-10 is revised to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The total FY 2009-10 budget is reduced by \$3.92 million to reflect funding changes, new and ongoing project studies and activities.

**Recommendation:**

Adopt FY 2009-10 Final Budget Revision as shown in Attachment A.

Attachment:

- A. STA FY 2009-10 Final Budget Revision dated June 9, 2010.



**FY 2009-10 FINAL BUDGET REVISION**

**June 9, 2010**

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 09-10	Proposed FY 09-10	Operations & Administration	Adopted FY 09-10	Proposed FY 09-10
Members Contribution/Gas Tax (Reserve Accounts)	108,000	108,000	Operations Management	1,454,639	1,429,639
Members Contribution/Gas Tax	37,355	53,687	STA Board of Directors/Administration	45,000	43,000
Transportation Dev. Act (TDA) Art. 4/8	422,225	422,225	Expenditure Plan	-	60,000
TDA Art. 3	125,000	85,000	Contributions to STA Reserve Account	108,000	108,000
State Transit Assistance Fund (STAF)	430,622	380,422	<b>Subtotal</b>	<b>\$ 1,607,639</b>	<b>\$ 1,640,639</b>
Federal Transportation Administration (FTA) 5311	300,000	-	<b>Transit and Rideshare Services/SNCI</b>		
Surface Transportation Program (STP)	572,000	331,309	Transit/SNCI Management/Administration	477,421	453,421
STP swap	151,000	151,000	Employer Van Pool Outreach	10,000	8,000
SP&R - Operation/Implementation Plan	37,329	37,329	SNCI General Marketing	45,000	55,000
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	460,996	401,219	Commute Challenge	26,000	27,000
STIP	-	-	Bike to Work Campaign	20,000	20,000
Federal Earmark	37,858	16,577	Bike Links	6,500	6,525
Regional Measure (RM) 2 - North Connector - Design	32,492	23,261	Incentives	15,000	15,000
RM 2 - I-80 HOV Lanes	7,839	4,921	Emergency Ride Home (ERH) Program	5,000	5,000
RM 2 - I-80 Interchange Project	31,394	38,610	Solano Express	50,000	50,000
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,735	36,417	Transit Management Administration	213,196	213,196
Transportation for Clean Air (TFCA)	433,772	337,307	Community Based Transportation Plan (CBTP)	60,000	15,000
TFCA Regional Grant	291,000	291,000	Lifeline Program	16,000	16,000
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	127,616	127,641	Countywide Transit Ridership Study	80,000	80,000
Yolo/Solano Air Quality Management District (YSAQMD)	190,000	126,120	Paratransit Coordinating Council (PCC)	56,650	56,650
Regional Rideshare Program (RRP)	240,000	240,000	Paratransit Vehicle Replacement Program	300,000	-
Community Based Transportation Plan (CBTP)	60,000	15,000	Commute Profile	26,000	26,000
City of Vacaville (swap) TDA	725,000	750,000	Solano Senior & Disable Transit Plan Update	70,000	10,000
Capital Corridor	10,000	10,000	Transit Consolidation Implementation Phase 3	15,000	25,000
Bay Area Ridge Trails	55,000	40,000	<b>Subtotal</b>	<b>\$ 1,491,767</b>	<b>\$ 1,081,792</b>
Abandoned Vehicle Abatement (AVA) Program/DMV	10,052	10,052	<b>Project Development</b>		
Local Funds - Cities/County Sponsors	98,600	90,600	Project Management/Administration	96,131	111,354
	18,000	18,000	Safe Route to School Program	674,728	454,383
<b>Subtotal</b>	<b>\$ 5,040,885</b>	<b>\$ 4,145,697</b>	I-80/I-680/I-780 Operation/Implementation Plan	57,207	57,207
<b>TFCA Program</b>			Project Study Report (PSR) SR 12/Church	60,000	60,000
Transportation for Clean Air (TFCA)	192,490	539,534	Regional Impact Fee (Feasibility Study/AB 1600)	205,000	205,000
<b>Subtotal</b>	<b>\$ 192,490</b>	<b>\$ 539,534</b>	SR 12 Median Barrier Study (MBS)/PSR	-	-
<b>Abandoned Vehicle Abatement Program</b>			Jepson Parkway	2,973,574	425,973
Department of Motor Vehicle (DMV)	325,000	325,000	Jameson Canyon Project	4,200,000	4,200,000
<b>Subtotal</b>	<b>\$ 325,000</b>	<b>\$ 325,000</b>	I-80/I-680/SR 12 Interchange PA/ED	5,542,380	5,542,380
<b>Jepson Parkway Project</b>			North Connector-East (Chadbourne Rd/Right of Way)	11,045,796	10,270,796
State Transportation Improvement Program (STIP)	2,400,000	-	I-80 East Bound (EB) Truck Scales Relocation	8,974,468	8,974,468
STIP/PPM	81,169	30,000	I-80/HOV Lanes/Ramp Metering	992,160	992,160
Federal Earmark	492,405	95,973	I-80 HOT Lanes Conversion	250,000	250,000
County of Solano	0	300,000	I-80/I-505 HOT Lanes	300,000	300,000
<b>Subtotal</b>	<b>\$ 2,973,574</b>	<b>\$ 425,973</b>	I-80 HOV Lanes/Vallejo Fairgrounds	750,000	725,000
<b>I-80 East Bound (EB) Truck Scales Relocation</b>			SR 12 Bridge Realignment Study	308,529	283,529
RM 2 Funds	8,974,468	8,974,468	DMV Abandoned Vehicle Abatement (AVA) Program	325,000	325,000
<b>Subtotal</b>	<b>\$ 8,974,468</b>	<b>\$ 8,974,468</b>	<b>Subtotal</b>	<b>\$ 36,754,973</b>	<b>\$ 33,177,250</b>
<b>Jameson Canyon Project</b>			<b>Strategic Planning</b>		
STIP/TCRP	4,200,000	4,200,000	Planning Management/Administration	91,903	89,194
<b>Subtotal</b>	<b>\$ 4,200,000</b>	<b>\$ 4,200,000</b>	Events	15,000	10,800
<b>I-80 High Occupancy Vehicle (HOV) Lane/Ramp Metering</b>			Model Development/Maintenance	24,000	4,000
PA/ED Design RM-2	992,160	992,160	Solano County TLC Program	216,252	141,505
<b>Subtotal</b>	<b>\$ 992,160</b>	<b>\$ 992,160</b>	Bike/Ped Master Plan Update	85,000	85,000
<b>North Connector East (Chadbourne Rd/Right of Way)</b>			SR 12 MIS/Corridor Study	79,987	4,987
Preliminary Engineering/Right of Way - RM-2 Funds	8,320,796	8,320,796	SR 29 MIS/Corridor Study	-	-
County of Solano	1,000,000	-	Comprehensive Transportation Plan (CTP)/EIR	135,221	78,786
City of Fairfield	1,725,000	1,950,000	Safe Route to Transit	30,000	5,000
<b>Subtotal</b>	<b>\$ 11,045,796</b>	<b>\$ 10,270,796</b>	Solano Rail Crossing Inventory & Improvement Plan	66,050	66,050
<b>I-80/I-680/SR 12 Interchange EIR/EIS</b>			SR 12 Jameson Canyon Ridge Trail Study	55,000	40,000
RM 2 Funds	5,542,380	5,542,380	Climate Change Strategy	50,000	10,000
<b>Subtotal</b>	<b>\$ 5,542,380</b>	<b>\$ 5,542,380</b>	TFCA Programs	192,490	539,534
<b>I-80 High Occupancy Toll (HOT) Lanes Conversion</b>			<b>Subtotal</b>	<b>\$ 1,040,903</b>	<b>\$ 1,074,856</b>
RM 2 Funds	250,000	250,000	<b>TOTAL, ALL EXPENDITURES</b>		
<b>Subtotal</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>		<b>\$ 40,895,282</b>	<b>\$ 36,974,537</b>
<b>I-80/I-505 High Occupancy Toll (HOT) Lanes</b>			<b>TOTAL, ALL REVENUE</b>		
RM 2 Funds	300,000	300,000		<b>\$ 40,895,282</b>	<b>\$ 36,974,537</b>
<b>Subtotal</b>	<b>\$ 300,000</b>	<b>\$ 300,000</b>			
<b>SR 12 Bridge Realignment</b>					
Federal Earmark	246,829	226,829			
City of Rio Vista	61,700	56,700			
<b>Subtotal</b>	<b>\$ 308,529</b>	<b>\$ 283,529</b>			
<b>I-80 HOV/Vallejo Fairgrounds</b>					
Federal Earmark	600,000	600,000			
Local Match Funds-STA	50,000	25,000			
Local Match Funds-Solano County/City of Vallejo	100,000	100,000			
<b>Subtotal</b>	<b>\$ 750,000</b>	<b>\$ 725,000</b>			



DATE: May 27, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010

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**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. The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The 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, the MTC ‘available for allocation’ estimates needed further adjustment to take these later allocations into account. A column has been added to the TDA matrix to take these into account.

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 revenues 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.

**Discussion:**

The TDA matrix is developed and updated 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. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding agreement. The Board approved the shares for FY 2010-11 at their May 2010 Board meeting and these have been included on the TDA matrix. Also in May, the STA Board approved the multiple operators’ TDA shares for the new intercity taxi program.

The City of Vacaville has recently prepared their TDA claim for FY 2010-11. Vacaville is claiming TDA for both operating and capital needs. Nearly \$1 million is being claimed for operating and \$1.2 million is being claimed for capital. Vacaville’s claim has been added to

and is consistent with, the TDA matrix. This is the first TDA claim submitted for FY 2010-11 and is only update at this time. The Consortium and TAC recommended approval of this item at their meetings on May 26, 2010.

**Fiscal Impact:**

No impact to STA Budget.

**Recommendation:**

Approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A for Vacaville City Coach.

Attachment:

- A. FY 2010-11 TDA Matrix – June 2010 (An enlarged color copy has been provided to the Board members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)



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DATE: May 28, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Contract Amendment for Transit and Funding Consultant -  
Nancy Whelan Consulting

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**Background:**

In July 2001, the STA Board selected Nancy Whelan, of Nancy Whelan Consulting (NWC), to serve as a Transit and Funding Consultant. Several contract amendments have extended NWC's contract through June 30, 2010. NWC has continued to provide a high level of expertise and has successfully assisted the STA in completing several transit projects. Specifically, in the past year NWC has provided invaluable expertise and support for the successful intercity transit funding agreement effort and substantial support in terms of financial expertise for the Solano County Transit consolidation effort with Benicia and Vallejo.

**Discussion:**

NWC continues to serve multiple roles offering transit finance and technical assistance to the STA. NWC has provided critical support in the development of the first five Intercity Transit Funding agreements and the reconciliation process. This support will be needed to work on the upcoming Intercity Transit Funding agreement.

NWC has done a quality job in performing transit finance and other fund management tasks in support of STA staff and the transit operators. WC will continue to provide technical support on the completion of the Solano County Transit consolidation effort as well as on the upcoming analysis of consolidating interregional transit routes. Staff is recommending this contract amendment be extended until June 30, 2011 for a not-to-exceed amount of \$35,000.

**Fiscal Impact:**

The fiscal impact for the contract is \$35,000 and will be covered by Transportation Development Act (TDA) funds already included in the STA's FY 2010-11 budget.

**Recommendation:**

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2011 for an amount not-to-exceed \$35,000.

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DATE: May 28, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Contract Amendment for Transit Project Management Consultant -  
John Harris

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**Background:**

John Harris has extensive experience in the field of transit. He worked for many years at the Contra Costa County Transit Agency (CCCTA) and Vallejo Transit from which he retired. Having held positions as a transit agency Finance Officer and Transit Superintendent, he brings hands-on transit management knowledge in the Bay Area and Solano County.

In Fiscal Year (FY) 2006-07, John Harris was retained by the STA to serve as the project manager for the Transit Consolidation study that was initiated in early 2007. The contract was for \$20,000 with a term through December 2007 and was subsequently amended to continue services through June 2008. John Harris' services have been renewed annually with the Board's approval through June 30, 2010.

John Harris has been providing key Project Management on the Transit Consolidation Study. This complex study has been moved along at an alternating quick and deliberate pace that has been in part possible due to John's expertise, availability and flexibility to support the project.

**Discussion:**

Phase II of this study was completed in June 2009. In June 2009, the STA Board approved a series of recommendations with one being to pursue consolidation of Benicia and Vallejo Transit. Toward that end, there have been numerous meetings between the two jurisdictions and the STA at the policy, management, and technical levels over the past year. Mr. Harris has been providing support to this Solano County Transit (SolTrans) effort which has resulted in the execution of a Memorandum of Understanding (MOU). A Joint Powers Agreement (JPA) has been approved by the SolTrans Policy Committee and an accompanying Business Plan is nearing completion with Mr. Harris' assistance.

With the SolTrans effort on the verge of creating a JPA with its own staff to begin functioning as a new organization, STA efforts will shift to focus on another June 2009 STA Board recommendation which was to pursue a consolidation of Solano interregional transit routes. John Harris is recommended to provide consultant support to manage this effort.

Staff is recommending this contract be amended to extend until June 30, 2011 for a not-to-exceed amount of \$15,000.

**Fiscal Impact:**

The fiscal impact for the contract is \$15,000 and will be covered by Transportation Development Act (TDA) funds included in the STA's FY 2010-11 budget.

**Recommendation:**

Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2011 for an amount not-to-exceed \$15,000.



DATE: May 27, 2010  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Lifeline Transportation Funding Program

---

**Background:**

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

MTC allocated Federal Job Access Reverse Commute (JARC), Proposition 1B, and State Transit Assistance Funds (STAF) funds to the Lifeline program. The STAF funding was reduced after the FY 2008-09 State budget was finalized and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated Tier 2 completely. The total STAF made available to Solano's Lifeline Program in the last cycle was \$1,044,776 reduced from the original \$1.9 million. STA announced a call for projects and applicants submitted Lifeline applications to be evaluated.

A Lifeline Advisory Committee was appointed by the STA Board to evaluate and prioritize the Lifeline projects. In 2008, Lifeline STAF funds were made available for allocation; the Lifeline Committee reviewed the project applications and developed a consensus recommendation to the STA Board (Attachment A). With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need, their consistency with the priorities of the Community Based Transportation Plan and other criteria approved by the Board on September and December 2008.

With the reduced amount of STAF/Lifeline funds available, the first two priority projects (Vallejo Transit's Rt. 85 and Rt. 1) could be funded for three years and the third project (Dixon's Weekday/Saturday Read-Ride service) could be partially funded for one year (Attachment B). Dixon received \$69,776 of the \$384,645 requested.

MTC announced in September 2009 that supplemental STAF/Lifeline funds of \$228,698 designated for Solano have been made available and could be programmed for use. Using the prioritized list approved by the Board, the next project applicant was Dixon Read-Ride since they were not fully funded. Dixon indicated the funds were still needed and the STA

Board approved Dixon Read-Ride to claim the funding for existing Saturday and Weekday service for the period of three years. After receiving the supplemental STAF funds, Dixon Read-Ride was only \$86,171 short of the original requested amount (Attachment C).

**Discussion:**

Included in the ABX8 6 and ABX8 9 State Budget package signed by the Governor in March, was a one-time allocation of \$400 million in STAF funding to provide public transit funding for both FY 2009–10 and FY 2010–11. The estimated amount available to the Lifeline Program for Solano is \$616,070 (Attachment D).

MTC received preliminary feedback both from transit operators and from CMA staff responsible for administering the Lifeline program that getting these funds out quickly was of paramount concern given many transit operators' financial challenges. In reviewing the priority list approved by the STA Board in 2008, Dixon Read-Ride was not fully funded by \$86,171. After funding Dixon, the funds could be applied to continue another year of funding for the top three priority projects of Vallejo Transit Route 85, and Route 1, Dixon Read-Ride weekday and Saturday service. With the remaining funds of \$68,385, it could fund the 4<sup>th</sup> priority project of Fairfield and Suisun Transit Route 30 Saturday service.

On May 26, 2010, the SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) approved the staff recommendation.

**Fiscal Impact:**

STA staff is recommending the programming of STAF Lifeline Funds that have been allocated to Solano County by MTC. There is no impact on the STA budget.

**Recommendation:**

Authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as shown in Attachment E.

Attachments:

- A. Prioritized Lifeline Projects for Solano County FY 2008-2011
- B. Lifeline Projects Approved by STA Board December 2008
- C. Supplemental Funding Lifeline Funding Approved by STA Board September 2009
- D. MTC Lifeline FY10 & FY11 STA Funds Memo
- E. Draft STAF Lifeline Projects for FY 2009-10 and FY 2010-11

Solano County  
Recommended Lifeline Projects  
2009-2011

<b>STAF Lifeline</b>			Tier 1		Tier 1	Tier 2	Total/Project	
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Vallejo	Route 85	Existing	\$ 125,000	\$ 125,000	\$ 250,000	\$ 125,000	\$ 375,000
2	Vallejo	Route 1	Existing	\$ 200,000	\$ 200,000	\$ 400,000	\$ 200,000	\$ 600,000
3	Dixon	Saturday/Weekday Service	Existing	\$ 111,617	\$ 136,514	\$ 248,131	\$ 136,514	\$ 384,645
4	Fairfield	Route 30 Saturday Service	Existing	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000
5	STA	Spanish Translation	New	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 50,000
6	Fairfield	Downtown Flex Shuttle	New	\$ 90,000	\$ 90,000	\$ 180,000	\$ 90,000	\$ 270,000
7	Vallejo	Taxi Scrip	Existing	\$ 55,292	\$ 55,292	\$ 110,584	\$ 20,411	\$ 130,995
			Sub total	\$ 581,909	\$ 681,806	\$ 1,263,715	\$ 646,925	\$ 1,910,640
			Total by Tier		\$ 1,263,715		\$ 646,925	\$ 1,910,640
			<b>Available</b>		<b>\$ 1,263,715</b>		<b>\$ 646,925</b>	<b>\$ 1,910,640</b>
			<b>Difference</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

8	Benicia	Route 22	Existing	\$ 60,000	\$ 60,000		\$ 60,000	\$ 180,000
9	Rio Vista	Route 50	Existing	\$ -	\$ 50,000		\$ 52,000	\$ 102,000

<b>Prop 1B Lifeline</b>			Tier 1			Tier 2	Total/Project	
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Dixon	Van	Existing	\$ 60,000		\$ 60,000		\$ 60,000
2	Fairfield	Shelters	New/Existing	\$ 300,000		\$ 300,000	\$ 110,000	\$ 410,000
3	Vallejo	Shelters	New/Existing	\$ 85,147	\$ 275,863	\$ 361,010	\$ 400,004	\$ 761,014
4	Vacaville	Shelters	New	\$ 109,800		\$ 109,800		\$ 109,800
5	Dixon	Van (local match)	Existing		\$ 15,000	\$ 15,000		\$ 15,000
6	Fairfield	Replacement Vehicles	Existing	\$ 41,600		\$ 41,600		\$ 41,600
7	Fairfield	Downtown Flex Shuttle	New				\$ 60,000	\$ 60,000
			Sub total	\$ 596,547	\$ 290,863		\$ 570,004	\$ 1,457,414
			Total by Tier		\$ 887,410		\$ 570,004	\$ 1,457,414
			<b>Available</b>		<b>\$ 887,410</b>		<b>\$ 570,004</b>	<b>\$ 1,457,414</b>
			<b>Difference</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ -</b>

## LIFELINE FUNDING TIER 1

Funding Source	Grant Recipient	Operating Funds	Project Description	Total
JARC	Vallejo Transit	2 Years	Extending Route 5 to serve Vallejo campus of Solano Community College	\$250,000
JARC	Benicia CAC	2 Years	DRIVES/CARS - Assisting low income families to acquire a car to commute to work	\$30,000
JARC	FAST		Installation of Bike Racks onto MCI express route buses	\$45,000
JARC	FAST	1 Year	Route 2 Frequency for Travis AFB Shuttle	\$91,834
			<b>TOTAL JARC</b>	<b>\$416,834</b>
STAF	Vallejo Transit	3 Years	Route 85 - Sustaining Service	\$ 375,000
STAF	Vallejo Transit	3 Years	Route 1 - Sustaining Service	\$ 600,000
STAF	Dixon Read-Ride	3 Years	Saturday Service continued	\$ 69,776
			<b>TOTAL STAF</b>	<b>\$ 1,044,776</b>
Prop 1B	Dixon Read-Ride		Bus Replacement	\$ 60,000
Prop 1B	FAST		Bus Stop and Shelter Improvements	\$ 410,000
Prop 1B	Vallejo Transit		Bus Shelters	\$ 761,014
Prop 1B	Vacaville City Coach		Bus Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride		Bus (local match)	\$ 15,000
Prop 1B	FAST		Replacement Vehicle	\$ 41,600
Prop 1B	FAST		Downtown Flex Shuttle	\$ 60,000
			<b>TOTAL PROP 1B</b>	<b>\$ 1,457,414</b>
<b>TOTAL Lifeline Funds Awarded</b>				<b>\$ 2,919,024</b>

**LIFELINE FUNDING**

			<b>Total</b>
JARC	Vallejo Transit	Expanding Route 5 to Vallejo Campus	\$250,000
JARC	Benicia CAC	DRIVES/CARS Programs	\$30,000
JARC	FAST	Installation of MCI Luggage/Bike Racks	\$45,000
JARC	FAST	Route 2 Frequency for Travis AFB Shuttle	\$91,834
<b>TOTAL JARC</b>			<b>\$416,834</b>
STAF	Vallejo Transit	Route 85 - Sustaining	\$ 375,000
STAF	Vallejo Transit	Route 1 - Sustaining	\$ 600,000
STAF	Dixon Read-Ride	Saturday and Weekday Service	\$ 298,474
<b>TOTAL STAF</b>			<b>\$ 1,273,474</b>
Prop 1B	Dixon Read-Ride	Bus Replacement	\$ 60,000
Prop 1B	FAST	Shelters	\$ 419,088
Prop 1B	Vallejo Transit	Shelters	\$ 761,014
Prop 1B	Vacaville City Coach	Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride	Bus (local match)	\$ 15,000
Prop 1B	FAST	Replacement Vehicle	\$ 41,600
Prop 1B	FAST	Downtown Flex Shuttle	\$ 60,000
<b>TOTAL PROP 1B</b>			<b>\$ 1,466,502</b>
<b>TOTAL Lifeline Funds Awarded</b>			<b>\$ 3,156,810</b>



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Transit Finance Working Group

DATE: May 5, 2010

FR: Jennifer Yeamans

RE: Lifeline FY10 & FY11 STA Funds

### **Background**

The Second Cycle Lifeline Transportation Program includes State Transit Assistance (STA), Proposition 1B, and FTA JARC funding for the three-year period FY 09–11, and is administered locally by county Congestion Management Agencies (CMAs). State reductions to the STA program during the Second Cycle resulted in a net loss of \$12.8 million in Years 2 and 3 of the program.

Included in the AB6 and AB9 budget package signed by the Governor in March, was a one-time allocation of \$400 million in STA funding to provide public transit funding for both Fiscal Years 2009–10 and 2010–11. Per the STA Consolidated Policy, the estimated amounts available to the Lifeline Program by county are:

<b>County</b>	<b>FY 10 &amp; 11</b>
Alameda	\$3,069,147
Contra Costa	\$1,400,158
Marin	\$302,434
Napa	\$190,422
San Francisco	\$1,691,391
San Mateo	\$795,290
Santa Clara	\$2,430,675
Solano	\$616,070
Sonoma	\$705,680
<b>Total</b>	<b>\$11,201,265</b>

Staff received preliminary feedback both from transit operators and from CMA staff responsible for administering the Lifeline program that getting these funds out quickly was of paramount concern given many transit operators' financial challenges.

### **Recommendation**

- 1) Conduct a streamlined, interim programming exercise outside of the Cycle 2 Lifeline program to allow transit operators to claim available FY10 & FY11 Lifeline STA funds directly, concurrent with the June revision of the FY11 Fund Estimate. This approach suspends the existing Lifeline program guidelines for a one-year period. As part of this recommendation, transit operators would be asked to provide justification/rationale for how the funds allocated will meet Lifeline goals.
  - In counties with multiple operators, CMAs will work with transit operators to develop a distribution mechanism for the county's available funding. MTC will not approve allocation requests from operators in these counties until board actions confirming the distribution amounts are received from CMAs.

- For transit operators that serve multiple counties, CMAs will be encouraged to coordinate their discussions of distributions to address these agencies’ Lifeline operating needs.

2) Roll FY12 and future STA funds into a later Cycle 3 program, to be programmed in mid-2011 following an outside evaluation of the Lifeline program.

MTC staff is still considering the programming of FY11 Proposition 1B funds for Lifeline, which will not be part of the interim FY10 & FY11 STA programming process. Staff is interested in feedback on this and will present a recommendation for FY11 Prop. 1B Lifeline funds at a later date.

Staff plans to bring this recommendation to the Commission for approval in June concurrent with the revision of the FY11 Fund Estimate.

**Next Steps**

Below is the proposed schedule for distribution and disbursement of the FY10 & FY11 Lifeline STA funds:

May	CMAs in counties with multiple transit operators initiate discussions with agencies on funding distribution mechanisms for Lifeline transit needs, and notify MTC of planned next steps.
June 23	Commission approves revised FY11 Fund Estimate and MTC policy on STA Lifeline fund distribution for FY10–11.
June 23– September 30	<p>Transit operators in counties with a single operator may submit claims as soon as the revised FY11 Fund Estimate and Lifeline FY10–11 STA policy are approved.</p> <p>Operators in counties with multiple operators may make claims as soon as CMAs’ approved distributions for operators within their counties are received by MTC following Commission adoption of the FY11 Fund Estimate and Lifeline FY10–11 STA policy. CMAs are responsible for notifying transit operators when their board actions have been forwarded to MTC.</p>

Lifeline Proposal 2010

**STAF Lifeline**

Operator	Project	Tier 1		Tier 2	Total/Project	Awarded	Proposal	
		Year 1	Year 2	Year 3				
1	Vallejo Route 85	\$ 125,000	\$ 125,000	\$ 125,000	\$ 375,000	\$ 375,000	\$ 125,000	
2	Vallejo Route 1	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000	\$ 600,000	\$ 200,000	
3	*Dixon Saturday/Weekday Service	\$ 111,617	\$ 136,514	\$ 136,514	\$ 384,645	\$ 298,474	\$ 222,685	
4	Fairfield Route 30 Saturday Service	\$ -	\$ 50,000	\$ 50,000	\$ 100,000	\$ -	\$ 68,385	
5	STA Spanish Translation	\$ -	\$ 25,000	\$ 25,000	\$ 50,000	\$ -		
6	Fairfield Downtown Flex Shuttle	\$ 90,000	\$ 90,000	\$ 90,000	\$ 270,000	\$ -		
7	Vallejo Taxi Scrip	\$ 55,292	\$ 55,292	\$ 20,411	\$ 130,995	\$ -		
8	Benicia Route 22	\$ 60,000	\$ 60,000	\$ 60,000	\$ 180,000	\$ -		
9	Rio Vista Route 50	\$ -	\$ 50,000	\$ 52,000	\$ 102,000	\$ -		
						<b>\$ 1,273,474</b>	<b>\$ 616,070</b>	
*Dixon	Saturday/Weekday Service	is short \$86,171 from being fully funded.						\$ 616,070

P1 Supplement the remaining amount of \$86,171 to Dixon Read-Ride that was not fully funded from previous cycle - Continue to fund prioritized lifeline projects for one year.



DATE: May 24, 2010  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Resolution for Allocation of FY 2010-11 Transportation Development Act (TDA) Funds

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**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 by all the agencies in Solano County.

The TDA contribution is based on Metropolitan Commission (MTC) annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the members for transit management and planning expense. In 2009, STA sponsored legislation, AB 1219 (Evans) authorizing STA to directly claim TDA funds from MTC for those purposes.

Each year, STA member agencies provide contributions for STA transit planning studies from TDA funds. TDA funds are used to support a percentage of the STA's core transit studies. Some of these projects include administrative staff time and benefits dedicated to transit related activities, transit marketing services and supplies, and transit studies.

**Discussion:**

On May 12, 2010, the STA Board approved the TDA matrix and funds allocations within Solano County for FY 2010-11. A total of \$363,759 in TDA was identified for the STA's claim.

A TDA Claim must be completed by the STA staff and submitted to the Metropolitan Transportation Commission (MTC) in order to access the funds. As part of the application process, a resolution from the STA Board must be submitted, authorizing the submittal of the TDA claim.

**Recommendation:**

Approve Resolution No. 2010-05 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2010-11.

Attachment:

- A. Resolution No. 2010-05

**RESOLUTION NO. 2010-05**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2010-11**

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2010-11 for the purposes of planning and administrative services; and

**WHEREAS**, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Counsel.

**NOW, THEREFORE, BE IT RESOLVED** that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2010-11.

**BE IT FURTHER RESOLVED** that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

\_\_\_\_\_  
Pete Sanchez, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 9th day of June 2010.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9<sup>th</sup> day of June 2010 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board



DATE: May 27, 2010  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Appointment of Paratransit Coordinating Council (PCC) Members

---

**Background:**

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulates that there are eleven members on the PCC. Many of the positions are to be filled by specific types of organizations or transit riders. At the PCC's May meeting, there were three (3) vacancies: one (1) for Public Agency- Department of Health and Social Services, and one (1) for Social Service Provider and one (1) for Members at Large.

**Discussion:**

Rachel Ford has worked in the disabilities field for 13 years and has worked in the County of Solano's mental health division for the past three years. She offers herself as a representative for people with mental health issues at the PCC. Ms. Ford has submitted an interest form to serve on the PCC as Public Agency (Attachment A). The PCC unanimously approved to forward a recommendation to the STA Board to appoint Rachel Ford to the Paratransit Coordinating Council as the representative for the Public Agency – Department of Health and Social Services.

The STA staff received applications from Ted Newton (Attachment B) and from Shannon Nelson for the Member at Large vacancy. Both of these qualified applicants could contribute significantly to the PCC. Ted Newton is the Director of Transportation for the Vallejo Unified School District which transports hundreds of disabled students daily. Shannon Nelson is the ADA Coordinator for the City of Vacaville. Unfortunately, there is only one Member at Large position open. At the PCC meeting, committee members elected to modify the recommendation to include a recommendation to STA Board to appoint Ted Newton to fill a vacancy for the Social Service Provider committee position instead of a Member at Large since he could fill this vacancy. The PCC prefers that the proposed appointee attends at least two PCC meetings before forwarding a recommendation for appointment to the STA Board. At the July's PCC meeting, the PCC directed staff to place on the agenda a proposed recommendation to the STA Board to appoint Shannon Nelson to the PCC for the Member at Large position since the July's meeting would be his second attendance.

**Recommendation:**

Appoint Rachel Ford as the Public Agency – Department of Health and Social Services representative and Ted Newton as the Social Service Provider representative to the PCC for a 3-year term.

Attachments:

- A. Paratransit Coordinating Council Interest Form submitted by Rachel Ford
- B. Paratransit Coordinating Council Interest Form submitted by Ted Newton

# paratransit coordinating council interest **STA** Solano Transportation Authority

CONTACT INFORMATION

name Rachel E. Ford - Solano County Mental Health  
 street address 275 Beck Ave, MS 5-250  
 city, state, zip Fairfield, CA 94533  
 home phone 707-344-5618 work phone 707-784-8362  
 email address reford@solanocounty.com

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:

Having worked in the cross-disabilities field for 13 years and now strictly the mental health field for 3 years, I believe I can offer the voice of persons with mental health issues in this venue. I am also a mental health consumer as is one of my children. I have another child who uses a wheel chair. This career and (→

AGREEMENT AND SIGNATURE

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

name (printed) Rachel E. Ford  
 signature Rachel E. Ford date 3/12/2010

use air/tape closer, inside interior

RECEIVED

MAR 16 2010

SOLANO TRANSPORTATION  
AUTHORITY

personal experiance offer me the unique per  
people with a variety of needs.

paratransit coordinating council interest



CONTACT INFORMATION

name Ted Newton
street address 2100 W. Texas St #52
city, state, zip Fairfield, CA 94533
home phone 704-860-3156 Cell 707-759-3898 Home
work phone 707-655-8880
email address TR Newton@Comcast-Net

OCT 20 2009

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

I am a former Director of Accessible Transportation Programs for Tri-Met public transit system in Portland, Oregon and bring valuable experience in working with the physical challenge, disabled and elderly. I am presently, Director of Transportation for the Vallejo City Unified Schools in Vallejo, CA and work with the safe transport of disabled and regular education children to and from schools throughout the City of Vallejo. In addition to providing outstanding service to the disabled population, my spouse is disabled and used a wheelchair for her daily mobility. With a broad understanding of the ADA requirements for delivering quality service to the disabled residents, I would bring knowledge to the committee that would take a good transportation system and made it better.

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) Ted Newton
signature [Handwritten Signature]
date 10-12-2009



DATE: June 3, 2010  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Transportation Planning and Land Use (T-PLUS) Planning Grants

---

**Background:**

The Metropolitan Planning Commission (MTC), in conjunction with Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA), has developed a program to help link transportation and land use planning, in an effort to reduce congestion from new development activities. This is known as the Transportation Planning and Land Use (T-PLUS) program. MTC and STA have a multi-year funding agreement and work plan to implement T-PLUS goals.

At the request of the CMAs, MTC has grouped funds for Local Streets and Roads maintenance, Regional Bicycle Network improvements and Transportation for Livable Communities (TLC) capital funds into a block grant program. MTC has modified the TLC program, starting in 2009, MTC limited expenditure of TLC funds to projects in designated Priority Development Areas (PDAs). The cities of Benicia, Fairfield, Suisun City, Vacaville and Vallejo have PDAs designated, but Dixon, Rio Vista and Solano County do not.

CMAs are allowed to use up to 4% of those block grant funds for planning and administrative costs. The planning and administrative funds are to offset loss of state planning and administrative funds, and to help cover some of the cost of increased planning requirements placed on the CMAs by MTC. For STA, the block grant 4% fund amount is \$190,000 for Fiscal Year 2010-11, with the same amount available for FY 2011-12.

**Discussion:**

TLC funds can only be used for capital projects; there are currently no TLC planning funds available. Allocation of both county-share and regional TLC funds is done by a competitive process conducted by MTC. For FY 2010-11, the total value of regional TLC funds requested is more than 3 times the amount available, resulting in a highly competitive selection process. Project readiness is a key factor in qualifying for these TLC funds. For FY 2010-11, STA allocated all of the county share TLC funds to the City of Vallejo for Downtown Vallejo Pedestrian Streetscapes Project because other cities' projects were not sufficiently advanced in planning to guarantee delivery in a timely manner.

In order to help one or more TLC projects complete planning activities, including land use planning and entitlements, environmental review and development of construction drawings, STA staff is proposing to issue a TLC Call for Projects in the first quarter of FY 2010-11. The total amount of grant funds available would be \$150,000, and would be

funded with T-PLUS money. The funds would be provided to between one and three projects, based upon criteria to be developed. The goal would be to advance one or more projects to a point where they can effectively compete for MTC TLC capital funds in the FY 2012-13 to FY 2013-14 funding cycle.

STA staff recommends assisting jurisdictions without a designated PDA in developing plans for TLC oriented projects. STA staff is therefore proposing to allocate \$35,000 of T-PLUS fund to support similar planning activities in one of the jurisdictions that does not have a designated PDA. The recommended projects would be selected based on criteria to be developed, including the ability to advance TLC goals.

In order to provide the grant recipients with the maximum time to conduct the planning activities covered by the grants, the timeline for developing the grant criteria is short. STA staff will have the grant criteria completed no later than July 19, 2010, followed by review by the Alternative Modes committee. This will allow for a Call for Projects to be issued in early August, with applications due at the end of September, and allow for recipients to be selected by the end of October. Recommended projects would be reviewed and recommended to the STA Board by the Alternative Modes committee. Grant contracts would be in place by the end of 2010. It is recommended that all work covered under the grant be completed by the end of 2011.

At its meeting of May 26, 2010, the STA Technical Advisory Committee (TAC) reviewed the proposed T-PLUS grant program. The TAC voted unanimously to recommend that the STA Board approve the T-PLUS grant program.

**Fiscal Impact:**

The recommended action would designate \$185,000 of T-PLUS funds to planning grants for jurisdictions with one or more designated PDAs, and \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA. The source of the money is the federal Surface Transportation Program, so grant recipients must provide an 11.5% local match of non-federal funds. The grant recipients will be responsible for compliance with all federal contracting requirements.

The T-PLUS funds include \$120,000 carry-over from FY 2009-10, and \$65,000 of FY 2010-11 money.

**Recommendation:**

Approve the following:

1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
3. Authorize the Executive Director to issue a Call for Projects for planning grants.



DATE: May 27, 2010  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy

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**Background:**

On May 12, 2010, the STA Board approved the recommendation for Cycle 1 (Fiscal Year (FY) 2010-11 and FY 2011-12) bicycle funds for Solano Countywide Bicycle Priority Projects. The funding strategy for programming Cycle 1 bike funding was to fully fund as many bicycle projects as possible and accommodate longer-term projects by getting them shelf-ready for future funding cycles.

The STA Board approved bicycle projects were identified through a series of planning meetings held during December 2009 through February 2010. The meetings included STA staff, local agency planning and public works staff, and Bicycle Advisory Committee (BAC) members. Planning and public works staff provided project details such as estimated cost and overall project status for each priority bicycle project as part of these meetings.

**Discussion:**

The City of Vacaville's Ulatis Creek Bicycle Path was one of seven bicycle projects approved by the Board for Cycle 1 funding. The Ulatis Creek Bike Project was approved for \$915,000; however, Vacaville's staff notified the STA that the total project cost was reduced by \$105,000. Vacaville's staff recently requested to amend the fund program amount from \$915,000 to \$810,000.

Attached is the City of Vacaville's letter requesting the fund reduction for the Ulatis Creek Bike Project (Attachment A). STA staff supports this request and recommends the STA Board approve the reduce funding at this time. This action would allow the \$105,000 to be available to another ECMAQ-eligible project on the bicycle priority projects list.

The Solano County's Vacaville-Dixon Bike Route (Hawkins Road segment) is included on the bicycle priority projects list and is also one of the seven bicycle projects approved for Cycle 1 funding. The approved Cycle 1 funding is to fully fund the preliminary engineering and design for this project. This action allows the County to be ready to construct phases of the Hawkins Road segment as additional funding becomes available in Cycle 2 (FY 2012-13 through FY 2014-15). STA staff recommends that the remaining \$105,000 from the Ulatis Creek Bike Route Project be programmed in Cycle 2 for the County's Vacaville-Dixon Bike Route.

During the bicycle priority projects planning discussions, BAC members advocated that any additional funding from Cycle 1 should be spent on the construction of Solano County's Vacaville-Dixon Bicycle Route project in Cycle 2. STA staff supports the BAC's recommendation at this time. On May 26, 2010, the STA TAC approved the staff recommendation.

**Fiscal Impact:**

No impact to the STA general funds. The \$105,000 from the recommended amendment of the City of Vacaville's programmed Cycle 1 bicycle funds is recommend to be programmed for Solano County's Vacaville-Dixon Bicycle Route. The recommendation is to include the \$105,000 as part of Cycle 2 bike funding. The source of the funding is the federal Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program.

**Recommendation:**

Approve the following:

1. Amend the bike funding amount approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
2. Reprogram the \$105,000 from Vacaville's Ulatis Creek Bicycle Path project to Solano County's Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.

Attachment:

- A. City of Vacaville Letter: Ulatis Creek Bike Path Request

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



## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

May 17, 2010

Department of Public Works  
 Capital Improvement Projects

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

ATTENTION: Mr. Daryl Halls, Executive Director

**SUBJECT: ULATIS CREEK BIKE PATH – ULATIS DRIVE TO LEISURE TOWN ROAD**

Dear Mr. Halls:

The City has been informed that on May 13, 2010, the Solano Transportation Authority (STA) Board approved Eastern Congestion Mitigation and Air Quality (ECMAQ) funding in the amount of \$915,000 (\$61,000 for preliminary engineering and \$854,000 for construction) for the above referenced project. As the City continues to move forward in the environmental clearance and design process, additional site specific information and more current bid pricing have become available. Based on this more detailed information, the City has updated the cost estimate for the project. The City is requesting that the \$915,000 be reduced to \$810,000 and that all of the ECMAQ funding be applied to the construction phase of the project. The reason the City is no longer requesting additional grant funding for design is that the City desires to construct the project in the summer of 2011, and it is not possible to get funding approved for both phases of the project within the same year in accordance with the established Metropolitan Transportation Commission (MTC) deadlines. It is our understanding that the funding will not be available until late December 2010 or early January 2011, once the TIP has been approved, and the MTC deadline for requesting construction funding for 2011 is February 1, 2011.

Please feel free to contact Tawnia Skow, Senior Civil Engineer, at (707) 449-5340 or [tskow@cityofvacaville.com](mailto:tskow@cityofvacaville.com) if you have any questions or need any additional information.

Sincerely,

  
 ROD MORESCO  
 Director of Public Works

cc: Tawnia Skow  
 Brian Oxley  
 Shawn Cunningham  
 Sara Woo  
 Robert Guerrero  
 Sam Shelton

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DATE: June 2, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: 2011 Transportation Improvement Program (TIP)

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**Background:**

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from Fiscal Year (FY) 2008-09 through FY 2011-12. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every two years.

The 2009 TIP was adopted by MTC on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

As the Congestion Management Agency (CMA) for Solano County, TIP development and modifications must first be approved by the STA Board prior to MTC review and programming of projects into the TIP.

**Developing the 2011 TIP for Solano County Projects**

Project sponsors have worked with STA staff to draft project delivery and funding information, due to MTC in June. Between April and early May, STA staff finalized project information with project sponsors to Draft the 2011 TIP for MTC. This process involved a rigorous review of the “reality of funding” for current TIP listed projects. The TIP is a programming document, listing projects with “real funding” as compared to a planning document or funding strategy that considers potentially funding projects with uncertain projected funding sources.

In comparison to prior TIPs, MTC now requires “justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars.” This will involve showing MTC that a local jurisdiction has taken formal action on committing large amounts of local funds for a project, such as the approval of a local Capital Improvement Program or Resolution of Local Support specifying the approved use of funds over \$2M.

Also, projects must be listed with sufficient funding shown in MTC’s T-2035, MTC’s Regional Transportation Plan, prior to consideration for programming in the TIP.

Projects recommended for Cycle 1 Block Grant funds will be part of the 2011 TIP development process. Cycle 1 Block Grants include projects for Local Streets and Roads, Regional Bicycle Projects, Transportation for Livable Communities, and Safe Routes to School Programs. Below is a timeline of how the 2011 TIP Development Process overlaps with programming Block Grant projects.

2011 TIP Development Schedule of Tasks and Committee Actions:

- May 15: STA Staff Finalizes Project Information with Project Sponsors
- May 27, 28: STA TAC & PDWG, Recommends 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 9: STA Board Approves 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 15: STA Staff submits Draft Block Grant Project Recommendations
- June 17: STA Staff submits 2011 TIP to MTC for review
- June 29, 30: STA TAC & PDWG, Recommends Final Block Grant Projects for 2011 TIP programming
- July 9: STA Board Adopts Block Grant Projects for 2011 TIP programming
- July 17: STA staff & Project Sponsors enter final project information online for 2011 TIP development
- July 30: STA staff submits Final Block Grant Projects to MTC

**Discussion:**

To be provided under separate cover will be a Draft 2011 TIP, produced with the following elements:

- Draft 2011 TIP Project Summary (Attachment A)
  - Projects Sorted by agency
  - Overview of funding source by fiscal year and delivery phase (e.g., Preliminary Engineering, Environmental, Design, Right-of-Way, Construction).
- Draft 2011 TIP listing details for all projects, sorted by agency (Attachment B, provided under separate cover)

On May 26, 2010, the STA TAC approved the STA staff recommendation, provided that Solano PDWG and TAC members review the final project details.

STA TAC and Solano Project Delivery Working Group (Solano PDWG) members will have reviewed detailed project listings for all potential 2011 TIP project recommendations before the June 9th, 2010 STA Board meeting (Attachment B). Project sponsors will be able to begin project development activities for Block Grant projects once MTC publishes the Draft 2011 TIP on August 6, 2010 (e.g., field reviews, DBE approval, NEPA compliance, etc.). Additional details and guidance from MTC regarding the 2011 TIP development and Block Grant project programming are attached (Attachments C & D).

**Fiscal Impact:**

None. Funding decisions for projects listed in the 2011 TIP have already been taken by the STA Board at prior meetings. Projects currently part of the 2009 TIP recommended to be deleted or archived from the TIP will not fiscally impact those projects as they have not been recommended for additional funding or were never funded.

**Recommendation:**

Approve the following:

1. The 2011 Transportation Improvement Program (TIP) for Solano County's projects; and
2. Authorize STA staff to submit the 2011 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachments A and B.

Attachment:

- A. Draft 2011 Transportation Improvement Program (TIP) Project Summary
- B. Draft 2011 TIP listing details for all projects (To be provided under separate cover.)
- C. MTC's Primer on 2011 TIP Development and Draft Schedule, 04-19-10
- D. MTC's 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs, 04-19-10

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Solano Transportation Authority (STA)

Draft 2011 Transportation Improvement Program (TIP)

Projects listed by agency, including funding by delivery phase noting total shortfall.

- Completed projects can be [archived](#).
- Unfunded projects or projects not part of the Regional Transportation Plan (RTP, T-2035) are ineligible for the TIP and will be [removed](#).
- Projects needing updates or new projects with new funding will be [amended](#) into the 2011 TIP.
- STA CTP Project concepts without funding do not need to be listed in the TIP. Transit operating projects are not shown in this summary.
- Funding is shown in thousands.

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Next Four Years of Available Funding (2010-11, 11-12, 12-13, 13-14)					Existing 2009 TIP	Staff Recm'd 2011 TIP	
					Preliminary Engineering (PE)		Right-of-Way	Construction	Shortfall			
				Environmental	Design							
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2009					\$ 2,406	\$ -	Active	Archive
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ 2,514	\$ -	Active	Amend	
Benicia	NEW	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	Amend
Benicia	SOL070022	Purchase Bus Shelters	CMAQ/5307	2009	\$ -	\$ -	\$ -	\$ 79	\$ -	Active	Archive	
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ 197	\$ -	Active	Archive	
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ 450	N/A	N/A	
Benicia	NEW	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	N/A	Amend	
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 1,330	\$ -	\$ -	\$ 26,152	Active	Amend	
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ 19,120	Active	Amend	
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$ 1,260	\$ 290	\$ 1,243	\$ -	\$ 11,070	Active	Amend	
Dixon	SOL050010	SR113/I-80 Interchange Reconstruction	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 22,145	Active	Remove	
Dixon	SOL050011	I-80/West A Street Interchange Reconfig	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 25,000	Active	Remove	
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$ -	\$ -	\$ -	\$ 105	\$ -	Archived	N/A	
Dixon	SOL970009	I-80/Pitt School Road Interchange	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 25,000	Active	Remove	
Dixon	SOL970020	Four Signals on SR 113	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 860	Archived	Remove	
Dixon	NEW	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	Future	\$ -	\$ 543	\$ -	\$ 1,415	\$ 4,685	N/A	Amend	
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$ -	\$ -	\$ -	\$ 218	\$ -	Active	Archive	
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$ -	\$ -	\$ -	\$ 300	\$ -	Active	Archive	
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	Active	Archive	
Fairfield	SOL991068	Fairfield Transportation Center Phase II	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	Active	Amend	
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	Active	Archive	
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Active	Info Only	
Fairfield	NEW	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 26	\$ -	\$ 196	\$ -	N/A	Amend	
Fairfield	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 1,370	\$ -	N/A	Amend	
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	Active	Archive	
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	Active	Archive	
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	Active	Archive	
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	Active	Active	
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	Active	Archive	
Suisun City	NEW	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	N/A	Amend	
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 670	\$ -	Active	Info Only	
Suisun City	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	N/A	Amend	
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	Active	Archive	

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Next Four Years of Available Funding (2010-11, 11-12, 12-13, 13-14)						Existing 2009 TIP	Staff Recm'd 2011 TIP
					Preliminary Engineering (PE)		Right-of-Way	Construction	Shortfall			
					Environmental	Design						
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	Active	Amend	
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2	Future	\$ 500	\$ -	\$ -	\$ -	\$ 9,500			
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	Active	Archive	
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	Active	Info Only	
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 1	\$ 810	\$ -	Active	Amend	
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$ -	\$ -	\$ -	\$ 396	\$ -	Active	Archive	
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	Active	Archive	
Vacaville	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	N/A	Amend	
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Active	Amend	
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$ -	\$ -	\$ -	\$ 320	\$ -	Active	Archive	
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$ 91	\$ -	\$ -	\$ 350	\$ -	Active	Archive	
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	Active	Archive	
Vallejo	SOL050048	Vallejo Downtown Streetscape, Ph 1	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 2,787	\$ -	Active	Info Only	
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Active	Archive	
Vallejo	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	N/A	Amend	
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	Active	Info Only	
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Active	Info Only	
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	Active	Info Only	
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	Active	Info Only	
Vallejo	SOL990019	SR37/Mare Island North Gate I/C Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 1,514	Active	Remove	
Vallejo	SOL990021	Mare Island-Azuar Dr Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 9,000	Active	Remove	
Solano County	SOL050024	Vacaville-Dixon Bicycle Route (Pitt School Rd)	CMAQ	2009	\$ 226	\$ -	\$ -	\$ 1,090	\$ -	Active	Archive	
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Active	Archive	
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Active	Info Only	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	Active	Amend	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	Active	Amend	
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	Active	Amend	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	Active	Amend	
Solano County	NEW	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 8,050	Active	Amend	
Solano County	NEW	Local Streets and Roads (Cycle 1)	LS&R, BP Flex, TDA	2011	\$ -	\$ -	\$ -	\$ 2,255	\$ -	N/A	Amend	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Active	Archive	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Active	Archive	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	Active	Amend	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	Active	Amend	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Active	Archive	
STA	NEW	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	N/A	Amend	
STA	NEW	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	N/A	Amend	
STA	SOL090007	Jepson Parkway: Four Phases shown below	STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Active	Archive	
STA	NEW	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	Active	Amend	
STA	NEW	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	Active	Amend	
STA	NEW	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	Active	Amend	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	Active	Active	
STA	NEW	STA Safe Routes to School Program	CMAQ	Prgm	\$ 1,029	\$ -	\$ -	\$ -	\$ -	N/A	Amend	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	Active	Amend	
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	Active	Amend	
<b>GRAND TOTAL</b>					\$ 65,998	\$ 125,998	\$ 74,075	\$ 499,066	\$ 712,016			
					<b>\$765,137</b>							



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Sri Srinivasan, Programming and Allocations Section

RE: Primer on 2011 TIP Development and Draft Schedule

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from FY 2008-09 through FY 2011-12. MTC is required to prepare and adopt an updated TIP every two years. The 2009 TIP was adopted by the Commission on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

Because it takes several months to prepare a new TIP, the 2009 Transportation Improvement Program (TIP) is set to go into a lockdown on May 28, 2010. This is necessary to provide the time necessary to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2009 TIP to the new updated 2011 TIP. This memo is a primer on the TIP development process. The draft schedule is attached (Attachment 1).

The 2011 TIP will be developed using FMS. If members of your staff would like additional training in using FMS, please contact us as soon as possible and we will arrange a training session.

Developing the 2011 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived (this process should have been completed by October, 2009 but for agencies that have not reviewed the projects thus far; please do so at this point.)
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant, need to be carried over into the first year of the TIP (this applies to transit projects only);
4. Any changes to existing projects (scope, funding, contact person, phase change, schedule delays etc);

5. Any new projects or project phases that have to be in the new TIP and must go through the air quality conformity analysis; and
6. Updated project costs. Federal regulations require that the project listings reflect the latest estimates of the total project cost including all local funds, and costs of each phase. All costs must be escalated to the year of expenditure.
7. Justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars
8. Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2010-11 through FY13-14)

For the new TIP to be federally approved, the TIP has to be a conforming TIP. Air Quality (AQ) conformity refers to a set of federal regulations that require metropolitan planning organizations such as MTC to assess the impact of the projects in the TIP on the region’s air quality. Hence lists of any new non-exempt projects or new non-exempt project phases (such as the addition of the ROW or CON phase) have to be submitted to MTC before the deadline of **Friday, March 19, 2010**. This deadline is for new non-exempt AQ projects not in the current 2009 TIP, but will need to be in the 2011 TIP.

The information needed (Template is attached as attachment 2) for the new AQ non-exempt project or project phases is a listing with the project description (the description has to be detailed enough to conduct AQ analysis); project cost and year of implementation (when it will open to the public) etc. Kindly fill out one form per project and submit to the Congestion Management Agency (CMA). CMAs are then requested to compile all the projects and send it electronically. Once the air quality analysis has been completed by MTC, sponsors are requested to enter the information into the TIP using FMS.

CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the FMS application, as such CMAs are required to submit projects on behalf of the cities and counties. Transit operators can access the system directly.

To reduce the need of future TIP Amendments, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting them. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting **Friday, June 4, 2010**. Please complete the process as soon as possible, **BUT NO LATER THAN 5:00 PM on Thursday June 17, 2010**.

The Draft 2011 TIP and the draft air quality conformity analysis will be released for public review on Friday August 6, 2010, with a public hearing scheduled for Wednesday, September 8, 2010. In order to accommodate this schedule, **no edits will be accepted after Thursday June 17, 2010**.

The listing for each project available for your review will show how the project currently appears in our 2009 TIP including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

You can look at all the details of the project using the project detail report in FMS. Attachment 3 is a step-by-step tutorial on the process of generating the “Project Detail Report.”

Once you are ready to begin project the review and edit process (**After Friday, June 4, 2010, and before Thursday June 17, 2010**), you should follow the following steps:

1. Go to the FMS site;
2. Sign in and click on the “Universal Application” tab;
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements (Attachment 4 shows a process flowchart of the TIP clean up):

- Are the projects properly described in the TIP? - Review project name and project description to ensure that the name, limits and scope are accurate. Kindly use the examples shown on the right hand as sample format
- Are the dollar amounts, fund sources and programming years correct? - In most cases, particularly for federal and state funding, the fund sources and amounts should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs. For local funds that are greater than \$2 million, kindly attach a resolution of local support.

For FTA funds, if the funds are currently programmed prior to FY2010-11 and they have not been included in a grant, use the carryover field to indicate to us that the funds need to be carried over into the new TIP. This applies to FTA funds only. The carryover field **should not** be used for non-FTA funds.

All projects must show the total cost for the project as described in the TIP listing, including any costs outside the four-year period of the TIP. Any funds outside the four-year TIP period (beyond FY 2013-14) that are not yet committed should be coded with the RTP-LRP fund code (as long as it is specified in the Regional Transportation Plan (RTP)). Additionally, there should not be any RTP-LRP within the four years of the TIP. (The data clean up to address RTP-LRP within the four-year TIP period should have been completed as of 12/31/2009.)

**All costs must be escalated to the year of expenditure and please ensure that the total project cost in the TIP does not exceed the cost shown in the RTP.**

- Is the appropriate RTP ID being used? Some projects have changed from the T-2030 RTP to the T-2035 RTP, and the reference to the T-2035 RTP may need to be updated. In addition kindly ensure that the project description in the TIP is consistent with that of the RTP description.

- Are all funded phases reflected in the project listing? As part of the regulations requiring that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any

amount programmed for a phase, (e.g. ENV, PE, PS&E, ROW or CON) a formal TIP amendment and perhaps a new conformity analysis would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all project phases (even if funded with local resources) in your project listings if they are not listed already.

Funds for a project phase must be listed in the same year, which is the year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or Con). Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Spare the Air Program), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as “segments 1 through 3”).

- Should the project be included in the 2011 TIP or can the project be archived? Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If all federal or state funding for the project have been awarded, obligated or the project has been completed, or if all project funding is prior to FY2010-11 and if no further federal action is anticipated for the project, the project can be archived and removed from the TIP. This is important, as completed projects must be reported to FHWA, and the list we provide is the list of ‘Archived’ projects.

If the project is not yet completed and you would like it to be included in the new 2011 TIP for informational purposes, even though all funds are in prior year (before FY 2010-11) place a check in the “No, project is not complete” box, and use the “submit” button.

In addition, you are requested to justify the need for retaining these projects in the TIP. For projects with delay in phases etc, sponsors are requested to update the project delivery milestones; update the phase years in the funding and point out projects (via email) that will cross the AQ analysis year of FY2014-15.

- Should the Carryover Field be checked? For FTA funds programmed prior to FY2010-11 that have been obligated or included in an approved FTA grant, the carryover field does not need to be used.

Please enter Carryover to FY2010-11 if:

1. The funds are in a pending FTA grant; or
2. If the funds have been transferred to FTA from FHWA but have not been included in a FTA grant; or
3. If the funds are a prior year FTA earmark not yet obligated or included in a grant.

**Do not use the Carryover Field for non-FTA funds.**

- The project listings show the latest version of the project including pending amendments. Please check your projects to ensure that pending amendments are shown correctly.
- Is the project on schedule? Have there been any delays? Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP. If there is a schedule delay and the phase goes beyond the analysis year of FY2014-15, please notify MTC via email, by **March 19, 2010**. This is especially important for AQ non-exempt projects.
- Review the location information entered as part of the TIP. This information is helpful when your legislator asks us for the information.
- In addition to federally funded projects, the TIP must also include regionally significant locally funded projects.

Review your agency’s capital improvement program for FY 2010-11 through FY 2013-14 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any federal agency action. For example, addition of an interchange to the interstate system, that is capacity increasing or a project that requires federal permits would need to be shown in the TIP. (Additional information regarding regionally significant locally funded projects is provided in Attachment 5.)

To propose a new regionally significant project, go to the “Universal Application” tab of FMS and propose a new project for each of your new regionally significant projects, so we can include them in the TIP. If these projects impact Air Quality, they are due to MTC by Friday March 19, 2010.

5. After your review, update the contact information section located at the end of each project listing and submit the project to MTC for review and inclusion into the 2011 TIP.

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Craig Goldblatt	(510) 817-5837
FTA Funds including: Section 5307/5309/AB664, FTA Earmarks	Glen Tepke	(510) 817-5781
State and Regional Funds including: STIP/TE, TCRP, CMIA, RM2 – Highway	Kenneth Kao	(510) 817-5768
Proposition 1B – TLSP and TCIF	Carolyn Clevenger	(510) 817-5736
RM2 – Transit	Shruti Hari	(510)-817-5960
Proposition 1B – PTIMSEA and SLPP	Kenneth Folan	(510) 817-5804
2009 TIP Development and Fund Management System (FMS)	Sri Srinivasan	(510) 817-5793

2011 TIP Development Memo  
April 19, 2010

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity analyses, and avoiding potential project delivery delays. Thank you for your prompt attention to this request.

Attachment 1: Draft TIP Development Schedule

Attachment 2: Template for submitting new AQ non- exempt projects to be added to the TIP

Attachment 3: Step-by-step tutorial on the process of generating the "Project Detail Report."

Attachment 4: Process flowchart for TIP Data Clean-up

Attachment 5: Definition of regionally significant projects

J:\PROJECT\Funding\TIP\TIP Development\2011 TIP\2011 TIP Development Guide.doc

<b>2011 TIP</b>	
<b>Metropolitan Transportation Commission</b>	
<b>Transportation Improvement Program (TIP)</b>	
<b>Attachment 1: Draft 2011 TIP Development Schedule</b>	
<b>Revised January 21, 2010</b>	
Monday, February 01, 2010	Call for new non-exempt projects not listed in the TIP that need to be included in the 2011 TIP
Wednesday, March 31, 2010	Last day to submit new projects for current TIP for the last 2009 Formal TIP Amendment
Friday, March 19, 2010	Deadline for list of new non-exempt projects not in current TIP to be included in 2011 TIP
Wednesday, April 21, 2010	Review of New Non-Exempt 2009 TIP project list and conformity approach by AQCTF
Wednesday, April 28, 2010	Start coding 2009 TIP projects into networks
Wednesday, May 05, 2010	Final 2009 formal TIP Amendment released for public comment
Friday, May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action
Friday, May 28, 2010	<b>TIP Locked Down – No more changes to 2009 TIP – Start of 2011 TIP Development</b>
Friday, June 04, 2010	Start of review and update by project sponsors and CMAs
<b>Thursday, June 17, 2010</b>	<b>Completion of project review by sponsors and CMAs</b>
Monday, June 21, 2010	Start of review of revised TIP listings by MTC Program Managers
Wednesday, June 30, 2010	Completion of project listing review by MTC Program Managers
Wednesday, June 30, 2010	Complete forecasting/regional emissions analysis
Friday, July 09, 2010	Completion of project review by TIP Administrator
Wednesday, July 14, 2010	PAC Meeting – authorize public hearing and release Draft 2009 TIP & AQ Conformity
Wednesday, July 14, 2010	All elements for 2011 TIP to be completed in final draft form
Late July, 2010	Review of Admin. Draft Conformity Analysis by AQCTF
Friday, August 06, 2010	<b>Begin of Public Review Period for 2011 TIP and Conformity Analysis</b>
Wednesday, September 08, 2010	<b>Public Hearing on Draft TIP and AQ Conformity Analysis – Sep. PAC Meeting</b>
Friday, September 10, 2010	<b>End of Public Review Period for Draft TIP and Conformity Analysis</b>
Friday, September 17, 2010	Review response to comments / Final AQ Conformity report by AQCTF
Friday, October 01, 2010	Final Draft 2011 TIP & AQ Conformity complete / Response to comments available (Copy sent to Caltrans)
Wednesday, October 06, 2010	Final 2011 TIP posted on the website as well as the PAC Packet posting (no changes after that)
Friday, October 08, 2010	Caltrans Begin Public Review and Comment on Draft FSTIP
Wednesday, October 13, 2010	PAC review of Final 2011 TIP and Final Conformity analysis and referral to Commission
Wednesday, October 27, 2010	<b>Final 2011 TIP and Final Air Quality Conformity analysis approved by Commission</b>
Friday, October 29, 2010	Commission approved 2011 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
Sunday, November 14, 2010	Final 2011 FSTIP and AQ Due to FHWA/FTA
Tuesday, December 14, 2010	Final 2011 TIP approved by FHWA and FTA



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## *Memorandum*

**TO:** Programming and Delivery Working Group

**DATE:** April 19, 2010

**FR:** Craig Goldblatt

**W. I.**

**RE: 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs**

Now that the congestion management agencies have submitted their Strategic Plans to MTC, the next steps involve the CMA selection of projects for three programs under the block grant: Regional Bicycle Program, County TLC Program, and Local Streets and Roads Rehabilitation Program (as well as the Eastern Solano County CMAQ Program for Solano County); and the County Safe Routes to School Program. Pending the development of the 2011 TIP, revisions are no longer available to add projects to the 2009 TIP. Therefore, projects are to be added as part of the 2011 TIP development process. Detailed steps to program projects in the TIP follow and are outlined in the schedule (Attachment A):

As a reminder please note the following key eligibility criteria for the CMA block grant programs:

- Pavement projects programmed in the LSR rehabilitation program must be on the Federal-aid Classification System.
- Projects programmed in the Regional Bicycle Program must be a capital project resulting in additional bicycle route mileage and be located on the Regional Bicycle network. If not on the network, the project needs to meet the network eligibility criteria, and the sponsor needs to petition to have the project added.
- Projects programmed in the County TLC Program must be within a planned or potential priority development area (PDA)

### **Step 1— Submit Project Selection**

A grouped listing approach for the TIP will be used, similar to the one used for the proposal for the Jobs for Main Street Bill, which will be inserted into the Draft 2011 TIP. This will facilitate programming of projects during the development of the 2011 TIP, provide maximum flexibility during the public comment period for the Draft 2011 TIP, and allow for immediate administrative modifications upon the approval of the TIP in December if necessary.

MTC will issue a grouped listing spreadsheet with tabs for each of the programs. A template will be provided in a few weeks. After selecting projects, the CMA is to complete the spreadsheet and submit it to Craig Goldblatt ([cgoldb@mtc.ca.gov](mailto:cgoldb@mtc.ca.gov)). To create block grant listings in the draft 2011 TIP, facilitate review of projects for eligibility and have a back-up project list for the grouped listing in the Draft 2011 TIP when it is released to the public, CMAs must send draft project listings (of final if available) to MTC by June 15, 2010. By June 15, the assumption is that the project selection process will have been substantially completed and that the only step remaining is CMA board approval in July.

By July 30, 2010 CMAs must submit to MTC a final block grant and SR2S program by 1) updating and highlighting changes on the spreadsheet for the block grant program and 2) providing a detailed SR2S workscope, approach, and schedule. The final spreadsheet submittal should not be substantially different from

the draft submittal; because MTC staff may only make minor changes during the Draft 2011 TIP public comment period. Expected refinements to the program through this final submittal will reflect any board adjustments including those as a result of MTC Regional TLC awards which will take place in July, as well.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and deliver (obligate) 50% of their funds in each of the FY 2010-11 and FY 2011-12 years. However; a program may potentially deviate from this 50-50 percent split, depending on whether any other project can be advanced to use the obligation authority (OA), based on other Cycle 1 program requests. Within the block grant programs, CMAs have the flexibility to make this split in a combined fashion for the County TLC and Regional Bicycle programs, which both use CMAQ. Furthermore during the summer MTC staff will work with all program managers and CMAs to develop an OA delivery plan based on programming requests prior to the start of Federal Fiscal year 2010-11 (October 1, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012.

### **Step 2—Request Resolution of Local Support from Project Sponsors**

Project sponsors are required to adopt a resolution of local support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link: [http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)

The resolutions should be submitted to CMAs in a PDF format no later than September 15. CMAs in turn will submit resolutions to MTC as directed under step 3 below.

### **Step 3—Entry of projects into MTC's Fund Management System (FMS)**

Once the 2011 TIP is approved, the grouped listings will be split out into individual projects in the TIP to facilitate better project tracking and reporting through the Fund Management System (FMS). After the FMS is made accessible to the outside on October 1st, sponsors/CMAs will submit these block grant projects as individual projects via FMS, due no later than October 31, 2010.

At the same time, project sponsors/CMAs will upload the resolution of local support into the FMS application. This is done by attaching a PDF version of the adopted resolution to the project record in FMS. Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

### **Step 4—Obligation Deadlines and Opportunities to Modify Projects**

Funds designated for each project phase will be available for obligation in the fiscal year in which the funds are programmed in the Transportation Improvement Program (TIP). It is therefore very important that projects be ready to proceed in the year programmed. For example, a project that is assigned funds in FY 2010-11 is required to obligate by April 30, 2011. Obligation is defined FHWA's authorization of the funds or FHWA's transfer of funds to Federal Transit Administration (FTA). For specific details on the regional project delivery policy (MTC Resolution No. 3606), its deadlines, project substitutions and other requirements refer to [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) It is the responsibility of the implementing agency at the time of programming, to ensure the regional, state and federal deadlines and provisions of the regional project delivery policy can be met.

The next key project delivery deadlines for funding in FY 2010-11 (federal fiscal year starting October 1, 2010) are submittal of authorization request to Caltrans by February 1, 2011 and obligation by April 30, 2011. Note that any activities involving reimbursable costs must wait until the federal approval of the 2011 TIP in mid-December and the subsequent issuance of the E-76. However, other non-reimbursable project development activities may continue such as field reviews, DBE approval, NEPA compliance, etc. Project sponsors are urged to begin working with Caltrans as soon as possible starting in early August once the Draft 2011 TIP is published, so the project has the maximum time available to meet project delivery deadlines.

Subsequent to the CMA submittal of projects for inclusion in the Draft 2011 TIP, if changes to a project or any project substitution is needed, the next opportunity will be through a 2011 TIP administrative modification in December 2010; so that changes to the block grant projects will be able to be made quickly once the 2011 TIP is approved. Requests are due by December 1. In the coming months a TIP Revision schedule will be made available outlining the schedule for subsequent revision opportunities to the 2011 TIP.

### **Staff Contacts**

If you have any questions about the programming process for the CMA Block Grants and the SR2S programs, please contact us:

#### **General Cycle 1 Programming Requirements and CMA Block Grant Administration**

##### **Project Selection: Local Streets and Roads Shortfall Program, Eastern Solano County CMAQ Program, and Safe Routes to School Program**

Craig Goldblatt                      [cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov)                      (510) 817-5837

##### **Project Selection: Pavement Management System and Federal-Aid Classification System Requirements**

Sui Tan                                      [stan@mtc.ca.gov](mailto:stan@mtc.ca.gov)                                      (510) 817-5844

##### **Project Selection: Regional Bicycle Program**

Sean Co                                      [sco@mtc.ca.gov](mailto:sco@mtc.ca.gov)                                      (510) 817-5748

##### **Project Selection: County Transportation for Livable Communities Program Priority Development Areas**

Doug Johnson                      [djohnson@mtc.ca.gov](mailto:djohnson@mtc.ca.gov)                      (510) 817-5846

##### **TIP Revisions and the Online FMS Application Process**

Sri Srinivasan                      [ssrinivasan@mtc.ca.gov](mailto:ssrinivasan@mtc.ca.gov)                      (510) 817-5793

## Attachment A: CMA Block Grant and Safe Routes to School Grant Programming Schedule

Deadlines	Actions
May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action. (new projects not permitted)
June 15, 2010	Submit draft project lists to MTC using template provided. Projects will be subsequently added to Draft 2011 TIP Update allowing Caltrans to begin field reviews and other non-reimbursable activities.
July 30, 2010	Submit final project lists to MTC
September 15, 2010	Project Sponsors submit resolutions of local support to CMAs
October 1 – 30, 2010	Submit projects through FMS to MTC and upload resolutions of local support
October 27, 2010	Final 2011 TIP Approved by Commission
December 1, 2010	Deadline to submit changes to projects for the first administrative modification after the 2011 TIP approval.
December 14, 2010	Anticipated FHWA/FTA approval of the 2011 TIP. Projects programmed in FY 2011 may be granted E-76s
February 1, 2011 <sup>a</sup>	Obligation/ FTA transfer request submittal to Caltrans for projects programmed in FY 2011
April 30, 2011 <sup>a</sup>	Obligation/ Transfer to FTA for projects programmed in FY 2011
May 1, 2011 <sup>a</sup>	Unobligated funds are available to other regions/projects on first-come first-serve basis until obligation authority runs out. Projects programmed in FY 2012 may be advanced at sponsor's request
August 30, 2011 <sup>a</sup>	One month prior to end of federal fiscal year - OA no longer available. Unobligated funds lost to projects programmed in FY 2011

Notes:

<sup>a</sup> Obligation information pertains to projects funded in FY 2011. For projects funded in FY 2012, delay deadlines by one year. Refer to Resolution 3606 for a complete list of project delivery deadlines and requirements.

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DATE: May 20, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Project Manager for Jepson Parkway and Redwood Parkway –  
Fairgrounds Drive Improvements Projects

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**Background:**

**Redwood Parkway – Fairgrounds Drive Improvement Project**

In March 2009, Caltrans signed a Project Study Report (PSR) for the Redwood Parkway – Fairgrounds Drive Improvement Project. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37. These major street improvements are to address existing and future traffic demands in the area. The next step for this project is to complete the environmental document.

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

The STA has been approved by Caltrans to be the lead agency for the California Environmental Quality Act (CEQA) portion of the environmental document and has entered into a cooperative agreement with Caltrans for the environmental document and project approval for the Project. Further, the STA, the City of Vallejo and the County have entered into a funding agreement for this Project, a consultant has been selected for this work and the federal authorization has been received for the spending of the programmed federal funds.

**Jepson Parkway Project**

A separate but important local project is the 12-mile Jepson Parkway Project which will improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project will upgrade and link a series of existing local two- and four-lane roadways to provide a four-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include, Leisure Town Road, Vanden Road, Cement Hill Road, Walters Road, including the extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes.

The Final Environmental Impact Report (EIR) was certified by the STA Board in March 2009. The EIR Preferred Alternative is Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road. STA is continuing to working with Caltrans to have the Environmental Impact Statement (EIS) portion of the document completed. Prior to obtaining the EIS, the Biological Opinion (BO) from the US Fish and Wildlife Service is required. A final BO has been recently completed. As a result, the EIS is in the final review state at Caltrans. A \$2.4 million allocation request for State Transportation Improvement Program (STIP) programmed funds for Plans, Specifications & Estimate (PS&E) was made to the California Transportation Commission (CTC) in June 2009. However, this allocation was deferred due to the state budget crisis. As part of the 2010 STIP re-programming activities, CTC staff has reprogrammed the \$2.4 million PS&E and \$3.8 million Right-of-Way funds to Fiscal Year (FY) 2010-11. An allocation request for these funds will be made in FY 2010-11, but it remains unclear if these funds will actually be allocated. In addition, the CTC shifted the \$30 million in programmed construction funding out two additional years to FY 2014-15. STA and the County have entered into a Funding Agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the Project awaits allocation of state funds.

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. While improvements under this TSSP are likely years away due to the current economic conditions, it will be important to coordinate the projects. The coordination needs to consider, access points along Vanden Road, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is vital.

**Discussion:**

To help STA manage these Projects, staff recommends contracting with a highly qualified consultant Project Manager (PM) to work jointly with the agencies to deliver these projects. The PM would coordinate with the many stakeholders on each project to insure timely delivery of the work. In addition, for the Jepson Parkway Project, the PM would lead the effort to not only coordinate with the local agencies and their proposed improvements in the area, but also facilitate the design, utility, right of way acquisitions and utility relocations.

The PM would be paid for using project dedicated funds under the general direction of STA's Director of Projects.

**Fiscal Impact:**

The estimated cost for the Project Management contract for one year is \$75,000 which will be funded by the individual project dedicated funds. This initial year costs are expected to be the highest with the implementation of the PM structure and tools.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposals for Project Management Services for the Redwood Parkway – Fairgrounds Drive Improvement Project and the Jepson Parkway Project; and

2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$75,000 for a one-year term with provisions to extend yearly.

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DATE: May 28, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/ Director of Projects  
RE: Public Private Partnership Feasibility Study

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**Background:**

In May 2010, the STA Board approved the STA's Overall Work Plan (OWP) which included a Feasibility Study for Public Private Partnership (P3). A P3 is partnership between a public agency and a private company for the mutual benefit of both parties. An example of a traditional P3 would be the Route 91 Toll Facility in Orange County. This facility was designed and constructed by a private company in partnership with Caltrans. The private company then charged tolls to vehicles for use of the facility as the means to recoup the upfront financial cost to construct the roadway. For Solano County, this focus will be on several transit facilities that are not currently fully funded. The intent is to explore traditional P3s, but also look at more global opportunities around the transit facilities to attract a private company to invest.

**Discussion:**

The first step in beginning the Feasibility Study is to hire a Project Manager (PM) with expertise in innovative financing opportunities and transit facilities. Nancy Whelan Consulting (NWC) does have these skills and has worked extensively with the STA for a number of years. She is currently working with the Solano County Transit (SolTrans) Management Committee and has been providing similar services to the Transbay Terminal Joint Powers Agency (JPA). STA staff is planning to contract with her for an amount not-to-exceed \$20,000 for the PM services for P3 Feasibility Study.

Once under contract, the PM will engage all the cities and the county to refine the scope of the Study and to determine the interest in participation. A consultant firm will be contracted with through the Request for Proposal forum. The consultant is expected to be on board in the fall 2010.

**Fiscal Impact:**

The total cost for the Feasibility Study is \$150,000 funded by State Transit Assistance Funds (STAF). The Project Manager cost is for an amount not-to-exceed \$20,000 with the remaining funds for the Study. Funds are available in the proposed Fiscal Year (FY) 2010-11 Budget.

**Recommendation:**

Authorize the Executive Director to:

1. Execute a Project Management contract with Nancy Whelan Consulting for an amount-not-to exceed \$20,000;
2. Release a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and
3. Enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.

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DATE: June 3, 2010  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: MTC High School Summer Internship Program

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**Background:**

For the past 10 years, the Metropolitan Planning Commission (MTC) has administered a high school internship program for local governments, including cities, counties, transit providers and Congestion Management Agencies. The program's purpose is to expose high school juniors and seniors to the career field of transportation, and to help selected agencies advance or complete work tasks.

MTC recruits participating agencies and, separately, recruits interested students. MTC then matches jobs with students from that county, and allows the participating agency to interview and select the student or students they wish to hire. MTC provides all administrative support, including payroll, taxes and worker's compensation coverage, and pays the student's wages up to a set number of hours. The STA responded to MTC and expressed an interest in participating in the program for the first time. For the summer 2010 MTC internship program, STA and the cities of Suisun City and Rio Vista were selected to receive interns.

**Discussion:**

STA staff has identified work tasks and supervision capacity to cover up to three high school interns for the summer of 2010. STA has budgeted funds for mapping and data entry for the Safe Routes to schools (SR2S) program. The mapping and data entry will assist STA and the cities and school districts in identifying SR2S projects, developing funding estimates, and delivering those projects. One intern would be funded for 200 hours of work; 200 hours paid for by MTC. The other two interns would be funded for 200 hours each, using SR2S funds.

The primary work task would be developing and entering data for SR2S and school access facilities, such as sidewalks and crosswalks. A directly related and complimentary task would be developing and entering data on Solano Bicycle Master Plan and Solano Pedestrian Master Plan facilities.

Additional tasks include working on the development and re-hosting of the STA website and preparing detailed data sheets for the final Solano Rail Crossing Inventory and Improvement Plan. Interns would also be able to help as needed on the Solano Commute Challenge, and would attend meetings such as the STA Technical Advisory Committee and MTC's regional bicycle working group with STA staff.

**Fiscal Impact:**

MTC's summer high school internship program will fund up to 200 hours of work for one intern, at a rate of \$13.27 per hour. The SR2S program has \$19,400 available for mapping and data entry. If MTC funds 1 intern at 200 hours and STA funds 2 interns at 200 hours each, for a total of 600 hours of internship work, the total cost to STA would be \$5,200.

**Recommendation:**

Approve STA's participation in MTC's High School Internship Program, and the use of additional Safe Routes to School funds to hire up to 3 interns at 200 hours each for an amount not-to-exceed \$5,200.



DATE: May 27, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Allocation of State Transit Assistance Funds (STAF) for  
Fiscal Year (FY) 2010-11

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**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. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For several years prior to Fiscal Year (FY) 2006-07, Solano County's share of STAF funds had been about \$0.5 million per year. Due to a variety of factors, the STAF funds in FY 2006-07 were unusually high and Solano County received \$3 million of STAF funds. In FY 2007-08, STAF funds were reduced, but higher than the levels normally seen in the years before FY 2006-07.

In FY 2008-09, the STAF revenue estimates decreased from the initial estimates during the course of the development of the State budget. Project lists were prioritized and all projects were funded, but a recently created intercity transit vehicle reserve was eliminated.

STAF funds have been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises. STAF funds must be spent in the fiscal year they are allocated.

**Discussion:**

In FY 2009-10, there was great uncertainty surrounding the State Transit Assistance Funds. The State Budget approved for FY 2009-10 included a provision to completely suspend all STAF funding in FY 2009-10 and for several years forward. A lawsuit was filed by the California Transit Association (CTA) against the State to reinstate flow of State Transit Assistance funds for transit purposes and away from the General Fund to which it had been diverted. The court ruled in favor of the CTA. Before the STAF funds could flow, legislation was passed that stopped the flow of funds from the PTA to the STAF. Subsequently legislation was passed (ABX8 6 and ABX8 9) and included in the budget package signed by the Governor in March 2010 that was a one-time allocation of \$400 million in State Transit Assistance Funds. The allocation was intended to provide public transit funding for both FY 2009-10 and FY 2010-11. The earliest the funding can be made available will be in the latter part of June 2010, for more details see the Metropolitan

Transportation Commission (MTC) Memo attached (Attachment A). MTC's STAF fund estimates scheduled to be approved in late June are shown on Attachments B (revenue-based) and C (population-based).

As the STAF funding remains volatile and unpredictable, staff has been conservative in recommending allocating to projects with the focus on one time investments rather than longer term operating. At this time, only a few projects are proposed to be funded with STAF population-based funding. These are shown on Attachment D.

The Consortium approved the project list with the addition of Phase I to the Intercity Taxi Program funding proposal which was originally proposed for just Phase II. The TAC concurred with the Consortium's amendment to the project list at their meetings on May 26, 2010.

**Recommendation:**

Approve STAF allocations for FY 2010-11 as shown in Attachment D.

Attachments:

- A. MTC 5/5/10 Memo RE; Fund Estimate Revision to Incorporate FY 2010-11 State Transit Assistance funds
- B. STAF Fund Estimate (Revenue-Based)
- C. STAF Fund Estimate (Population-Based)
- D. Proposed Solano STAF Population-based FY 2011 Project List

TFWG Item 16



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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101 Eighth Street  
Oakland, CA 94607-4700  
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## *Memorandum*

TO: Transit Finance Working Group

DATE: May 5, 2010

FR: Theresa Romell, Mathew Adamo

RE: Fund Estimate Revision to Incorporate FY10 – FY11 State Transit Assistance

Included in the AB6 and AB9 budget package signed by the Governor in March, was a one-time allocation of \$400 million in State Transit Assistance (STA) funding. The allocation was intended to provide public transit funding for both Fiscal Years 2009-10 and 2010-11. Since the legislation does not take effect until 90 days after it was signed by the Governor, the earliest that funding can be made available will be in the latter part of June. The State Controller's office does not expect to have the revised revenue factors – the basis for determining each operator's share of the statewide funding – until mid to late June as well.

MTC staff is preparing a revision to the FY 2010-11 Fund Estimate in order to make the region's share of the \$400 million in STA funding (approximately \$147 million) available for allocation. The Fund Estimate revision will be brought to the Commission for approval in June.

Attached to this item you will find a preliminary estimate of the STA shares by agency. It is important to note that the underlying distribution factors used to produce the draft shares are FY 2008-09. As such the official factors used by the State Controller to determine the actual distribution of funds will likely vary from what is shown. Minor variations could be possible on the population-based side as well, depending on whether there is a swing in the region's population share, relative to the State's. MTC will only be able to disburse funds up to the amount that is actually made available by the State Controller, which could be less than the allocated amount based on the final factors. Operators are encouraged to consider this fact when preparing their claim.

### ***Requests for STA Funds***

If your agency intends to request an allocation of STA for FY 2009-10, please request that allocation through an e-mail to Bob Bates at [bbates@mtc.ca.gov](mailto:bbates@mtc.ca.gov). STA requests for FY 2010-11 should be included in the FY 2010-11 TDA claim. Requests are due to MTC by May 1<sup>st</sup>, or as soon as possible thereafter, to ensure process time for a June allocation.

### ***Disbursements of STA Funds***

In the first or second week of July, the State Controller is expected to make the entire \$400 million statewide in STA funds available in a lump sum payment, rather than in the normal quarterly payments, provided that the State has sufficient cash flow ability to cover the

payments. Therefore, MTC will be able to release funds against allocations once the state has made payment.

***Final Adjustment of STA Funds***

In keeping with existing practice, MTC intends to revise the FY 2010-11 Fund Estimate in July, in order to reconcile actual funding received in FY 2009-10, with allocations made for that year. At that time, allocations made that exceed actual revenue available will be rescinded and any funds in excess of what had been projected will be made available to claimants, if requested. In conjunction with this annual "reconciliation", MTC will adjust STA revenue estimates and make any necessary rescission or allocations to match the final STA figures.

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**DRAFT FY 2010-11 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A  
Res No. 3939  
Page 11 of 16  
June 23, 2010*

	A		B		C		D=Sum(A:C)		E		F=Sum(D:E)	
	6/30/09	Balance (w/interest) <sup>1</sup>	FY 2008-10	Outstanding Commitments <sup>2</sup>	FY 2009-10	Revenue Estimate <sup>3</sup>	6/30/10	Projected Carryover	FY 2010 & FY 2011	Revenue Estimate <sup>4</sup>	Total	Available For Allocation
FY 2009-10 Original Base Revenue Estimates	0											2,055,794
FY 2009-10 Actual Base Revenue	0											108,232,749
FY 2009-10 Total Revenue	0											
FY 2009-10 Total Revenue Adjustment	0											
<i>Column</i>												110,288,543
<b>Apportionment Jurisdictions</b>												
Alameda CMA - Corresponding to ACE	1,141,888	1						1,141,888		174,186	1,316,074	
Benicia	3,792,158	12	(3,630,462)				161,696	1		18,245	18,246	
Caltrain	23,930	12					23,930	12		5,131,112	5,292,808	
CCCTA	173,910	33	(179,021)				(5,111)			586,740	586,752	
Dixon	665,406	41					665,406			5,259	29,189	
ECCTA	4,164	5					4,164			261,798	256,687	
Fairfield		1								110,580	775,986	
GGBHTD		1								4,213,035	4,213,068	
Healdsburg		506								3,811	7,975	
LAVTA		400								201,023	201,028	
NCPTA		6	(506)							41,140	41,141	
Rio Vista		30,165								1,311	1,311	
SamTrans		45,947						400		5,222,402	5,222,802	
Santa Rosa		6						6		138,117	138,123	
Sonoma County Transit		1	(79,019)					(48,854)		160,199	111,345	
Union City		31						1		35,427	35,428	
Vallejo		45,947						45,947		658,003	703,950	
VTA		10,298						31		15,505,344	15,505,375	
VTA - Corresponding to ACE		4	(4,873)					10,298		243,864	254,162	
WestCAT		41						(4,869)		286,036	281,167	
Petaluma		41						41		-	41	
<b>SUBTOTAL</b>	<b>5,888,907</b>		<b>(3,893,881)</b>					<b>1,995,026</b>		<b>32,997,631</b>	<b>34,992,657</b>	
AC Transit	43,195		(41,405)					1,790		13,061,448	13,063,238	
BART	1,578		(1,024)					554		26,216,459	26,217,013	
SFMTA	6,690,145		(6,631,721)					58,424		35,957,211	36,015,635	
<b>SUBTOTAL</b>	<b>6,734,918</b>		<b>(6,674,150)</b>					<b>60,768</b>		<b>75,235,117</b>	<b>75,295,885</b>	
<b>GRAND TOTAL</b>	<b>12,623,825</b>		<b>(10,568,031)</b>					<b>2,055,794</b>		<b>108,232,749</b>	<b>110,288,543</b>	

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 March 31, 2010.
  3. The FY 2009-10 STA Fund Estimate is based on \$0 in STA statewide per the enacted FY 2009-10 budget.
  4. The FY 2010 & FY 2011 STA Revenue Estimate includes all funds to be released by the state in June 2010, which includes funds for FY 2010 and FY 2011.
- The revenue factors are based on FY 2008-09 and will be updated.

Attachment A Ref No. 3939 Page 12 of 16 June 23, 2010									
DRAFT FY 2010-11 FUND ESTIMATE STATE TRANSIT ASSISTANCE POPULATION-BASED FUNDS (PUC 99313)									
Column	A		B		C		E		F=Sum(D-E) Total
	6/30/09	Balance (w/interest) <sup>1</sup>	FY 2008-10 Outstanding Commitments <sup>2</sup>	FY 2009-10 Revenue Estimate <sup>3,4</sup>	6/30/10 Projected Carryover	FY 2010 & FY 2011 Revenue Estimate <sup>5</sup>	Available For Allocation		
FY 2009-10 Original Base Revenue Estimates (Includes Augmentation)				0					20,495,351
FY 2009-10 Actual Base Revenue (Includes Augmentation)				13,320,000					38,365,036
FY 2009-10 Total Revenue				13,320,000					38,365,036
FY 2009-10 Revenue Adjustment				13,320,000					58,860,387
Apportnment Jurisdictions									
Northern Counties/Small Operators									
Marin	141	(400,122)		400,122	141	1,152,454	1,152,454	1,152,454	1,152,454
Napa	419,630	(630,227)		212,498	1,901	612,049	612,049	612,049	613,950
Solano	934,351	(548,396)		663,367	1,049,322	1,910,669	1,910,669	1,910,669	2,959,991
Sonoma	948,553	(1,096,625)		746,020	597,948	2,148,730	2,148,730	2,148,730	2,746,678
CCCTA	270	-		770,157	770,427	2,218,251	2,218,251	2,218,251	2,988,678
ECCTA	569,302	(558,263)		450,449	461,488	1,297,410	1,297,410	1,297,410	1,758,898
LAVTA	667,586	(652,661)		312,428	327,353	899,875	899,875	899,875	1,227,228
Union City	44	(114,112)		114,112	44	328,671	328,671	328,671	328,715
WestCAT	45	-		108,568	108,613	312,703	312,703	312,703	421,316
Vallejo	104,482	-		104,482	104,482	Included in Solano	Included in Solano	Included in Solano	104,482
<b>SUBTOTAL</b>	<b>3,644,404</b>	<b>(4,000,406)</b>	<b>(4,000,406)</b>	<b>3,777,721</b>	<b>3,421,719</b>	<b>10,880,812</b>	<b>10,880,812</b>	<b>10,880,812</b>	<b>14,302,531</b>
Regional Paratransit									
Alameda	164	(16,918)		483,378	466,624	1,392,253	1,392,253	1,392,253	1,858,877
Contra Costa	85	-		249,798	249,883	719,484	719,484	719,484	969,367
Marin	18	(55,807)		55,807	18	160,740	160,740	160,740	160,758
Napa	14	(36,445)		36,445	14	104,970	104,970	104,970	104,984
San Francisco	134	(381,640)		381,640	134	1,099,221	1,099,221	1,099,221	1,099,355
San Mateo	77	(211,315)		211,315	77	608,642	608,642	608,642	608,719
Santa Clara	113,783	-		437,822	551,605	1,261,041	1,261,041	1,261,041	1,812,646
Solano	90,902	-		103,962	194,864	299,438	299,438	299,438	494,302
Sonoma	115,587	(69,677)		45,950	45,950	332,919	332,919	332,919	378,869
<b>SUBTOTAL</b>	<b>205,217</b>	<b>(771,802)</b>	<b>(771,802)</b>	<b>2,075,754</b>	<b>1,509,169</b>	<b>5,978,708</b>	<b>5,978,708</b>	<b>5,978,708</b>	<b>7,487,877</b>
Lifeline									
Alameda	5,118,627	(5,297,210)		573,589	395,006	3,069,147	3,069,147	3,069,147	3,464,153
Contra Costa	2,335,141	(2,206,355)		570,831	699,617	1,400,158	1,400,158	1,400,158	2,099,775
Marin	504,391	(625,160)		123,300	2,531	302,434	302,434	302,434	304,965
Napa	317,579	(322,931)		77,633	72,281	190,422	190,422	190,422	262,703
San Francisco	2,820,850	(2,115,945)		689,565	1,394,470	1,691,391	1,691,391	1,691,391	3,085,861
San Mateo	1,326,360	(266,510)		324,233	1,384,083	795,290	795,290	795,290	2,179,373
Santa Clara	4,053,805	(3,187,730)		990,964	1,857,039	2,430,675	2,430,675	2,430,675	4,287,714
Solano	1,027,460	(749,492)		251,166	529,134	616,070	616,070	616,070	1,145,204
Sonoma	1,176,912	(535,525)		287,699	929,086	705,680	705,680	705,680	1,634,766
<b>SUBTOTAL</b>	<b>18,681,125</b>	<b>(15,306,858)</b>	<b>(15,306,858)</b>	<b>3,888,980</b>	<b>7,263,247</b>	<b>11,201,265</b>	<b>11,201,265</b>	<b>11,201,265</b>	<b>18,464,512</b>
BART to Warm Springs	320,373	-		-	320,373	-	-	-	320,373
eBART	320,373	-		-	320,373	-	-	-	320,373
SamTrans	37,765	-		-	37,765	-	-	-	37,765
MTC Regional Coordination Program	8,247,353	(4,202,193)		3,577,545	7,622,705	10,304,251	10,304,251	10,304,251	17,926,956
<b>GRAND TOTAL</b>	<b>31,456,610</b>	<b>(24,281,259)</b>	<b>(24,281,259)</b>	<b>13,320,000</b>	<b>20,495,351</b>	<b>38,365,036</b>	<b>38,365,036</b>	<b>38,365,036</b>	<b>58,860,387</b>

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 March 31, 2010.  
 3. These figures reflect MTC's distribution of \$15.3 million to operators from the MTC Augmentation Fund  
 4. The FY 2009-10 STA Fund Estimate is based on \$0 in STA statewide per the enacted FY 2009-10 budget.  
 5. The FY 2010 & FY 2011 STA Revenue Estimate includes all funds to be released by the state in June 2010, which includes funds for FY 2010 and FY 2011

<b>State Transit Assistance Funds (STAF)</b> <b>FY 2009-10; FY 2010-11</b>
-------------------------------------------------------------------------------

**Solano: Population-Based**

**New Projects**

**FY2009-10; FY2010-11**

<b>Estimated Balance Available</b>		<b>\$ 2,959,991</b>
Benicia Transit Site Plan	Benicia	\$ 25,000
P3 (Public Private Partnerships) at Transit Facilities Study	STA	\$ 150,000
SolTrans Initial Transitional Costs	STA	\$ 75,000
SolTransit Transitional Costs Match	STA/Vjo/Ben	\$ 300,000
Intercity Transit Vehicle Replacement Match Reserve	Vjo/FF	\$ 500,000
SR12 Jameson Canyon Innovative Grant Match	TBD	\$ 240,000
I-80/I-680/I-780/Hwy12 Transit Corridor Study Update	TBD	\$ 150,000
<b>Total</b>		<b>\$ 1,440,000</b>
<b>Balance Remaining</b>		<b>\$ 1,519,991</b>

**Solano: Regional Paratransit**

**New Projects**

**FY2009-10; FY2010-11**

<b>Estimated Balance Available</b>		<b>\$ 494,302</b>
Senior Disabled Transportation Study and Committee Outreach	STA	\$ 50,000
SB83 Expenditure Plan	STA	\$ 50,000
Match for Subsidized Taxi Phase I and Phase II	TBD	TBD
<b>Total</b>		<b>\$ 100,000</b>
<b>Balance Remaining</b>		<b>\$ 394,302</b>

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DATE: May 28, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S)  
Project & Program Funding

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**Background:**

To date, the STA's Safe Routes to School (SR2S) Program has obtained nearly \$1M in one-time grant funding for Fiscal Years (FY) 2009-10 and 2010-11. The Metropolitan Transportation Commission (MTC) acted on December 16, 2009 to create a Bay Area Safe Routes to School funding program. Nearly \$1M will come directly to the STA's SR2S Program for FY 2010-11 and FY 2011-12. Other grant funding sources, such as air district funding, Transportation Development Act funding, and federal air quality funding will also be considered for potential programming.

**Discussion:**

STA staff has recommended funding for the SR2S Program for the next two fiscal years, FY 2010-11, 2011-12 as follows:

Federal:

\$942,000; Bay Area Congestion Mitigation & Air Quality Program (CMAQ)/  
\$250,000; Eastern Solano CMAQ

Local:

\$142,000; Transportation Development Act (TDA) – Article 3  
\$30,000; Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds

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\$1.364M TOTAL for FY 2010-11, 2011-12

So far, the SR2S Program has split funding between the Engineering program and the non-engineering program in the following amounts:

54%, \$575,000 for engineering projects (radar speed signs, other improvements)  
46%, \$483,000 for SR2S non-engineering program (education, encouragement, enforcement)

The STA's 2008 SR2S Plan estimates a \$1M non-engineering program annual operating cost to cover all schools in Solano County and estimates a total of \$32M in engineering costs to help make routes to school safer. To date, the engineering program has only put a 1.7% dent in this planned estimate while the non-engineering program has been operating at 25% capacity and covering more schools than originally intended, but leaving a majority of schools uncovered.

Recommended SR2S Engineering Funds: \$300,000

On March 18, 2010, the Safe Routes to School Advisory Committee (SR2S-AC) recommended using the 2008 SR2S Engineering Program guidelines to recommend SR2S projects for funding. After discussing potential SR2S projects with city staff and local SR2S task forces, only one SR2S project had the potential to spend federal Congestion Mitigation & Air Quality Program (CMAQ) over the next two fiscal years. Suisun City's Grizzly Island Trail project will build a Class I multiuse path along the south side of State Route 12 between Crystal Middle School and Crescent Elementary School. This path will allow students to access either school without the need to cross State Route 12.

On May 12, 2010, the STA Board approved \$814,000 in Regional Bicycle funding for this project. Last year, Caltrans awarded \$900,000 in a SR2S grant for this same project. On May 20, 2010, the SR2S Advisory Committee recommended that \$300,000 in SR2S funds be allocated to completely fund this project. Suisun City staff projects that this project will be under construction by FY 2012-13.

Recommended SR2S Education and Encouragement Program Funds: \$1.029 M

On February 18<sup>th</sup>, the SR2S-AC had general consensus, based on available grant funding, that the SR2S Education and Encouragement Program funding levels should increase slightly from 25% operating capacity to 36% capacity (\$350,000 - \$400,000). On February 10, 2010, the STA Board prioritized \$30,000 in YSAQMD Clean Air Funds for the SR2S Non-engineering Program. This action helps solidify part of the local match required for federal funds. The YSAQMD Board will still need to take action on this funding in June to approve the funding.

Due to the lack of eligible engineering projects ready to spend federal air quality funds in FY 2010-11 and 2011-12, on May 20, 2010, the SR2S-AC recommended redistributing this available funding to the STA's SR2S education and encouragement Program. \$642,000 in MTC's SR2S CMAQ and \$215,000 in Eastern Solano CMAQ are recommended to be matched with \$142,000 in TDA Article 3 funds and \$30,000 in YSAQMD funds for a total of \$1.029 M.

The Solano County Department of Public Health is recommended to be the implementing agency for the STA's SR2S education and encouragement Program, as currently agreed to under separate funding agreements, while the STA remains the sponsoring agency.

On May 26, 2010, the STA Technical Advisory Committee (TAC) discussed the engineering project programming limitations of MTC's SR2S CMAQ funds. As part of MTC's Resolution 3925 for Cycle 1 Surface Transportation Program (STP)/CMAQ funds, project grants cannot be below a minimum grant size of \$250,000 for Solano County (\$500,000 for counties with populations over \$1M). The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

Individual TAC members were concerned that MTC's \$250,000 project minimum policy was too restrictive for smaller agencies and smaller SR2S projects. Benicia TAC member, with the concurrence of the TAC, asked STA staff to review the potential to program the MTC SR2S CMAQ funding in a more programmatic nature by lumping smaller projects together under a single countywide program for over \$250,000. The TAC voted to approve the staff recommendation with the exception of the City of Benicia TAC representative who voted no.

STA staff discussed this proposal with MTC staff and receive the following comments:

1. MTC has already discussed the potential for this option with Caltrans and recommends against programming projects countywide with multiple agencies. This approach does not alleviate the administrative burdens on MTC, Caltrans and FHWA.
2. However, MTC does recommend programming projects that have multiple similar improvements within a single agency, such as programming various street rehabilitation segments as one project for at least \$250,000.

Based on MTC's response, STA staff recommends pursuing SR2S planning for multiple segment SR2S projects for MTC's Cycle 2 SR2S funding, should MTC make these funds available in FY 2012-13. This planning will also benefit other SR2S grants currently available, such as Caltrans's State SR2S grant, which has a grant maximum of \$450,000, and future Federal SRTS grants, which have had a grant maximum of \$1 M.

#### 5-Year Funding Outlook for STA SR2S Program

All of the STA's SR2S Program's funds come from grants which will be depleted by the end of FY 2011-12. Between FY 2008-09 and FY 2009-10, the STA's SR2S Education & Encouragement program will have expended \$386,794 of the \$736,000 in current air district and federal grants, mostly on radar speed feedback signs. Between FY 2010-11 and FY 2011-12, the program will add \$1.029 M to \$1.529 M in additional grant funding, previously from MTC's SR2S CMAQ funded program for mostly education and encouragement activities. Additional Cycle 2 MTC SR2S funds are possible in FY 2012-13 and STA will have to submit as competitive federal SRTS grants (administered by Caltrans) in order to maintain the Solano SR2S Program.

#### **Fiscal Impact:**

No impact to the STA budget. All funding recommendations are for the allocation of one time SR2S grant funding.

#### **Recommendation:**

Approve the FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program funding as shown in Attachment A.

Attachment:

- A. FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program Funding

## FY 2010-11 &amp; FY 2011-12 Safe Routes to School Project &amp; Program Funding

<b>Project/Program</b>	<b>MTC SR2S CMAQ<sup>1</sup></b>	<b>STA SR2S ECMAQ<sup>2</sup></b>	<b>TDA Article 3<sup>3</sup></b>	<b>YSAQMD CAF<sup>4</sup></b>
Suisun City Grizzly Island Trail Project	\$300,000			
STA SR2S Program <sup>5</sup>	\$642,000	\$215,000	\$142,000	\$30,000
<b>\$1.364M TOTAL</b>	<b>\$942,000</b>	<b>\$215,000</b>	<b>\$142,000</b>	<b>\$30,000</b>

1. Metropolitan Transportation Commission (MTC) Safe Routes to School (SR2S) Congestion Mitigation and Air Quality (CMAQ) Program; \$942,000 in Solano County shares as distributed during MTC's Cycle 1 Block Grants.
2. STA SR2S Eastern CMAQ Program; remaining ECMAQ funding for eligible SR2S projects not recommended for other priority bicycle and pedestrian projects.
3. Transportation Development Act (TDA) Article 3; Already recommended by STA Board 05-12-10
4. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funding (CAF); Already recommended by STA Board 03-10-10, to be considered by YSAQMD in June 2010.
5. STA would be the project sponsor while the Solano County Department of Public Health would be the implementing agency.



DATE: May 31, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Dale Dennis, Project Manager  
RE: Award Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

---

**Background:**

The Solano Transportation Authority (STA), in cooperation with the City of Vallejo, is the implementing agency for the Gordon Water Line (Rockville Road Water Main) Relocation Project. The Gordon Water Line (Rockville Road Water Main) Relocation Project includes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors. The new Gordon Water Line would be located within the Rockville Road Right-of-Way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with implementation of the Gordon Water Line (Rockville Road Water Main) Relocation Project. On May 12, 2010, the Board authorized the Executive Director to advertise the construction contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project. The project was designed by Mark Thomas & Co, a professional engineering firm with substantial experience in designing public improvements. The project plans and specifications have been reviewed and approved by City of Vallejo.

In accordance with legal requirements, the project was advertised in the Daily Republic newspaper. The bids are scheduled to be received and opened on June 7, 2010 at the STA offices at One Harbor Center, Suite 130, Suisun City, CA. The construction bids will be evaluated and a supplemental report will be issued with the bid results and a recommendation for award to the lowest responsive and responsible bidder. The Engineer's estimate is \$1,952,000.

**Fiscal Impact:**

The Gordon Water Line (Rockville Road Water Main) Relocation Project construction will be funded with Bridge Toll funds already allocated to the Project.

**Recommendation:**

Approve Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

Attachment:

- A. Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2010-06**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
AWARDING THE GORDON WATER LINE (ROCKVILLE ROAD WATER  
MAIN) RELOCATION PROJECT CONTRACT AND AUTHORIZING  
RELATED ACTIONS NECESSARY TO IMPLEMENT THE GORDON WATER  
LINE (ROCKVILLE ROAD WATER MAIN) RELOCATION PROJECT  
CONTRACT**

**WHEREAS**, on May 12, 2010 the STA Board authorized the Executive Director to advertise the Gordon Water Line (Rockville Road Water Main) Relocation Project Contract; and

**WHEREAS**, bids were received and opened on June 7, 2010 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

**WHEREAS**, the engineer's estimate for the project was \$1,952,000.00; and

**WHEREAS**, the STA Board certified the Environmental Impact Report (EIR) for the Gordon Water Line (Rockville Road Water Main) Relocation Project on May 12, 2010; and

**NOW, THEREFORE, BE IT RESOLVED** that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the Gordon Water Line (Rockville Road Water Main) Relocation Project Contract, Notice to Contractors and Special Provisions, including issued Addendum No. 1.
2. Determines that the Gordon Water Line (Rockville Road Water Main) Relocation Project Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: Gordon Water Line (Rockville Road Water Main) Relocation Project Environmental Impact Report (EIR) certified by the STA Board on May 12, 2010.
3. Awards the contract for furnishing labor, equipment, and materials for the Gordon Water Line (Rockville Road Water Main) Relocation Project Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.

5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 9<sup>th</sup> day June, 2010, by the following vote:

Ayes: \_\_\_\_\_  
 Nos: \_\_\_\_\_  
 Absent: \_\_\_\_\_  
 Abstain: \_\_\_\_\_

Attest by: \_\_\_\_\_  
 Johanna Masiplat  
 Clerk of the Board

\_\_\_\_\_  
 Pete Sanchez, Chair  
 Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of June 9, 2010.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

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DATE: May 27, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Eric Cordoba, Project Manager  
RE: State Route (SR) 12 Rio Vista Bridge Study

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**Background:**

The Rio Vista Bridge Study was initiated by the City of Rio Vista to assess the long-term traffic improvement needs along the SR 12 corridor from SR 113 in Solano County, across the Sacramento River, to the Mokelumne River in Sacramento County. This Study will serve the important step in obtaining local community and stakeholder input, as well as identifying and facilitating potential future project phases. The Study builds on previous studies completed in 1994 that culminated in a planning level document that was reviewed by Caltrans District 10.

The previous studies examined eight alternatives with alignments in three parallel corridors that include the existing SR 12 corridor running through the City of Rio Vista; a corridor north of the City on a new alignment near the Rio Vista Airport; and along a corridor that would follow SR 12 west of the City and then turn southeast along a new alignment to a river crossing south of the City. River crossing alternatives included a mid-level movable bridge or submersed tube tunnel for the alignment following the existing SR 12 corridor, and high level bridges for the alternatives passing to the north and south of the City. Many of the alternatives considered were eliminated due to impacts on existing or planned developments, poor soil conditions, increased required bridge length/cost and/or impacts on wetlands. The two alignments identified for further study included the existing SR 12 alignment and a new bypass alignment to the south of the City.

**Discussion:**

The corridors options currently under consideration include approximately 13.25 miles of the existing SR 12 roadway between SR 113 in Solano County and the Mokelumne River in Sacramento County. The alignment alternatives that were considered in the 1994 study have been reassessed based on current and planned development, engineering and environmental constraints. These have been condensed into four build alternatives in addition to a No Build alternative for more refined study. The four build alternatives include northern routes passing north and south of the airport, the existing SR 12 corridor and a southern corridor along the river bluffs. The study includes planning level bridge and tunnel studies. In addition, the work has been coordinated with the U.S. Coast Guard, the San Francisco Bar Pilots and the Port of West Sacramento to incorporate input from these waterway stakeholders to ensure that the future waterway needs are addressed and satisfied by feasible river crossing alternatives.

Engineering study completed includes the following:

- Planning level documentation of project constraints – environmental, engineering & land use
- Planning level geometric studies – horizontal & vertical profiles and ramp/interchange, bridge & tunnel layouts
- Development of 3D model simulations and renderings
- Development of planning level cost estimates
- Investigation of potential funding sources and strategies

In addition to planning-level engineering studies, the project has undertaken a significant public outreach effort to inform the local community to provide project information and to obtain local community and stakeholder input. Project background information, previous study reports, project fact sheets, newsletters, corridor maps and public meeting notes and presentations have been posted to a project web site ([www.riovistabridge.com](http://www.riovistabridge.com)). The public outreach effort has included the following components:

- Key stakeholder interviews
- Development of a Strategic Public Outreach Plan
- Production of project fact sheets, newsletters and a project web site
- Facilitation of two public meetings (May 21, 2009 & February 25, 2010)
- Presentations at two Special Meetings of the City Council (September 24, 2008 & August 26, 2009)
- Presentation at the May 21, 2009 Rio Vista Soroptomists Meeting
- Presentation at the April 22, 2010 Chamber of Commerce Meeting
- Presentation at the May 17, 2010 Rio Vista Airport Commission Meeting
- Planned

Findings with respect to the four build alternatives studied indicate that regardless of alternative considered, SR 12 will need to be upgraded to a 4-lane facility through Rio Vista and across the Sacramento River to accommodate traffic associated with planned local and regional growth. Major findings associated with specific alternatives studied include the following:

- **Alternative 2 – Existing SR12 Corridor (Mid-Level Bridge or Bored Tunnel considered)**
  - Makes use of existing right-of-way, limits primary delta zone impacts & maintains similar access to town compared to the existing condition.
  - Bridge currently opens, on average, 2 to 10 times per day.
  - Port of West Sacramento plans to increase the size and number of ships it receives and may receive more than 120 ships per year (current number is approximately 45 per year).
  - Vehicle backups can be over 1.25 miles in each direction when the bridge is opened for a large vessel. This issue will remain for a mid-level bridge alternative along this alignment.
  - Ramps for access in/out of town on a mid-level bridge would require a significant right-of-way take, including residences and businesses, as well as relocations.

- Approach for mid-level bridge would be raised 30 feet above the existing bridge approach.
- Tunnel alternative would significantly reduce the right-of-way and environmental impacts compared to a mid-level bridge.
- Estimated Cost (escalated to year 2022): \$1.17 Billion (Mid-level Bridge); \$1.51 Billion (Bored Tunnel).
- **Alternative 3 – Airport Road Corridor (High Level Fixed Bridge considered)**
  - Makes use of existing right-of-way, provides opportunity for multiple access points to town and is consistent with current City of Rio Vista General Plan.
  - Eliminates road and river traffic conflict with a high level fixed bridge
  - Noise impacts on approved Trilogy and planned Brann and Gibbs Ranch developments would require mitigation.
  - Future study needed to ensure that a high level bridge is compatible with airport expansion plans.
  - Estimated Cost (escalated to year 2022): \$1.14 Billion.
- **Alternative 4 – North of Airport Corridor (High Level Fixed Bridge considered)**
  - Less noise impact compared to Airport Road and existing SR12 Route Alternatives.
  - Limited potential access points due to airport and presence of wetlands.
  - Inconsistent with the current City of Rio Vista General Plan.
  - Requires longer bridge length (10,500 feet) to minimize impact on wetlands.
  - Indications of poor foundation soils on the west river bank not ideal for support of a large structure.
  - Impacts Rio Vista Airport expansion plans – high level bridge would conflict with approach flight path.
  - Impacts ship navigation with bridge near convergence of deep water ship channel, Sacramento River and Steamboat Slough where turbulent flow occurs during high water events.
  - Estimated Cost (escalated to year 2022): \$1.45 Billion.
  - It is recommended that this alternative be eliminated from further consideration.
- **Alternative 5 – Southern Corridor (High Level Fixed Bridge considered)**
  - Avoids planned developments and eliminates road/river traffic conflict with high level bridge.
  - Inconsistent with the current City General Plan.
  - Limited potential access points to downtown area if Freeway classification is required by Caltrans.
  - Potential conflict with the planned Shiloh III Wind Farm.
  - Estimated Cost (escalated to year 2022): \$1.17 Billion (segmental bridge); \$1.26 Billion (Cable Bridge).

Additional findings include potential funding sources and strategy. Potential traditional funding includes State, Federal and local sources, and more non-traditional means would include tolls and Public/Private/Partnership (PPP). A project of this magnitude requires

significant funding resources up front for environmental clearance, design engineering and right-of-way acquisition. Based on a preliminary assessment, traditional funding (state and federal) is not sufficient to support project delivery. A feasible funding strategy would include traditional funds along with the tolling of the existing and new bridge. Traditional funding sources could be used to help get the environmental phase started, and a toll on the existing bridge would establish a funding stream to allow for bonding to fully fund environmental clearance, design and right-of-way acquisition, as well as incremental improvements on SR 12. A toll on the new bridge is an option that would provide the revenue source to pay off bonding needed to fund project delivery and maintenance and operations of the new bridge.

A draft study has been developed to document the study and is recommended to be released for a two month public review and comment period at the June 9, 2010 STA Board meeting. Once finalized, the study will be incorporated into the SR 12 Major Investment Study (MIS) that is evaluating the SR 12 corridor from I-80 to I-5.

On May 26, 2010, the Technical Advisory Committee unanimously recommended the STA Board release the Draft Rio Vista Bridge Study for a 60-day public comment period.

**Fiscal Impact:**

The Study has been funded with a federal earmark obtained by the City of Rio Vista with the 20% matching funds also being supported by the City of Rio Vista.

**Recommendation:**

Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period.

Attachment:

- A. Draft Rio Vista Bridge Study (Copy provided to the Board Members, copy available upon request.)



DATE: June 3, 2010  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: 2010 Congestion Management Program (CMP)

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**Background:**

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP.

The 2009 CMP was approved by the STA Board on September 9, 2009. In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) found the 2009 Solano CMP to be consistent with the RTP.

**Discussion:**

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several programs have been updated that impact the CMP. These updates impact the content of the CMP, as well as the CMP's CIP. The STA staff have proposed CMP amendments to address those changes as follows:

Model Update. STA adopted an update to the Napa-Solano Travel Demand Model. The update did not involve changes to the base land use for roadway network, but did involve technical network and unique land use corrections, as well as a reduction in "K" factors and peak hour modifications. The updated model did not result in significant changes to the Level of Service reports found in Table 1.

Safe Routes to School. Safe Routes to Schools (SR2S) provides congestion relief by diverting trips from single occupant vehicles to bicycle, pedestrian and carpool/transit. STA has worked further with local cities and school districts to obtain grant funding for SR2S projects, and to provide coordination resources for the delivery of those projects. New text for SR2S is found on Page 39 of the amended 2009 Solano CMP. In the CIP, RTP project 230550 is amended to address both MTC and STA SR2S programs.

Senior and Disabled Transit. The CMP and RTP currently address ‘Lifeline’ transit programs for low income residents, but do not adequately address transportation for senior and disabled residents. By providing transit alternatives for senior and disabled residents, STA and partner providers can help these populations obtain and/or maintain mobility while providing some limited reduction in congestion. New text for Senior and Disabled Transit is found on Page 36 of the amended 2009 Solano CMP. In the CIP, RTP project 22423 is amended to address both MTC and STA SR2S programs.

At its meeting of May 26, 2010, the STA Technical Advisory Committee (TAC) reviewed the proposed amendments to the CMP. The TAC voted unanimously to recommend that the STA Board approve the CMP with the amendments identified.

**Fiscal Impact:**

None.

**Recommendation:**

Adopt the 2010 Solano CMP as specified in Attachment A.

Attachment:

- A. 2010 Congestion Management Program (To be provided under separate cover.)



DATE: May 27, 2010  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix.

**Discussion:**

State:

On May 14<sup>th</sup>, the Governor released his May Revision to the State Budget for Fiscal Year 2010-11. The State must close a \$19.1 billion budget deficit. The most significant impact to transportation is the Governor's proposal to borrow \$650 million from the excite tax on gasoline that was to be divided between the State Transportation Improvement Program (STIP), the State Highway Operations and Protection Program (SHOPP), and cities/counties.

The Senate Democrats submitted their proposal on May 24<sup>th</sup>, which is solely built on increased taxes, with no spending cuts. The Assembly Democrats submitted their proposal on May 25<sup>th</sup>, which focuses on a Jobs Fund that will generate tens of thousands of new jobs to counter the loss of 430,000 private sector, local government, and school jobs in the Governor's proposal. Gus Khouri's May State Legislative Update (Attachment B) includes more details regarding the proposed budget, including a side-by-side comparison of the Assembly Democrats budget proposal with the Governor's May Budget Revision.

Federal:

Fiscal Year 2011 Appropriations have been delayed due to Congress' failure to adopt a Budget Resolution. The SAFETEA-LU reauthorization bill was extended through December 31, 2010. Legislators have until that date to pass a comprehensive reform or adopt another extension to the bill.

On May 25<sup>th</sup>, Senate Banking Committee Chairman Christopher Dodd (D-CT) introduced the *Public Transportation Preservation Act* (S. 3412), which would authorize \$2 billion in emergency operating assistance through Fiscal Year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration. Rep. McMahan (D-NY) has introduced a companion bill in the House of Representatives (H.R. 5418).

The American Public Transportation Association (APTA) has asked transit providers to write to their congressional members asking them to support S. 3412. Staff is in the process of drafting Letters of Support, as S. 3412 is consistent with STA 2010 Legislative Priority #2:

*“Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.”*

The STA Technical Advisory Committee did not review this item, as the introduction of this bill occurred too late for their consideration on May 26, 2010. Staff recommends a position of support for S.3412.

More information on these and other federal programs and funding measures can be found in Akin Gump’s May Federal Legislative Update (Attachment C).

**Recommendation:**

Approve a position of support for S. 3412, The Public Transportation Preservation Act of 2010.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - May (Shaw/Yoder/Antwih)
- C. Federal Legislative Update - May (Akin Gump)

 Solano Transportation Authority	<b>LEGISLATIVE MATRIX</b> <b>2009-2010 State and Federal Legislative Session</b> <i>June 1, 2010</i>	<b>Solano Transportation Authority</b> One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 <a href="http://www.solanolinks.com/programs.html#lp">http://www.solanolinks.com/programs.html#lp</a>

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

### STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<a href="#">AB 744 Torrico (D)</a>  Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. <b>Last Amended on 7/15/2009</b>	<b>Support</b>
<a href="#">AB 2620 Eng D</a>  Transportation: toll facilities.	ASMBLY 6/1/10 – Second Reading.	Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The most recent amendments clarify that current jurisdictions with HOT lane authority are exempted from the provisions of the bill, <i>that net revenues be used in the corridor which collected the fees, and authorize Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county.</i> <b>Last Amended on 5/28/2010</b>	<b>Oppose</b> <i>(05/12/10)</i>
<a href="#">SB 409 Ducheny D</a>  Passenger rail programs: strategic planning.	ASMBLY TRANS. 6/12/10	Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions. <b>Last Amended on 1/26/2010</b>	<b>Support with Amendments</b> <i>(05/12/10)</i>

Bill Number/Topic	Location	Summary	Position
<p><a href="#">SB 1348</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>SEN. Special Consent Calendar - 6/1/10</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> <p><b>Last Amended on 5/24/2010</b></p>	<p><b>Watch</b> <i>(05/12/10)</i></p>
<p><a href="#">SB 1418</a> <a href="#">Wiggins D</a></p> <p>Transportation: motorist aid services.</p>	<p>SEN. Third Reading 6/1/10</p>	<p>Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.</p> <p><b>Last Amended on 4/26/10</b></p>	<p><b>Watch</b> <i>(05/12/10)</i></p>
<p><a href="#">SB 1445</a> <a href="#">DeSaulnier D</a></p> <p>Planning.</p>	<p>SEN. Third Reading 6/1/10</p>	<p>Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 5/13/2010</b></p>	<p><b>Watch</b> <i>(05/12/10)</i></p>

**FEDERAL Legislation:**

Bill Number/Topic	Location	Summary	Position
<a href="#"><u>HR 2454</u></a> <b>Waxman (D-CA)</b>  American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
<a href="#"><u>S 1156</u></a> <b>Harkin (D-IA)</b>  Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None
<a href="#"><u>S 3412</u></a> Dodd (D-CT)  Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	<i>Support recommended 6/9/10</i>

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

May 25, 2010

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

**RE: STATE LEGISLATIVE UPDATE- MAY**

On May 14<sup>th</sup>, the Governor released his May Revision to the Governor's 2010-11 State Budget. The Governor estimates that the state's budget gap is \$19.1 billion (only \$800 million less than what the Governor stated in January), which includes a current fiscal year (FY 09-10) shortfall of \$7.7 billion, a budget year (FY 10-11) shortfall of \$10.2 billion and a modest reserve of \$1.2 billion. Citing lower than anticipated revenues, the Governor proposes to eliminate the California Work Opportunity and Responsibility to Kids Program (CalWORKs), and to reduce funding for local mental health services by approximately 60 percent to help balance the budget. In addition, the Governor proposes to borrow \$650 million from the excise tax on gasoline (additional revenue generated from gas tax swap that was to be divided between STIP, SHOPP, and cities/counties), and account for \$3.4 billion in federal funding. Spending reductions account for \$12.4 billion of his proposed solutions.

**Impact on Transportation**

In March, the legislature adopted the "gas tax swap" which eliminated the sales tax on gasoline (Proposition 42) and replaced it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional \$650 million to what the sales tax generated as was to be split 44/44/12 between the State Transportation Improvement Program (STIP), cities and counties, and State Highway Operation and Protection Program (SHOPP), respectively.

The Governor proposes to borrow this amount and repay it in 2013. This funding is available on a one-time only basis, as specified in Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

**Impact on Transit**

In March, the legislature captured a total of \$1.586 billion in traditional sources of funding through the "gas tax swap" from public transportation for FY 10-11. Public transportation received a \$400 million appropriation to the State Transit Assistance program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a \$129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive \$348 million as a result of the 75% allocation to the State Transit Assistance program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds, which are derived from the sale of documents and miscellaneous services to the public, were also dedicated to the intercity rail program to ensure full funding.

The May Revision proposes to transfer the \$72.2 million of Non-Article XIX funds that have materialized for FY 10-11 from the Motor Vehicle Account to the General Fund. This should not have an impact on the intercity rail program in the budget year.

Additional proposals include:

- Extending the repayment date for \$230 million in loans from the State Highway Account and other transportation funds from June 2011 to June 2012. The projects planned for 2010 do not require this cash.
- Loaning up to \$250 million from the Motor Vehicle Account to the General Fund. This funding depends in large part on the adoption of reductions in state staffing costs as proposed in the Governor's Budget.
- After adjusting for workload increases reflecting the need to deliver more projects with funds freed up from bid savings, the Governor proposes a net decrease of \$42.3 million and 498 position-equivalents for engineering workload in the Department of Transportation Capital Outlay Support Program, including a reduction of 750 positions and 102 overtime position-equivalents, and an increase of 69 contract staff. These funding levels reflect greater efficiencies in project delivery that the Department has achieved over the past several years. The savings of State Highway Account funds have been redirected to fund highway maintenance activities.

### **High-Speed Rail**

The Governor proposes an increase of \$100.2 million for Caltrans to use American Recovery and Reinvestment Act (ARRA) funding it has received for high-speed intercity rail projects. Of this, \$349,000 will be for 4 positions to manage and oversee projects, administer the funding, and meet federal reporting requirements.

### **Proposition 1B**

The Governor proposes a \$350 million appropriation to transit capital projects from the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) and \$101.3 million for the Transit System Security Safety and Disaster Response Account (TSSSDRA).

On May 13<sup>th</sup>, the Senate Budget subcommittee #2 approved an accelerated appropriation of \$1.15 billion to the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA). The additional appropriation, if approved by the Legislature and the Governor later this year, would make a total of \$1.5 billion available for Prop 1B PTMISEA allocations. While the appropriation would occur in 2010-11, the \$1.5 billion would incorporate three years of expenditures as provided by PTMISEA recipients to Caltrans Division of Mass Transportation (DMT). While the requested amount for expenditures by PTMISEA recipients is over \$700 million for FY 10-11, this action allows more projects to advance ahead of schedule. Any unallocated portion would carry over to 2011-12.

The additional appropriation has yet to be considered by the Assembly. If there is discrepancy on the measure by the two houses, the proposal would be heard in budget conference committee.

### **Senate Democrat Budget Proposal**

On May 24<sup>th</sup>, Senate Democrats unveiled a plan Monday to raise \$4.9 billion in taxes and other revenues in an effort to forestall the deep cuts to some services and the outright elimination of California's welfare program that are part of Gov. Arnold Schwarzenegger's budget proposal. The plan would delay yet-to-be implemented corporate tax cuts, extend a personal income tax surcharge and extend a reduced tax credit for dependents. It also

would raise the vehicle license fee to 1.5 percent, an increase of 0.35 percentage points, and increase taxes on alcohol.

Earlier in the year, state Senate President Pro Tem Darrell Steinberg, D-Sacramento, had said new taxes would not be part of the Democrats' solution to the now-\$19 billion deficit, although Steinberg had also said he believed the deficit would be significantly smaller.

The Senate Democratic plan includes the following:

**Corporate taxes:** \$2.05 billion would be raised by delaying implementation of previously approved corporate tax breaks.

**Personal income tax:** \$1.43 billion would come from extending both a 0.25 percent personal income tax surcharge and reduction in dependent tax credits. The tax plan extends, for two years, a 0.25 percent income tax surcharge that was part of last year's budget solution and continues the reduction of the dependent tax credit from \$309 to \$99 per dependent for two years. That amounts to about \$1.4 billion this year and \$4.2 billion next year.

**Vehicle license fee:** \$1.2 billion would be raised from a temporary increase in the vehicle license fee. It would go from the current 1.15 percent to 1.5 percent for two years. The fee historically was 2 percent, although it was reduced significantly first by the Legislature in the flush late 1990s and early 2000s and then by Schwarzenegger when he became governor.

**Alcohol tax:** \$210 million would come from an increase of 1 to 2 cents in the alcohol tax, which has not been increased since 1991.

Governor Schwarzenegger called the proposal "disturbing," adding, "Whenever we have a problem, the only answer they have is tax increases rather than looking within, looking at the pensions, where we can save hundreds of millions of dollars, looking at the way the prison system is run where we can save billions of dollars - all of this money could go to education, could go to children, could go to vulnerable citizens."

The governor has said pension and budget reform are necessary for him to sign a spending plan this year. Senate and Assembly Republicans have repeatedly stated that they will not vote for a package that contains tax increases. As a result, a very long debate that could continue well beyond the Legislature's June 15 deadline to pass a budget is expected. Overhauling state employee pensions would not save the state money in the current budget.

### **Assembly Democrat Budget Proposal**

On May 25<sup>th</sup>, the Assembly Democrats unveiled a plan to address the state's budget and help stimulate job creation. The centerpiece of the California Jobs Budget is a \$10.1 billion Jobs Fund which according to the Assembly Democrats will protect against the loss of 430,000 private sector, local government, and school jobs in the Governor's proposal and that will also generate tens of thousands of new jobs. Assembly Democrats state that their package would do the following:

- ◆ **Generates Billions for Jobs By Closing the California Oil Severance Loophole:**
  - **\$900 million from Oil Severance in 2010-11.** The Oil Severance Tax will generate \$900 million in 2010-11 and billions more each year, to be deposited into the Jobs and Economic Security Fund.
  - **\$9.2 billion by Marshalling other State Resources in 2010-11.** In order to maximize the immediate attack on job losses now, the Jobs and Economic

Stability Fund also borrows \$8.7 billion from the California Beverage Recycling Fund<sup>1</sup> and \$500 million from the Disability Insurance Fund (similar to Governor's proposal).

- **Hundreds of Millions per Year Ongoing.** Beginning in 2011-12, the Jobs and Economic Security fund will have hundreds of millions available for Jobs Priorities, even after making repayments and other required transfers resulting from the 2010-11 Jobs and Economic Security Fund Loans.

#### **Allocation of \$10.1 billion Jobs and Economic Security Funds:**

- ◆ **\$1.1 Billion Targeted Jobs Investments.** Provides \$1.1 billion for targeted jobs strategies to develop and strengthen California industries, including green and clean tech industries. These investments can generate tens of thousands more jobs and strengthen California's economy for a generation. This provides a potential funding source for numerous Democratic and Republican jobs bills that are making their way in both houses of the Legislature this year.
- ◆ **\$900 million Repayment to Local Governments.** The California Jobs Budget protects thousands of local police, fire, and other local jobs by repaying \$900 million owed to local governments for past mandates. This provides local governments with \$900 million in discretionary funds to assist their budget challenges and avoid layoffs to critical public service jobs.
- ◆ **\$3.8 Billion Repayment to Local School Districts.** Protects tens of thousands of jobs for teachers, aides, and counselors by fully funding Proposition 98 and eliminating portions of the "Education Credit Card" rather than the Governor's proposal to cut schools by \$2.8 billion, which leads to thousands of lost jobs.
- ◆ **\$900 million to Protect Higher Education's Role in Our Economic Future.** Provides \$1 billion to restore recent education cuts and fully fund the UC and CSU to prevent the devastating economic and jobs impact of decimating Higher Education. Also protects access to higher education by reducing the Governor's student fee hike by 50 percent, which will save UC students \$628 and CSU students \$202.
- ◆ **\$1.9 Billion Keeping Working Poor Parents in Workforce.** Maintains necessary childcare programs funded through CalWORKS and Prop 98 to ensure working parents can stay employed and over 50,000 small business childcare providers can stay in business.
- ◆ **\$1.4 Billion Getting Californians Back to Work.** Invests in critical employment services to move people from welfare to work and to retrain workers at Community Colleges. Helps make employment a reality once again to Californians struggling to get back into the workforce through increased job training and employment services.
- ◆ **\$100 Million for Oil Producing Communities.** Provides \$100 million to local communities impacted by the new Oil Severance Fee. Experts project the Oil Severance Fee will have little impact on jobs statewide, but there may be localized impacts. Therefore, an ongoing \$100 million allocation is included to offset any negative impacts of the fee.

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<sup>1</sup> Funds will be available from the Beverage Container Recycling Fund due to the acceleration of Beverage Recycling Fees to meet the needs of the program and for other permitted uses. The loan will be repaid from the Jobs Fund in order to fund the expanded Recycling Program needs.

- ◆ **\$200 million for the Bottle Bill.** Separate from the Jobs and Economic Security Fund, the package increases funding by \$200 million for the Beverage Container Recycling program to strengthen and stabilize the state's recycling program. California's recycling program was nearly bankrupt due to the downturn in the economy, and this increase in support will provide long term secure funding for the program, which will protect local conservation corps, protect bottle manufacturing jobs through processing fee relief and drive green technology investment through product development grants.

**Side-by-Side Comparison:  
Governor's May Revision & Assembly Democrats' California Jobs Budget**

Starting Problem	-\$17.9 (# s in billions)	Starting Problem:	-\$17.9 (#s in billions)
Governor Education: Funds Proposition 98 at \$48.4 billion (no funding for childcare) and cuts Prop 98 funding for schools over the current year and budget year by \$2.8 billion. LAO believes this does not meet Prop 98 Obligation.	\$2.9	Jobs Budget Education: Funds Proposition 98 \$5.9 billion (including \$1.4 for Child Care) above the Governor for the Budget Year. Provides \$3.9 billion from Jobs and Economic Security Fund to meet Prop 98 minimums. Saves \$1 billion in the Current Year by maintaining the existing appropriation level.	\$4.9
Governor's Prop 98 Child Care: Eliminates Child Care.	\$1.4B	Jobs Budget Prop 98 Child Care: Fully Funds Child Care from the Jobs and Economic Security Fund	\$1.4B
Governor's Higher Ed: Restores \$600 million in cuts to UC and CSU. Increases UC fees by 15% and CSU fees by 10%.	--	Jobs Budget Higher Ed: Restores \$600 million in cuts to UC and CSU with the Jobs and Economic Security Fund. Reduces Governor's UC and CSU fee increases by 50% by providing an additional \$275 million for the UC and CSU from the Jobs and Economic Security Fund.	\$.6B
Governor's Health: Various significant cuts to Medi-Cal to save nearly \$700 million. Eliminates Adult Day Healthcare to save nearly \$200 million. Cuts county Mental Health Funds to save \$600 million. Makes various other health care cuts to save \$200 million.	\$1.6B	Jobs Budget Health: Makes no significant cuts to healthcare. Restores \$70 million for critical public health and clinic programs that were vetoed by the Governor last year.	-.1B
Governor's Human Services: Eliminates CalWORKS to save \$1.2 billion. Reduces IHSS by 50% to save \$750 million. Reduces SSI/SSP grants for individuals to the federal minimum to save \$133 million. Shifts county human service funds and various other reductions to save \$600 million.	\$2.7	Jobs Budget Human Services: Provides \$1.8 billion from the Jobs and Economic Security Fund for employment services and childcare portions of CalWORKS, and shifts all General Fund costs to Federal Funds to save \$1.5 billion. Establishes an IHSS provider fee to save \$150 million. Rejects cuts to SSI/SSP. Restores critical funds that the Governor vetoed last year, including \$80 for Child Welfare Services, \$6.4 million for core aging nutrition and support programs, and \$20.4 for domestic violence shelters.	\$1.5

Governor's Public Safety: Unspecified reduction to prison healthcare costs to save \$811 million. Shifts certain offenders to county jail and provides a block grant to save \$200 million.	\$1.0	Jobs Budget Public Safety: Generally the same as proposed by the Governor.	\$1.0
Governor's Local Government: Suspends and defers certain mandate payments to save \$200 million.	\$ .2	Jobs Budget Local Government: Provides \$931 million to repay local mandate funds owed to local governments, which also saves \$200 million.	\$ .2
Governor's State Employee Comp.: Avoids collective bargaining to cut salaries 5%, increase employee retirement contributions 5%, reduces staff funding by 5%, and have a floating furlough day to save \$2.1 billion.	\$2.1	Jobs Budget State Employee Comp: Cuts staffing funds and overhead by 5% to save \$700 million. All other reductions should be accomplished through collective bargaining and any savings will increase the reserve.	\$ .7
Governor's Federal Funds: Projects \$3.4 billion in additional Federal Funds.	\$3.4	Jobs Budget Federal Funds: Accepts Governor's projection of \$3.4 billion.	\$3.4
Governor's Special Fund Loans, Transfers, Fund Shifts: Proposes \$2.6 billion in various special fund loans, transfers, and fund shifts.	\$2.6	Jobs Budget Special Fund Loans, Transfers, Fund Shifts: Generally accepts Governor's proposals. Various costs (as specified above are shifted to the Jobs and Economic Security Fund).	\$2.6
Governor's Revenue Solutions: Establishes Speed Cameras to generate \$200 million. Extends Hospital Fees to generate \$200 million. Establishes the Emergency Response Initiative property insurance fee to fund fire costs to save almost \$100 million. Estimates \$450 million in various other revenues.	\$ .9	Jobs Budget Revenue Solutions: Rejects the Speed Cameras but includes all other Governor's revenue solutions to generate \$700 million. Accepts LAO Current Year Revenues of \$400 million. Accepts LAO Budget Year Revenues of \$1 billion (\$430 million net of Prop 98) Delays various new business tax breaks to generate \$2.1 billion (\$903 net of Prop 98)	\$2.4
Governor's Various Others:	\$ .3	Jobs Budget Various Others (inc Prop 98 reserve):	\$ .3
Final Reserve	\$1.2	Final Reserve	\$1.0

## MEMORANDUM

May 27, 2010

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

During the month of May, we monitored grant opportunities, congressional hearings, and legislative developments, including surface transportation reauthorization, appropriations and climate change.

## 1. Grant Opportunities

***TIGER***

The Department of Transportation issued its Notice of Funding Availability for TIGER II grants on April 26, as we mentioned in our April report. Pre applications are due by July 16 and final applications are due by August 23. DOT held two seminars on the application process on May 17 and 18, – the first on *How to Compete for a DOT Discretionary Grant* and the second on *Benefit/Cost Analysis for Transportation Infrastructure*. We provided a summary of these sessions in a separate memo. DOT officials emphasized the competitiveness of the program and that priority would be given to projects that have a significant impact on: state of good repair; economic competitiveness; livability; environmental sustainability; and safety. Secondary criteria include job creation, innovative financing and partnerships between governments and the private sector, breaking down modal barriers, and demonstrated strong local funding and support. DOT will fund projects that have sufficient funding so that they are fully funded with the TIGER grant.

***STATE OF GOOD REPAIR***

We also have brought to your attention the Federal Transit Administration's May 4 notice on the State of Good Repair program. FTA will distribute \$775 million to transit grant recipients for capital projects including purchase, replacement or rehabilitation of buses, vans and related equipment and replacement or modernization of bus maintenance and passenger facilities. The program requires a local match of between 10 and 20 percent depending on the type of project. Applications are due by June 18.

## 2. Hearing on Infrastructure Bank

On May 13, 2010, the House Ways and Means Committee's Subcommittee on Revenue Measures held a hearing to examine whether a national infrastructure bank would provide increased funding for transportation projects. Rep. Rosa DeLauro (D-CT) testified in support of the *National Infrastructure Development Bank Act* (H.R. 2521), which would

establish an independent, self-sustaining, government-owned corporation and give it the authority to issue 30 year federal bonds and use the proceeds to provide loans and loan guarantees to infrastructure projects. She testified that a national infrastructure bank would channel private dollars from pension funds, sovereign wealth funds, and insurance companies to create a U.S. infrastructure development market. Witnesses testifying in support of the infrastructure bank proposal included Gov. Edward Rendell (D-PA), representing Building America's Future Coalition, Los Angeles Mayor Antonio Villaraigosa, and Stanton Hazelroth, Executive Director of the California Infrastructure (I-Bank) and Economic Development Bank.

The President's fiscal year 2011 budget included \$4 billion for an infrastructure fund; however, Congress is not likely to provide funding for an infrastructure bank or fund without passing authorization legislation. It is more likely that Congress will consider the Bank along with the Transportation Infrastructure Finance and Innovation Act (TIFIA) program as part of the surface transportation reauthorization legislation.

### 3. Emergency Operating Assistance Bill

On May 25, Senate Banking Committee Chairman Christopher Dodd (D-CT) introduced the *Public Transportation Preservation Act* (S. 3412), which would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.

Democratic Senators Frank Lautenberg (NJ), Menendez (NJ), Charles Schumer (NY), Kirsten Gillibrand (NY), Dick Durbin (IL), Sherrod Brown (D-OH) and Jack Reed (R-I) cosponsored the bill. The American Public Transportation Association (APTA) has asked transit providers to write to their senators asking them to support the bill. There is no companion bill in the House at this time so the outlook of the bill is uncertain.

Chairman Dodd has introduced an amendment to the Emergency Supplemental Spending bill (H.R. 4889), currently pending on the Senate floor, to authorize the transit operating assistance. It is unclear whether Chairman Dodd has enough votes to approve the amendment. The Senate is scheduled to hold a cloture vote to shut off debate on the bill on May 27. The outcome of the bill is uncertain due to the overall cost of the bill, over \$58.8 billion in defense and emergency spending.

If the Dodd amendment is not adopted, supporters are expected to look for another vehicle for the amendment to enact the authorization at the earliest opportunity.

### 4. Senate Climate Change Bill

On May 12, 2010, Senators John Kerry (D-MA) and Joseph Lieberman (I-CT) released a new climate change proposal (*The American Power Act*). The bill would cap greenhouse gas emissions at 17 percent of 2005 levels by 2020, increasing to 85 percent by 2050, and would establish an allowance program that would provide rebates to consumers to keep energy costs low, assist businesses in the transition, and speed development and

deployment of energy efficient technologies.

The bill assesses a fee on oil production by requiring petroleum companies to purchase emissions allowances at a fixed price. The legislation would direct a relatively small portion of the revenues to transportation investment that reduces greenhouse gas emissions. One-third of the transportation funds would be deposited into the Highway Trust Fund. Up to an additional \$1.875 billion annually would be distributed by the Department of Transportation as competitive grants under the TIGER program. And a final third of the emissions allowance revenue, up to \$1.875 billion, would be distributed to states and metropolitan planning organizations (MPOs) to meet emission reduction targets established under the bill. This would include efforts to increase the use of public transportation, land use strategies, operations improvements, including intelligent highways, intercity, high-speed and freight rail expansion, and highway electrification projects. Up to 10 percent of the funding could be used for planning purposes.

Transportation stakeholders are concerned that although the legislation would generate \$19.5 billion in revenues from transportation motor fuels in 2013, seventy-seven percent of the revenue would be diverted away from transportation in the first year. In later years as the price of carbon increases, the percentage diverted could be as much as 91 percent. A coalition of 27 transportation industry associations, including the American Association of State Highway and Transportation Officials (AASHTO), the American Road and Transportation Builders Association (ARBITA), and American Public Transportation Association (APTA) have written to the bill's sponsors protesting the approach because it is essentially a gas tax in disguise diverted for other purposes and will complicate efforts to identify revenues needed to reauthorize the surface transportation program.

States also can use a percentage of allowances for state energy efficiency projects, including up to 10 percent of the allocations for the non-federal share of surface transportation projects, including formula grants, capital investment projects and congestion mitigation and air quality (CMAQ) projects.

The bill extends and doubles for ten years the alternative fuel credits for purchase of certain heavy-duty natural gas vehicles or light or medium-duty commercial fleets of at least ten cars and the purchase of at least three natural gas vehicles. It would authorize state and local government to issue tax credit bonds to finance natural gas vehicles.

#### 5. Bicycle, Pedestrian Projects

On May 21, Federal Transit Administrator Peter Rogoff announced on Washington, D.C.'s Bike to Work Day that FTA would issue a policy statement shortly expanding the radius within which bike path and pedestrian walkways are eligible for FTA funding to three miles for bikes and a half mile for pedestrians. The current radius for pedestrian walkways is 1,500 feet.

#### 6. Highway Formula Funding

The House was expected to vote this week on a package of tax extensions and modifications (H.R. 4213) that includes a revision to the highway funding formula adopted in the latest extension of the surface transportation law.

During consideration of the *Hiring Incentives to Restore Employment "HIRE" Act* (H.R. 2847), Senate Majority Leader Harry Reid (D-NV) agreed to amend the distribution formula for Projects of National and Regional Significance (PNRS) and the National Corridor Infrastructure Improvement program in subsequent legislation after House Transportation and Infrastructure Committee Chairman Oberstar objected to the Senate bill, which distributed the funds based on the percentage of earmarks a state received under those programs in SAFETEA-LU. Under the HIRE Act, four states -- California, Illinois, Louisiana, and Washington -- received nearly 60 percent of the funding for those programs and 21 states received no funds. The tax extender bill included a provision that distributed the money to states based on their share of overall highway funds, which would have resulted in California, Illinois, D.C. and 11 other states having to return funds. On May 26, Leadership agreed to an amendment that would hold the 14 states harmless by providing an additional \$417 million annually in highway contract authority.

The Democratic Leadership had intended to vote on the bill this week to send it to the Senate for immediate consideration. While a vote may still occur, it now appears that it will be postponed until after the Memorial Day recess, despite the adoption of several revisions to the extenders bill to lower its costs and to appeal to moderate members of the caucus.

#### 7. SAFETEA-LU Reauthorization

There has been speculation that the Senate Environmental and Public Works Committee has made enough progress in drafting the SAFETEA-LU reauthorization bill that staff may begin informal pre-conferencing sessions with the House Transportation and Infrastructure Committee to prepare a multi-year bill for floor consideration. Under the extension adopted in the HIRE Act, legislators have until December 31, 2010 to pass comprehensive reform or adopt another extension to the bill. It remains likely that Congress will not pass a reauthorization bill until next year, but the Senate Environment and Public Works Committee has signaled a desire to make some progress on a bill this year.

#### 8. Fiscal Year 2011 Appropriations

Progress on the Fiscal Year 2011 Appropriations bills has been slowed by Congress' failure to adopt a Budget Resolution. The House Democratic Leadership missed an informal May 15 deadline to bring a budget resolution to the floor. Usually, the non-binding resolution establishes multiyear projected spending levels, revenues, and deficits as well as the fiscal priorities of the majority party. A budget resolution would make the appropriations process easier by setting an agreed-upon cap for spending in the next fiscal year for both the House and Senate. Republicans have accused Democrats of avoiding the hard fiscal choices that need to be made and have publicly stated that they do not expect the Democrats to bring a resolution to the floor. Leadership is continuing to negotiate a resolution between anti-deficit Blue Dog Democrats and progressive members of the caucus over discretionary spending. Congress can move ahead with the appropriations bills without a budget resolution, but have not yet announced their plans.

#### 9. Expedited Rescissions

The Obama Administration has proposed legislation to give the President the authority to make “expedited rescissions” to make cuts in congressional spending bills, similar to the line-item veto. The proposal would apply to discretionary spending, as well as obligation limits, which are used to set transportation spending caps, and “non-entitlement” spending.

Under the proposal, the president would have 45 days from the day a spending bill was enacted to review and submit to Congress a list of proposed rescissions. Congress would have 25 days to consider the proposed cuts, which would only take effect if Congress approved them. The legislation to give the President a line-item veto was struck down by the Supreme Court as unconstitutional. The Senate Judiciary Committee’s Constitution Subcommittee, chaired by Sen. Russ Feingold (D-I.), who is sponsoring his own version of an expedited rescission bill with Rep. Paul Ryan (R-Wis.), the Ranking Member on the House Budget Committee, held a hearing on the proposal on May 26. The House and Senate appropriators are likely to oppose any attempt to cede authority to the Executive Branch.

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DATE: May 27, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: 2010 State Transportation Improvement Program (STIP) Update

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**Background:**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period. STA's 2008 STIP programmed projects are shown in Attachment A.

The 2008 STIP was a lean programming period, in which several roadway and transit capital projects were reprogrammed (delayed) by several years due to projected state funding limitations. August 2009 STIP Amendments approved by the California Transportation Commission (CTC) corrected some of these delays for the City of Vallejo's "Vallejo Station" transit capital project (i.e., \$13 M which was allocated by CTC this year).

New 2010 STIP funding is severely limited. On October 15, 2009, the CTC adopted the 2010 STIP fund estimate and guidelines, showing that statewide about 31% of funds currently programmed in the 2008 STIP will need to be delayed from Fiscal Year's 2010-11, 2011-12, and 2012-13 to the last FY's of the STIP, FY's 2013-14 and 2014-15.

**Discussion:**

On October 28, 2009, the Metropolitan Transportation Commission (MTC) adopted the Bay Area's guidelines for recommending the programming of 2010 STIP funds. New project funding in the 2010 STIP were limited to Transportation Enhancement (TE) projects. In December 2009, the STA Board approved \$412,000 of 2010 STIP TE funding for the City of Vallejo's Downtown Streetscape Pedestrian Links Project. The reprogramming of the City of Vacaville's Jepson Parkway Gateway Enhancement to FY 2010-11 has been done. No new STIP revenues were projected for roadway or transit capital projects.

New funding for Planning, Programming, and Monitoring (PPM) activities are limited to a \$383,000 target in FY 2013-14 & FY 2014-15, a reduction from previous PPM targets. The prior commitment to the STA Board for a STIP swap of \$1.9 M in the fall of 2007 has been programmed to projects for the cities of Vacaville (\$1.5 M) and Fairfield (\$400,000) in exchange for swapping funding for STA planning and project delivery activities.

As previously reported, the 2010 STIP Fund Estimate did impact 2008 STIP projects in Solano County. Statewide and estimated 30% of roadway funds had to be delayed to FY 2013-14 & FY 2014-15. In determining which projects to delay, the CTC staff had several constraints that limited which projects could be considered. STIP projects that also have Proposition 1B funding through the Corridor Mobility Improvement Account (CMIA) could not be delayed beyond due to a legislative delivery requirement that projects must start construction by 2012. In addition, projects that are safety or mandated could also not be delayed. For the Bay Area, Solano and San Mateo counties carried the burden for the shortfall in cash in the State Highway Fund.

In FY 2008-09, Jepson Parkway Project requested \$2.4 M in programmed STIP funds for Design activities. The CTC did not allocate these funds due to the on-going State budget crisis. In addition, the Project had programmed \$3.8 M in FY 2009-10 for Right-of-Way activities. The CTC delayed the allocation opportunity until FY 2010-11 for both these phases. In addition, the CTC delayed \$30.457M for the Jepson Parkway Project's Construction Phase 1 (Vanden Road from Peabody to Leisure Town) be delayed two additional years from FY 2012-13 to FY 2014-15 (Attachment B).

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Current Solano County 2008 STIP projects, as listed CTIPS database, Sept 2009
- B. Approved 2010 STIP for Solano County

2008 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only)

Solano County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)							R/W ENG	CON ENG	
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14	R/W			CON
04	SOL		2152	MTC - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	257	397	35	35	35	35	35		368	29		
PM:			106-0000-0343																
KP:			Local Assistance																
					TOTAL:			257	397	35	35	35	35	35		368	29		
04	SOL		2260A T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #1 - In Vallejo. Construct 750 stall three level structure.	RIP				705										705
PM:			106-0000-1689																
KP:			Mass Transit																
					TOTAL:				705										705
04	SOL		2260B T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #2 - In Vallejo. Construct parking structure for Baylink Ferry and bus facilities.	RIP				13,698		13,128					13,128	75	495	
PM:			106-0000-1690																
KP:			Mass Transit																
					TOTAL:				13,698		13,128					13,128	75	495	
04	SOL		2261 T971SA	Vallejo, City of - Baylink Ferry Maintenance Facility - In Vallejo. Construct Baylink Ferry maintenance facility.	RIP		06/07/07	500	4,800			4,300				4,725	75		
PM:			106-0000-0734																
KP:			Mass Transit																
					TOTAL:			500	4,800			4,300				4,725	75		
04	SOL		2263	Solano Co. Trans. Auth. - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	1,929	3,565	589	589	589	229	229		3,527	38		
PM:			106-0000-0752																
KP:			Local Assistance																
					TOTAL:			1,929	3,565	589	589	589	229	229		3,527	38		
04	SOL		5152A	Solano County - TE reserve - TE reserve	RIP				3,234	701	721	609	549	654		3,234			
PM:			106-0000-1073																
KP:			Local Assistance																
					TOTAL:				3,234	701	721	609	549	654		3,234			
04	SOL		5152E 074634	Vacaville, City of - Jepson Parkway Gateway Enhancement - In Vacaville, at the Gateway to Jepson Parkway at Interstate 80 and Leisure Town Road. Jepson Parkway Gateway Enhancement.	RIP		06/11/09	120	350	120	230					230		120	
PM:			106-0000-1324																
KP:			Local Assistance																
					TOTAL:			120	350	120	230					230		120	
04	SOL		5301 0T2101	Solano Transportation Authority - I-80 Reliever Route/Jepson Pkwy - In Fairfield and Vacaville, between Route 12 and 80 on Walters, Vanden and Leisure Town Roads. Interstate 80 local reliever	RIP		09/05/07	2,528	39,185	2,400	3,800		30,457		3,800	30,457	2,528	2,400	
PM:			106-0000-0348																
KP:			Local Assistance																
					TOTAL:			2,528	39,185	2,400	3,800		30,457		3,800	30,457	2,528	2,400	
04	SOL	37	5201F 0T1451	Caltrans - Route 29/37 Interchange - Highway Planting - In Vallejo, between Wilson Avenue and Diablo Street. Highway planting.	IIP				4,527	3,769						3,000		758	769
PM:			106-0000-0929																
KP:			Capital Outlay																
					TOTAL:				4,527	3,769						3,000		758	769
04	SOL	80	5301L 0A5300	Solano Transportation Authority - I-80/I-680/SR12 Interchange - In Fairfield, along the Interstate 80 corridor between State Route 12 West and State Route 12 East. Improve interchange complex and	RIP		04/11/02	400	11,812				11,412			11,412		400	
PM:			106-0000-0914																
KP:			Local Assistance																
					TOTAL:			400	11,812				11,412			11,412		400	

# 2008 State Transportation Improvement Program

## Current Official STIP - (STIP funds, RIP and IIP only)

### Solano County

#### State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)						R/W ENG	CON ENG					
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14			R/W	CON	PA&ED	PS&E	
04	SOL	80	8273B 0T1631	Caltrans - Route 80 Widening Landscaping - Highway Planting	IIP			2,544		700	101	1,743					1,076	700	101	667		
PM:			106-0000-0960																			
KP:			Capital Outlay																			
<b>TOTAL:</b>								2,544		700	101	1,743					1,076	700	101	667		
75	SOL		6045K R907SB	Fairfield, City of - Fairfield/Vacaville Rail Station - In Fairfield; Capitol Corridor. Construct train station with platforms, 300 space park and ride lot, electric vehicle charging facilities and other station facilities.	RIP		02/02/06	125	4,125				4,000				4,000	125				
PM:			206-0000-2178																			
KP:			Rail																			
<b>TOTAL:</b>								125	4,125				4,000				4,000	125				
75	SOL		6046 R937TA	Dixon, City of - Dixon Rail Station Improvements - In Dixon, near 220 North Jefferson Street at the existing Multimodal Transportation Center (UPRR milepost 67.5). Rail station (platform, pedestrian	RIP		12/13/07	1,873	1,873											1,873		
PM:			106-0000-1289																			
KP:			Rail																			
<b>TOTAL:</b>								1,873	1,873												1,873	
<b>Total Solano County: 13 Projects</b>					RIP:			7,732	83,744	3,845	18,503	5,533	46,682	918			3,800	71,081	3,270	5,593		
					IIP:			7,071	7,071	4,469	101	1,743					4,076		1,458	101	1,436	
					Total:			7,732	90,815	8,314	18,604	7,276	46,682	918			3,800	75,157	3,270	7,051	101	1,436

# 2010 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component															
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup	Con Sup									
<b>STIP Projects at Fund Estimate (October 2009):</b>																												
MTC		2152	Planning, programming, and monitoring			Jul-08	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring			Jul-08	589	0	0	0	0	0	0	0	0	0	589	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301K	Loc rds north of Rt 80/680/12 (TCRP #25)(08S-29)			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring			Aug-09	35	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring			Aug-09	589	0	0	0	0	0	0	0	0	0	589	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)			Feb-09	2,400	0	0	0	0	0	0	0	0	0	2,400	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)				34,257	0	30,457	0	0	0	0	0	0	0	3,800	30,457	0	0	0	0	0	0	0	0		
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				7,000	0	0	0	0	0	0	0	0	0	7,000	0	0	0	0	0	0	0	0	0		
Caltrans	loc	5301L	RT 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	11,412	0	0	0	0	0	0	0	11,412	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				105	0	35	35	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				1,047	0	589	229	229	0	0	0	0	0	1,047	0	0	0	0	0	0	0	0	0		
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03) (08S-29)			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, segment 2 (08S-29)			Oct-09	13,128	0	0	0	0	0	0	0	0	0	13,128	0	0	0	0	0	0	0	0	0		
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			Sep-09	4,300	0	4,300	0	0	0	0	0	0	0	4,300	0	0	0	0	0	0	0	0	0		
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	4,000	0	0	0	0	0	0	0	4,000	0	0	0	0	0	0	0	0	0		
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			Jun-09	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Vacaville	te	5152E	Jepson Parkway Gateway enhancement				230	0	0	0	0	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0		
MTC/STA	res	5152A	TE reserve (County Share)				1,932	721	609	549	53	0	0	0	0	0	1,932	0	0	0	0	0	0	0	0	0		
MTC	res	5152A	TE reserve (MTC Share)				601	0	0	0	601	0	0	0	0	0	601	0	0	0	0	0	0	0	0	0		
			<b>Total Existing STIP Projects</b>				81,780	28,647	5,533	46,682	918	0	0	0	0	3,800	75,460	0	2,520	0	0	0	0	0	0	0		
<b>RECOMMENDED 2010 STIP PROGRAMMING</b>																												
<b>Highway Project Recommendations:</b>																												
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				-7,000	-7,000	0	0	0	0	0	0	0	0	-7,000	0	0	0	0	0	0	0	0	0		
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				7,000	0	7,000	0	0	0	0	0	0	0	7,000	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)			Feb-09	-2,400	-2,400	0	0	0	0	0	0	0	0	-2,400	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)				-34,257	-3,800	0	-30,457	0	0	0	0	0	-3,800	-30,457	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway				36,657	0	6,200	0	0	0	0	0	0	30,457	30,457	0	2,400	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				-1,047	0	-589	-229	229	192	191	0	0	-1,047	0	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				1,430	0	589	229	229	192	191	0	0	1,430	0	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				-105	0	-35	-35	-35	0	0	0	0	-105	0	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				178	0	35	35	36	37	0	0	0	178	0	0	0	0	0	0	0	0	0	0		
			<b>Subtotal Highway Projects</b>				456	-13,200	13,200	-30,457	0	228	30,685	0	456	0	0	0	0	0	0	0	0	0	0	0		
<b>Transportation Enhancement (TE) Project Recommendations:</b>																												
Fairfield	te		Capitol Corridor rail station, Fairfield, TE elements			NEW	400	0	0	400	0	0	0	0	0	400	0	0	0	0	0	0	0	0	0	0		
Vallejo	te	5156K	Downtown Vallejo Square pedestrian enhancements			NEW	412	0	412	0	0	0	0	0	0	412	0	0	0	0	0	0	0	0	0	0		
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane			NEW	294	0	0	294	0	0	0	0	0	294	0	0	0	0	0	0	0	0	0	0		
American Cyn	te	2130G	Napa Jct Elementary School ped improvements			NEW	183	0	183	0	0	0	0	0	0	183	0	0	0	0	0	0	0	0	0	0		
San Bruno	te	648E	San Mateo, San Bruno medians			NEW	630	0	630	0	0	0	0	0	0	630	0	0	0	0	0	0	0	0	0	0		
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction			NEW	176	0	176	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0	0		

# 2010 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

## Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component										
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W sup	Con Sup					
MTC	res	5152A	TE reserve (MTC Share)				-601	0	0	0	-601	0	0	0	0	0	0	0	0	0	0	0	0	
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	0	0	0	0	0	0	0	0	0	0	0	0
MTC/STA	res	5152A	TE reserve (County Share)				-1,211	0	-609	-549	-53	0	0	0	0	0	0	0	0	0	0	0	0	0
MTC/STA	res	5152A	TE reserve (County Share)				649	0	0	596	53	0	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Subtotal TE Projects</b>				2,345	0	433	406	694	406	0	0	0	0	0	0	0	0	0	0	0	0
			<b>Total Recommended 2010 STIP Programming</b>				2,801																	

**Notes:**  
 RTIP adopted on 1/27/10 and delivered on 2/16/10. Additional information received 3/16.  
 Request to reprogram current-year TE programming for the Jepson Parkway Gateway enhancement project (ppno 5152E) is inconsistent with STIP guidelines.

Balance of STIP County Share, Solano	
Total County Share, June 30, 2009	82,952
Programmed at Fund Estimate	81,780
2010 STIP Fund Estimate Formula Distribution	940
Recommended New Programming	2,801
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	689
TE Programming Target	1,624
Recommended TE programming	2,345
Under (Over) TE Target	-721



DATE: May 28, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Jepson Parkway Project Update

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**Background:**

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Jepson Parkway Project is named for Willis Linn Jepson, born August 19, 1867, in Little Oak, near Vacaville. Jepson was considered one of America's greatest regional botanists and the principal interpreter of California flora.

The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include, Leisure Town Road, Vanden Road, Cement Hill Road, Walters Road, including the extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

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

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

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

**Discussion:**

The Draft EIR/EIS was released for public comment in June 2008 with a public hearing held on June 24, 2008. The Final EIR was certified by the STA Board in March 2009. The EIR Preferred Alternative is Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road. STA is continuing to working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion (BO) from the US Fish and Wildlife Service is required. The BO has been completed. A \$2.4 million allocation request for State Transportation Improvement Program (STIP) programmed funds for Plans, Specifications & Estimate (PS&E) was made to the California Transportation Commission (CTC) in June 2009. However, this allocation was deferred due to the state budget crisis. As part of the 2010 STIP re-programming activities, CTC staff has reprogrammed the \$2.4 million PS&E and \$3.8 million right-of-Way funds to Fiscal Year (FY) 2010-11. An allocation request for these funds will be made in FY 2010-11, but it remains unclear if these funds will actually be allocated. In addition, the CTC staff recently recommended the \$30 million in construction funding be moved out two additional years to FY 2014-15.

Earlier this year, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds.

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. While improvements under this TSSP are likely years away due to the current economic conditions, it will be important to coordinate the projects. The coordination needs to consider, access points along Leisure Town, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging.

In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor Level of Service (LOS) operating agreement.

The STA is planning to retain a Project Manager for this project as it get ready to move through design and Right-of-Way acquisition (subject of separate staff report). Actions to initiate the Updated Jepson Parkway Concept Plan will be considered at the July 2010 STA Board meeting following a meeting of the Jepson Parkway Working Group.

**Recommendation:**

Informational.

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DATE: May 28, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Measure 2 (RM 2) Update

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**Background:**

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

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. These are as follows:

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. The priority is given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.

(14) Capital Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capital Corridor Joint Powers Authority and the Solano Transportation Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez,

Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.

**Discussion:**

Solano County has eight (8) intermodal projects funded with nearly \$89 million of RM 2 and Bridge Toll funds. Last year presentations were made to the STA Board by the project sponsors. The presentations provided an overview on the scope, cost and general schedule of the projects. The project sponsors for these projects are the cities of Benicia, Fairfield, Vacaville, and Vallejo. Recent update for this projects are provided below:

*Vallejo Ferry Intermodal Station (Total Project Cost \$74,000,000 - RM 2 Funding \$28,000,000)*

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

The Project currently has \$58 million in a combination of federal, state, regional and local funds as follows:

- \$11 m in Federal funds
- \$14 m in State (State Transportation Improvement Program (STIP)) funds
- \$28 m in Regional (RM 2) funds
- \$5 m in Local funds (Impact Fees)

The City of Vallejo presented a phasing concept of the project that would utilize the \$47 million of existing funds as part of the first phase. Constructions on the Phase 1 elements are as follows:

- Bus Transfer Center: Construction Underway
- Parking Structure (Phase A): Construction Underway

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

A Site Analysis & Concept Design Study for the Curtola Transit Center was completed that determined that construction of a parking structure at the existing site was the most cost effective use of these RM2 funds. The facility has been scoped to ultimately provide for 1,404 parking spaces on site and complete separation of the bus, private vehicle and pedestrian movements. The project has been scoped to be built in 3 phases, with the first phase providing a parking structure that will increase the on-site parking from 485 to 694 spaces. This initial phase has been estimated to cost \$16 million. However, with the existing RM 2 funding at \$11.75 million, down scoping will need to occur if additional funding cannot be secured. The City has hired Grey-Bowen to help manage this project and work with the stakeholders to gain consensus on moving the project forward. The environmental work is expected to be initiated this summer. The City had originally expected to begin construction on both of these facilities in the summer of 2010.

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

The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The scope consists of:

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

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

Both these projects are on schedule for completion of preliminary design using Fiscal Year (FY) 2009-10 funds before transitioning to design and construction in FY 2010-11. The final public workshop on preliminary design is scheduled for this month. The western site will utilize City-owned right of way, and the entire project will qualify for a California Environmental Quality Act (CEQA) categorical exemption.

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

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, has been built. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No activity on this project. The City is moving forward as a first step with the Benicia Industrial Multi-Modal Transit Area Plan with \$125,000 of these RM 2 funds.

*Fairfield Transportation Center (Total Project Cost \$16,000,000 - RM 2 Funding \$7,750,000)*

An environmental document has been completed for the original concept. The City is considering adjusting the project to provide for phasing of the garage construction. This project has been identified as a candidate for future regional Priority Development Area (PDA) funds. STA staff is interested in working with the City and Caltrans to refine the

ultimate vision for the Intermodal Center including circulation of buses and bicycle and pedestrian access in addition, to the additional parking needs of the Center.

*Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$40,000,000 - RM 2 Funding \$20,996,000, Bridge Toll \$9 million)*

The Fairfield City Council adopted the Mitigated Negative Declaration (MND) environmental document to complete the CEQA process for the Fairfield/Vacaville Train Station on June 1, 2010 and we will be working with Federal Transit Administration (FTA) to finalize a federal environmental document. 35% design plans will be completed this June. The City is on schedule to start construction in 2011 and to have the train station open for service by the end of 2013.

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

Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Construction began in 2009 and is slated for completion in 2011.

On May 12, 2010 MTC's Programming and Allocations Committee included an informational item regarding the RM 2 implementation status. Project No. 5, Vallejo Ferry Intermodal Station was presented as "On Track" for both cost and schedule. Project No. 6, Solano County Express Bus Intermodal Facilities was being presented as "At Risk" for both cost and schedule. Projects funded under this Project include, Vallejo Curtola Transit Center, Benicia Intermodal Facility (Park-n-Ride Lots), Fairfield Transportation Center, and the Vacaville Intermodal Station. Project No. 7, I-80 / I-680 SR 12 was presented on "On Track" for both cost and schedule. Project No. 14, Capital Corridor Station and Track Improvements in Solano County was presented as "At Risk" for cost and "High Risk" for schedule. The projects funded under this Project include the Fairfield/Vacaville Intermodal Rail Station and Track Improvements. Two of the RM 2 Intermodal projects in the county are not fully funded, however, the City of Vallejo has stated that, if additional funding cannot be secured, they will scope the first phase of the project at Curtola to stay within the funding currently available. The City of Fairfield's Transportation Center is not fully funded and the ultimate design for the Center needs to be confirmed with all stakeholders.

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachment:

- A. MTC's RM 2 Capital Program Update dated May 12, 2010

## Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2010

Item Number 4a

### Regional Measure 2: Capital Program Monitoring

**Subject:** Regional Measure 2 Capital Program Update

**Background:** Regional Measure 2 was passed in March of 2004 and the Commission began allocating funds in July 2004. Since then, as of December 2009, MTC has approved over \$1.1 billion in capital allocations, almost three-fourths of the \$1.5 billion available.

The attached staff presentation focuses on the capital program in the first half of fiscal year 2009-10. The operating program is reported on an annual basis and will be presented to the commission in October.

As the program enters its sixth year, a number of major projects have seen significant progress or reached major project milestones with many of them entering the construction phase. To address new challenges of implementing projects that have progressed to advanced stages of development and construction, staff has identified 13 major projects for detailed oversight. MTC will monitor these projects and problem solve with a corridor focus and consideration of other regional funding sources and the relationship of projects to regional programs and priorities.

**Budget/Schedule Status:**

The number of projects 'On Track' has increased since the last update. 'On Track' signifies projects moving forward without any issues. However, there are still some projects 'At Risk' and 'High Risk'. Three projects have not yet been allocated RM2 funds due to major funding shortfalls or because the project scope is still under development. The attached slides provide additional detail on major milestones and critical project issues.

**General Assessment:**

- Several major projects are entering capital intensive right-of-way and construction phases.
- Federal stimulus funding has enabled significant progress on some major projects.
- A drop in sales tax revenues has led to revenue challenges and the state budget deficit continues to create uncertainty.
- Some projects have completely drawn down RM2 funds, and are now beginning to use complementary RM1/AB 1171 toll funding.
- The bid climate continues to be favorable, resulting in cost savings on some projects; MTC is monitoring projects with substantial bid savings to work out potential revised funding plans.
- MTC is focusing efforts to address new challenges of projects in advanced stages of development and construction.

**Issues:** None.

**Recommendation:** Information.

**Attachments:** RM2 Project Status Summary  
Presentation Slides

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# Regional Measure 2: Capital Program Update

May 12, 2010

Programming and Allocations



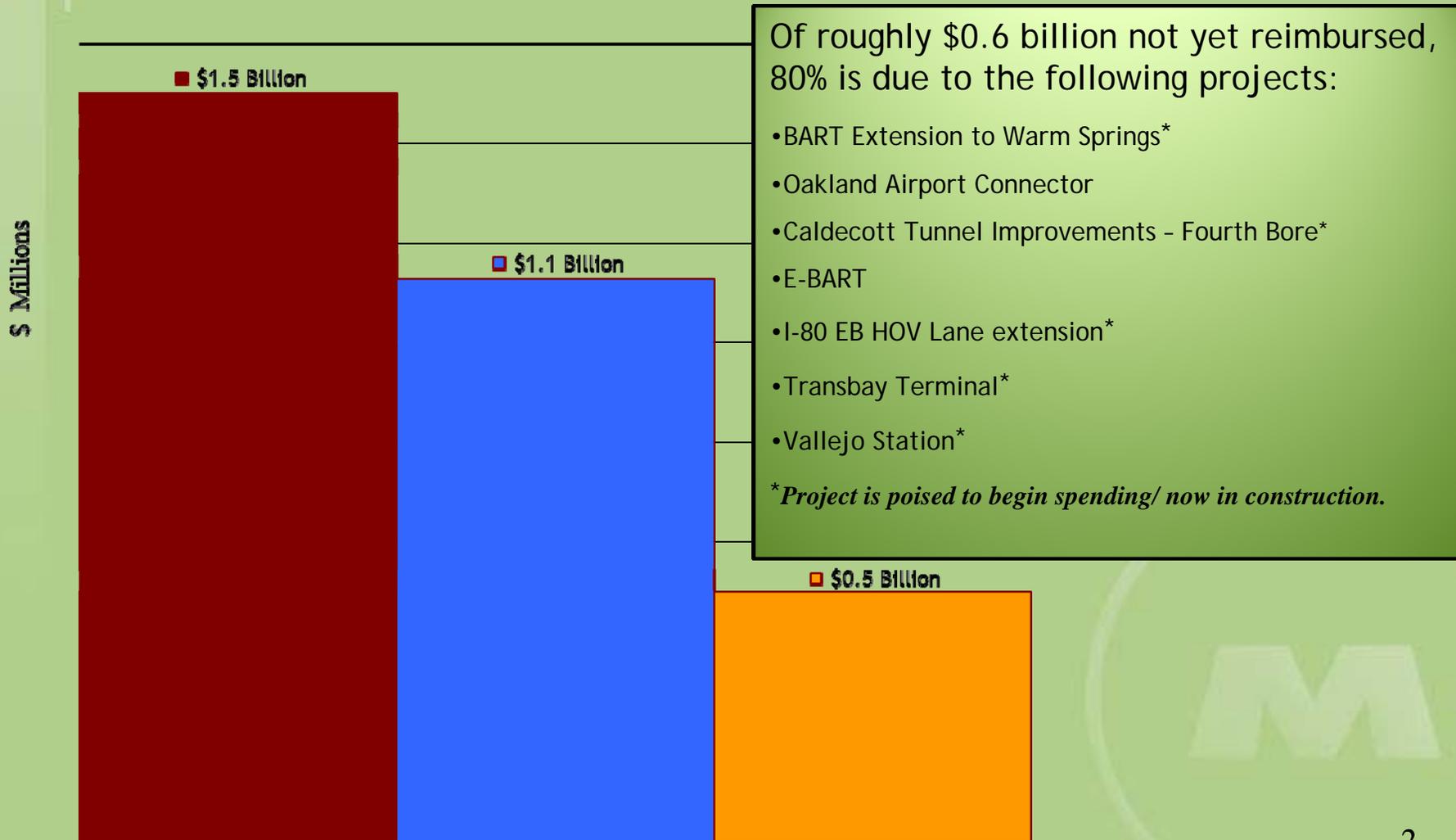
METROPOLITAN TRANSPORTATION COMMISSION

# Capital Program Summary

- Passed by Voters in March 2004
- 37 Projects in Statute, \$1.5 billion program
- Allocations through Dec 2009: Over \$1 billion
- Almost 75% of program allocated

Project Phase	No. of Allocations	Amount	
		(\$ millions)	Percentage
PA/ED or Study	68	\$194	17%
Design	32	\$163	15%
Right-of-way	16	\$126	11%
Construction	73	\$645	57%
<b>Total</b>	<b>189</b>	<b>\$1,128</b>	<b>100%</b>

# Capital Program Summary



# Program Assessment

- 1. Majority of projects “On Track” & “Under Construction” .
- 2. Federal stimulus funding advanced several major projects.
- 3. Bid climate continues to be favorable, resulting in potential cost savings on some projects.
- 4. Drop in Sales Tax Revenues leading to revenue challenges; State budget deficit continues to create uncertainty.
- 5. MTC focusing efforts on projects in advanced stages of development & construction.

Overall Assessment :



# San Francisco Chronicle

FRIDAY, JANUARY 29, 2010

## Transbay Terminal Project Gets Stimulus Funds

John Coté and Michael Cabanatuan, Chronicle Staff Writers

THE FINAL FUNDING PIECE appears to be in place for a new Transbay Terminal in San Francisco after U.S. Treasury officials said they will provide emergency excise. The completed bore will be 41 feet, 3 inches wide and 3,389 feet long.

costs, including extending the Caltrain rail lines and bringing in high-speed trains, at \$4 billion. The \$400 million would go toward an underground rail station. Transbay officials said they probably will start demolition this spring and hope to open the terminal in 2012.

# San Francisco Chronicle

WEDNESDAY, JANUARY 27, 2010

## Federal Loan to Help Start Transbay Center Work

by John Coté, Chronicle Staff Writer

SAN FRANCISCO — A \$171 million federal loan to help build a cutting-edge replacement for San Francisco's Transbay Terminal will keep construction plans on track, officials said, even as they wait to hear if they will receive \$400 million in federal stimulus funds for a project.

The Federal Railroad Administration is expected to make a decision soon on which states will receive the highly competitive high-speed rail grants.

Potentially complicating that bid is a disagreement between the Transbay Joint Powers Authority and the state agency that will



# CBS 5/KCBS

WEDNESDAY, SEPTEMBER 30, 2009

## Fremont BART Extension Project Breaks Ground

FREMONT (CBS 5 / KCBS) — BART is a big step closer to going all the way to San Jose and Silicon Valley, after a long-awaited groundbreaking in Fremont on Wednesday.

Fremont Mayor Bob Wasserman said the BART Warm Springs project may easily extend the line five miles, but it's still a big deal.

"We've been waiting a long time for this," Wasserman said.

It's also a big deal for a neighboring city. San Jose stands to benefit when the extension connects with a 16-mile line into Silicon Valley.

Carl Guardino President and CEO of the Silicon Valley Leadership Group said that should help with traffic congestion.

"This is a huge step forward for people who want to get out of their stalled cars, and into BART cars," said Guardino.

The Warm Springs extension has been years in the making, with engineers making sure not to get in the way of Central Park in Fremont.

"It will appear that we are building right through the middle of the park, and yet we are doing so in a way that preserves all of the facilities," said project spokeswoman Molly McArthur. "We are moving the dog park and the basketball courts, and realigning them in an adjacent area so that people can still use them while we're doing the construction."

Construction of the \$136 million extension to be completed by the year 2014.

# Oakland Tribune

MONDAY, MARCH 30, 2009

EDITORIAL

## MTC Made The Right Choice on Funds for Caldecott Tunnel Fourth Bore

EARLIER THIS YEAR it appeared construction of the fourth bore of the Caldecott Tunnel had cleared the last of many hurdles. Unfortunately, one more, a poor bond market, once again delayed progress on a much-needed

effort by Gov. Arnold Schwarzenegger to exempt the tunnel and some other transportation projects from the California Environmental Quality Act. Without the environmental law, the

# Oakland Tribune

MONDAY, MARCH 2, 2009

EDITORIAL

## MTC Did Good Job Identifying Projects Worthy

THE PRIMARY purpose of federal stimulus money is to help revive a sagging economy by financing needed public works projects that add value to public assets and create jobs. It is with that principle in mind that the Bay Area's Metropolitan Transportation Commission allotted its \$500 million share of the federal stimulus package.

About \$270 million will be used to refurbish buses, DART tracks and hardware. Another \$118 million will go toward repairing roads. \$70 million will help pay for the BART connector to the Oakland airport, and \$10 million will be used to build a median barrier for Visco Road, a safety project that is long overdue.

There was some controversy over funding for BART's airport connector, which was opposed by Genesis, a community organization group that wanted more funds for

rate. The MTC will be able to make the funds available to the various transit agencies immediately. Many projects can be started right away, putting people to work on roads, rail lines and buses. That is the goal of the stimulus package.

Other projects, such as the BART link to the Oakland airport, will take a while longer. More money will be needed for the project and BART has until June 30 to get a financing package together or forfeit the stimulus money. Then the transit agency must award a contract by the end of the year.

We agree with Amy Worth, the MTC commissioner representing Contra Costa County cities, who said the commission's plan is a balance between preserving transit and job creation. It also does much to improve roads.

# Oakland Tribune

WEDNESDAY, SEPTEMBER 30, 2009

## Recession Fosters Big Savings In Bay Area Transportation Contract Bids

By Denis Cuff, Contra Costa Times

THE RECESSION has inflicted hard times on construction companies, but it has created a silver lining of lower prices for transportation agencies building roads, rails or tunnels. As the opening of bids for the fourth bore of the Caldecott Tunnel showed Tuesday.

Tutor-Saliba Corp. of Sylmar, in Southern California, submitted the apparent low bid of \$215 million, 20 percent below Caltrans engineering estimate of \$270 million. A total of four bids were submitted, two below the estimate, for a big, highly specialized tunneling project.

"We're surprised at the bids? No. We were very pleased. Yes," said Caltrans spokesman Jeff Wolfe. "We did not expect the bids to be quite

as low as this. BART also has benefited from the bidding climate.

The cost for a seismic upgrade of the Transbay Tube between Oakland and San Francisco is about \$100 million, or 49 percent less than expected, the agency reported in December.

In May, BART awarded the first contract for its rail extension to Warm Springs in Fremont to a \$136.7 million bid, 45 percent below the engineers estimate.

The 666 large contracts awarded by Caltrans in the past fiscal year averaged about 24 percent below the engineers' estimates, officials said.

"Construction companies are hungry. They're trying to stay alive. It's saving a lot of money for public agencies," said Jim Farn, executive

# San Francisco Chronicle

SATURDAY, JANUARY 23, 2010

## Work Begins on Caldecott Tunnel's 4th Bore

Michael Cabanatuan, Chronicle Staff Writer

FOR AT LEAST THREE DECADES, drivers traveling between Contra Costa and Alameda counties on Highway 24 have waited and waited - for a fourth bore to be added to the Caldecott Tunnel.

Stakers Friday hailed the project as a much-needed and long-awaited traffic improvement as well as an important job-generating project. Caltrans officials expect the project to create about 5,000 jobs during the

# San Mateo County Times

Tuesday, September 29, 2009

## South San Francisco Ferry Project Picks Up \$3 Million, Set to Break Ground

By Neil Gonzales, San Mateo County Times

SOUTH SAN FRANCISCO — A project to build a ferry terminal at Oyster Point Marina has earned a \$3 million federal boost just as it is set to break ground.

The San Francisco Bay Area Water Resources Transportation Authority received

Mateo County Harbor District, said the grant will provide "supplemental funding that the transportation authority certainly needs, because as time passes costs go up."

The total cost to build the terminal is estimated at \$26 million.

Earlier this year, the project won permit approval from the San Francisco Bay



THURSDAY, JANUARY 29, 2009

## MTC Authorizes Bonds For Threatened Projects

OAKLAND, Calif. (KCBS) — The Metropolitan Transportation Commission took steps Wednesday to make sure Bay Area transportation projects are not halted because of the state budget crisis.

It voted to authorize its sister agency, the Bay Area Toll Authority, to invest up to \$200 million in state bonds to finance projects threatened by funding cuts.

The MTC said it took that action because of California's budget crisis and uncertain demand in the municipal bond markets.

The \$200 million will come from the toll authority's liquid investment account.

MTC Executive Director Steve Heminger said the bonds will help pay for five projects that already are under way as well as for three projects waiting to begin.

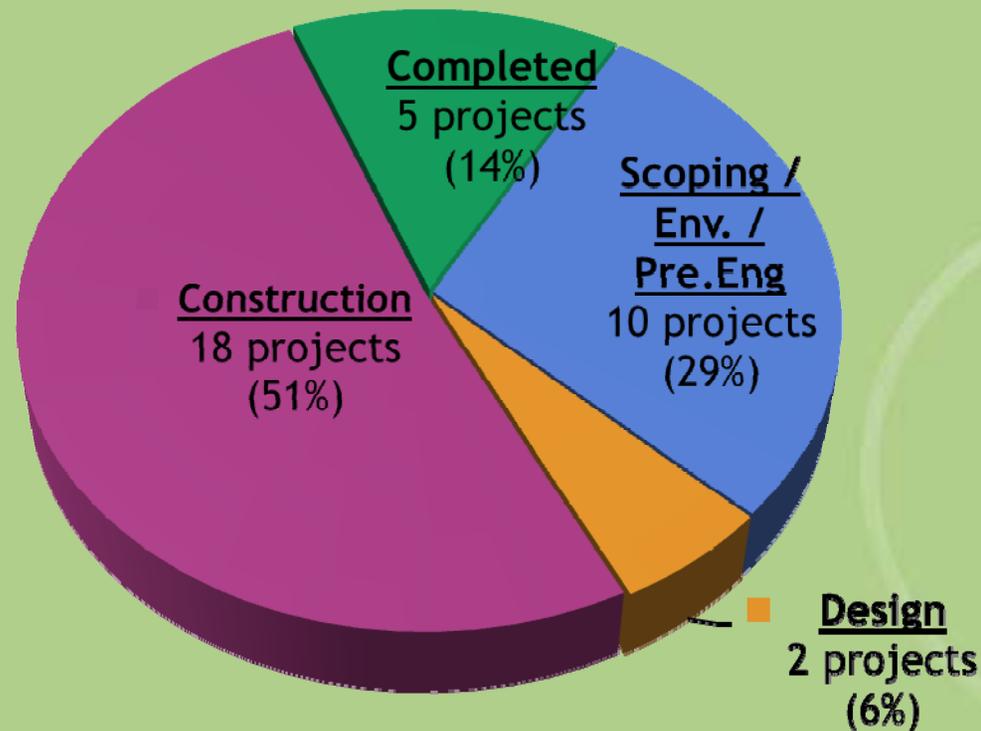
Heminger said President Obama's stimulus package, which is now moving rapidly through Congress, will likely provide funding for some of the other projects that have been threatened by the state's budget woes.

# RM2 Project Delivery ahead of National Average

*National:*



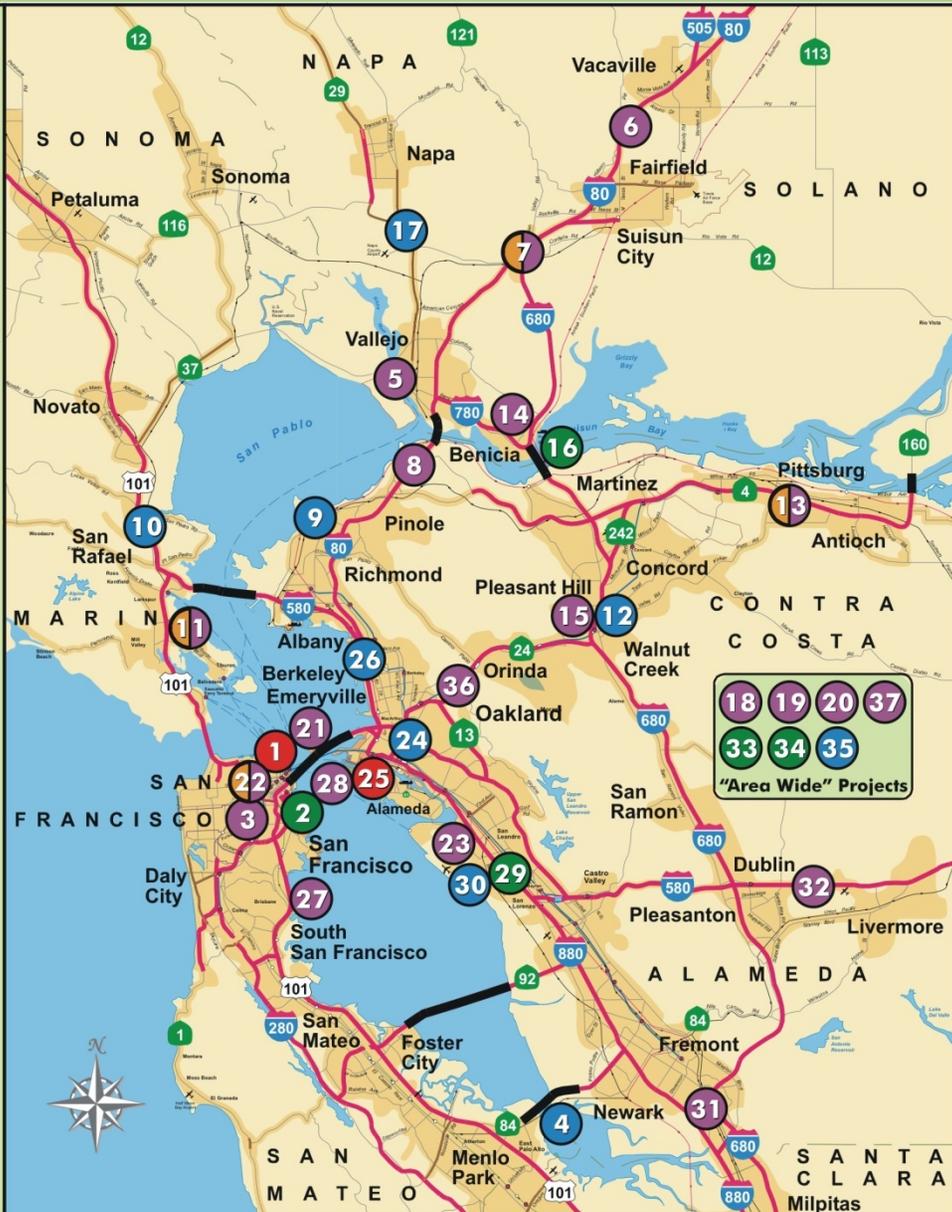
*MTC/RM2:*



# RM2 Projects by Phase

1. BART/SF MUNI Connection at Embarcadero & Civic Station Center
2. SF MUNI Metro 3rd St LRT Extension Metro East Maintenance Facility
3. MUNI E- Line
4. Dumbarton Rail
5. Vallejo Station
6. Solano County Express Bus Intermodal Facilities
7. I-80/I-680/SR-12
8. I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge
9. Richmond Parkway Park & Ride
10. SMART Extension to Larkspur or San Quentin
11. U.S. 101 Greenbrae Corridor and Bike/Ped Improvements
12. Direct HOV Lane Connector from I-680 to Pl. Hill BART - Study
13. E-BART
14. Capital Corridor
15. Central Contra Costa BART Crossover
16. Benicia-Martinez Bridge: New Span (Fund Augmentation)
17. Express Bus North
18. TransLink\*
19. Real-Time Transit\*
20. Safe Routes to Transit\*
21. BART Tube Seismic Retrofit
22. Transbay Terminal/Downtown Caltrain Extension
23. Oakland Airport Connector
24. AC Transit Enhanced Bus
25. Commute Ferry Service for Alameda/Oakland/Harbor Bay
26. Commute Ferry Service for Berkeley/Albany
27. Commute Ferry Service for South San Francisco
28. Water Transit Facility Improvements
29. Express Bus South
30. I-880 North Safety Improvements
31. BART Warm Springs Extension
32. I-580 (Tri Valley) Rapid Transit Corridor Improvements
33. San Francisco Bay Area Rail Study\*
34. Integrated Fare Structure Program\*
35. Transit Commute Benefits Promotion\*
36. Caldecott Tunnel Improvements - Fourth Bore
37. Transit Capital Rehabilitation\*

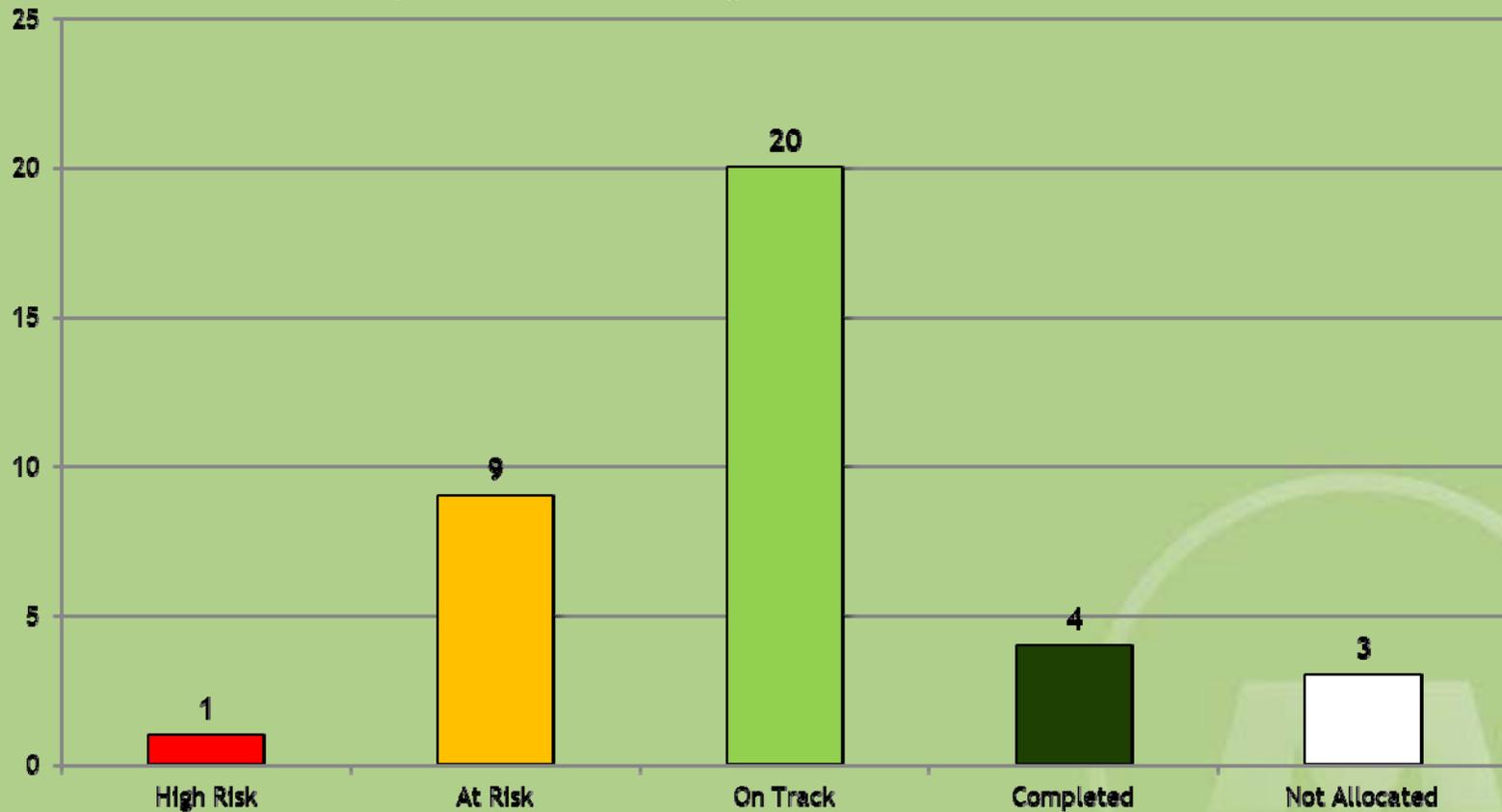
Note: \* "Area Wide" Projects  
 Project #23 - Awarded and on Hold



● Scoping/Env./Pre. Eng   
 ● Design   
 ● Construction   
 ● Completed   
 ● Not Started

# Project Progress - Budget/Schedule Status

## *Semi-Annual Report Findings\*:*



\* Does not include subproject details

# Projects: Completed

- Express Bus South - Ardenwood Park & Ride Lot
- South San Francisco Ferry Services - Scorpio Delivered, Dredging work completed
- Transbay Terminal - Construction of Temporary Terminal
- Construction of I-80 HOV widening/extension - b/w Red Top Road & Airbase Pkwy
- Direct HOV Lane Connector from I-680 to Pleasant Hill BART - Study Completed



WETA Ferry Vessel-SCORPIO

# Projects: On Track



## Transit -

### *Under Construction -*

- ❁ BART Extension to Warm Springs (Tunnel Segment)
- ❁ BART Tube Seismic Strengthening
- ❁ SF Muni Historic Vehicle Rehabs
- ❁ Vallejo Station
- ❁ Vacaville Intermodal Station
- ❁ Central Contra Costa BART Crossover
- ❁ Express Bus North - Diablo Valley College Transit Center
- ❁ Capitol Corridor Station & Track Improvements - Construction of 2<sup>nd</sup> Crossover

### *Nearing Construction -*

- ❁ Water Transit Facility Improvements - Pier 9 Berthing Facilities, SSF Ferry terminal
- ❁ Transbay Terminal - Demolition of existing terminal and relocation of underground utilities



# Projects: On Track



## Highway -

### *Under Construction -*

- ❁ I-580 Eastbound HOV Phase 2
- ❁ I-80/I-680/SR12 Interchange - North Connector b/w Abernathy Rd and Green Valley Rd
- ❁ Fremont Grade Separation
- ❁ Caldecott Tunnel Fourth Bore - Main tunneling Contract & associated roadway realignment work

### *Nearing Construction -*

- ❁ E BART Median Widening



# Projects: At Risk



## Oakland Airport Connector:

- ARRA funds redirected per funding deadlines
- Continuing bid extensions; evaluating alternate funding options

## Sonoma Marin Rapid Transit (SMART):

- Sales Tax Revenue estimates are below previous projections
- Draft cost estimate exceeds available funding
- MTC to assist SMART in developing funding options and delivery strategies

# Projects: At Risk/ High Risk



## AC Transit BRT:

- At AC Transit's request, MTC authorized the transfer of \$35 million in CMAQ funds from the BRT project to the AC Transit operating budget
  - Achieving consensus with local jurisdictions on project scope and layout proves to be challenging
  - Federal environmental clearance and entrance into the FY 2011-12 federal Small Starts grant process scheduled for Fall 2010.

## Dumbarton Commuter Rail Service:

- New project cost estimate released: \$701 million (was \$595 million)
- Project underfunded by approximately \$400 million
- Stakeholders looking at a variety of project options
- Revised environmental review process strategy to be developed

**METROPOLITAN TRANSPORTATION COMMISSION**  
**Regional Measure 2 Project Status Summary (ending Dec 2009)<sup>1</sup>**

No.	Project Name	Sponsors/ Implementation Agency	Current Project Phase	Current Total Project Cost	RM2 Funding	RM2 Allocation thru 12/09	Other Bridge Tolls	% Bridge Tolls of Total cost	Cost Status	Schedule Status	Remarks
<b>Legend:</b> Significant schedule delay, cost increase or funding shortfall, scope deviation  Schedule delays, cost increase or funding shortfall, scope deviation warranting concern  Proceeding according with planned budget and schedule  Project completed											
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	PE/Environmental	\$3,000,000	\$3,000,000	none		100%	N/A	N/A	Project scope is still under discussion.
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF Muni	Completed	\$214,612,000	\$30,000,000	\$30,000,000		14%			RM2 elements completed. Facility is open for service. Additional work funded by others being added to the project.
3	SF MUNI Historic Streetcars Rehabilitation	SF Muni	Design/CON	\$20,257,000	\$10,000,000	\$10,000,000		49%			The contract was awarded. The refurbishment will be completed in 2012 to be followed by a 2 year warranty period.
4	Dumbarton Commuter Rail	SMCTA, ACTIA, ACCMA, VTA	PE/Environmental	\$595,771,000	\$44,000,000	\$9,157,000		7%			Dumbarton Commuter Rail Service: Project underfunded: cost continues to increase and major policy decision is pending. Union City Intermodal EIR: Final EIR/EIS certified by City in February 2006.
5	Vallejo Station	Vallejo Transportation Program, STA	CON	\$91,867,000	\$28,000,000	\$26,445,031		30%			ROW for first phase is secured. Discussion on post office relocation is ongoing. Construction of the initial phase, transit center and administration building, started in November 2009.
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	PE/Environmental/CON	\$63,126,000	\$20,000,000	\$7,297,275		32%			Only 2 of 4 sub-projects are fully funded. Sponsor may phase under-funded projects to deliver operable segments. Vacaville Intermodal Station: \$482K ARRA funds secured. Project is under construction.
7	I-80 / I-680 SR 12	Solano Transportation Authority	PE/Environmental/Design/Construction	\$909,217,000	\$100,000,000	\$79,422,000	\$100,000,000	22%			Projects progressing.
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	CON	\$50,000,000	\$50,000,000	\$46,710,000		100%			Project construction started in November 2009. MTC and Caltrans are in discussion over the use of bid savings.
9	Richmond Parkway Park & Ride	AC Transit	PE/Environmental	\$28,780,000	\$16,000,000	\$700,000		56%			Project has missed the RM2 3-year deadline. Sponsor now expects environmental approval in June 2010.
10	SMART Extension to Larkspur or San Quentin	SMART, TAM	CON	\$25,116,000	\$35,000,000	\$9,800,000		100%			Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate. Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension: Updated cost estimate exceeds funding and an implementation strategy needs to be developed.
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transp. Auth. Of Marin	PE/Environmental/CON	\$172,279,000	\$65,000,000	\$12,958,000		38%			U.S. 101 Greenbrae I/C: Total costs exceed funding: Sponsor and Caltrans need to develop consensus on an alternative that can be supported by the community. Sir Francis Drake Widening: Construction complete and operational. Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate. Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera: Project alternative and phasing have been developed and environmental studies should be concluded in the summer 2010.
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	CCTA	Scoping	\$1,000,000	\$15,000,000	\$1,000,000		100%			Final report recommending design alternatives including direct HOV connector was provided in Sept 2009. Final project will also receive Measure J funds.
13	E-BART	BART	Design/ROW/CON	\$463,250,000	\$96,000,000	\$96,000,000	\$167,000,000	57%			e-BART / Rail Extension to East Contra Costa: Design is proceeding. Construction of Bay Point/Pittsburg Transfer Station to begin in 2010. City of Antioch is still seeking to move Hillcrest Station to the east. SR4 (e) Widening Project: Loveridge Rd to SR160 - ROW for Future Transit in Median: ROW acquisition and design for additional widening are ongoing. State budget shortfall may create cashflow issues.
14	Capital Corridor Station and Track Improvements in Solano County	CCJPA	PE/Environmental/CON	\$37,259,000	\$25,000,000	\$3,365,000	\$9,000,000	91%			Bahia Benicia Crossover Project: Construction for first crossover was completed in February 2009 and work on second crossover is ongoing. Fairfield/Vacaville Intermodal Train Station: Environmental document is under preparation. Consultant was hired to develop final design.
15	Central Contra Costa BART Crossover	BART	CON	\$38,000,000	\$25,000,000	\$25,000,000		66%			BART secured ARRA funds and project is under construction.
16	Benicia-Martinez Bridge: New Span (Fund Augmentation)	BATA	Completed	\$1,351,200,000	\$50,000,000	\$50,000,000	\$1,174,700,000	91%			Bridge opened in September 2007.
17	Express Bus North	MTC	PE/Environmental/Design/CON	\$15,842,742	\$20,000,000	\$2,832,000		N/A			Pacheco Transit Center: Design was completed and is being refined. Bidding is on hold pending identification of funding sources for maintenance. Diablo Valley College Transit Center: Construction work is ongoing. RM2 funds were used to leverage ARRA funds.
18	TransLink®	TransLink® Consortium	PE/Environmental/Design/CON	\$27,354,000	\$22,000,000	\$20,739,000		80%			Deployment of new Translink-enabled ticket vending machines are ongoing on various transit systems. Software and cross-system issues continue to result in delay and possible cost increases
19	Real Time Transit	Various	PE/Environmental/Design/CON	\$53,923,000	\$20,000,000	\$19,681,000		37%			Installation of real-time display units for Muni, AC transit and WestCAT vehicles is ongoing. Individual systems are being deployed as they are being completed.
20	Safe Routes to Transit	Various	PE/Environmental/Design/CON	\$20,158,127	\$22,500,000	\$8,690,364		100%			Projects progressing on schedule.
21	BART Tube Seismic Retrofit	BART	CON	\$329,300,000	\$33,801,000	\$33,801,000		10%			The SF Tube seismic joint upgrade is in progress. Final recommendations for tube retrofit near the Port of Oakland to be available in summer 2010
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	ROW/CON	\$4,185,000,000	\$150,000,000	\$150,000,000	\$203,000,000	8%			Property acquisition is ongoing. Temporary terminal construction is completed and will be operational in Summer/Fall 2010 when the old terminal will be demolished. TIFIA loan and ARRA fund applications were both successful.
23	Oakland Airport Connector	BART	CON	\$492,185,000	\$115,199,000	\$115,199,000	\$31,000,000	30%			Design-build bids were received in September 2009. Fed Title VI finding resulted in loss of ARRA funding. BART is currently reviewing its funding options.
24	AC Transit Enhanced Bus	AC Transit		\$34,241,000	\$65,000,000	\$21,657,000		100%			BRT project is in ENV phase. All 15 buses placed into revenue service. Uptown Transit Center project substantially completed: canopy is being modified to improve rain protection. Estudillo Transit Center Construction complete. Signalization project substantially completed.
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WETA		\$3,000,000	\$12,000,000	\$3,000,000		N/A	N/A	N/A	
26	Commute Ferry Service for Berkeley/Albany	WETA			\$12,000,000	none		N/A	N/A	N/A	
27	Commute Ferry Service for South San Francisco	WETA	CON	\$17,763,000	\$12,000,000	\$12,000,000		68%			One ferry vessel was delivered and the second one will arrive in late April/ early May 2010. The dredging work for the terminal is complete and proposals for the terminal and docks are due in spring 2010.
28	Water Transit Facility Improvements	WETA	PE/Environmental/CON	\$27,525,000	\$48,000,000	\$27,525,000		100%			Environmental documents are completed. Site for Berkeley ferry terminal was determined.
29	Express Bus South	ACCMA & AC Transit	CON/Complete	\$36,184,000	\$22,000,000	\$21,988,882		61%			10 AC Transit buses delivered and in service. SR 84 Newark Blvd HOV On-ramp project suspended due to lack of funding. SR 84 WB HOV Lane Extension is complete and open to traffic in September 2008. Grand-MacArthur Express Bus construction was completed. Ardenwood PNR - construction complete.
30	I-880 North Safety Improvements	ACCMA	PE/Environmental	\$97,000,000	\$10,000,000	\$4,100,000		10%			Project Report/Environmental Document is under preparation.
31	BART Warm Springs Extension	BART	CON	\$1,000,986,000	\$186,000,000	\$153,907,000	\$118,000,000	30%			Fremont Grade Separation: Construction is over 95% complete and is partially open. Cost and schedule are on track. Warm Springs Extension Subway: Tunnel construction work is ongoing. BART is evaluating timing for advertising the line segment contract.
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMA	Design/CON	\$326,005,000	\$65,000,000	\$40,332,000	\$111,000,000	54%			EB I-580 Improvements: Phase I of Eastbound HOV construction is complete and Phase 2 work is ongoing. Design of aux lane is ongoing. I-580/I-680 Interchange Modification and WB I-580: Env document for the westbound HOV project was approved. Project scope to be revised to replace BART station bus ramp.
33	San Francisco Bay Area Rail Study	MTC	PE/Scoping	\$7,075,000	\$6,500,000	\$6,465,108		92%			Forecast Study Report completed in September 2007. Transit Connectivity Plan adopted in April 2008: project completed. Regional Rail Plan Study completed in September 2007; the regional rail ROW study is progressing on schedule.
34	Integrated Fare Structure Program	TransLink Consortium/SFMTA	Completed	\$1,500,000	\$1,500,000	\$1,000,000		100%			
35	Transit Commute Benefits Promotion	MTC	Scoping	\$5,000,000	\$5,000,000	\$3,220,000		100%			Program to be rolled out to Bay Area employers.
36	Caldecott Tunnel Improvements - Fourth Bore	CCTA	CON	\$420,500,000	\$50,500,000	\$50,500,000		12%			Three construction contracts were awarded below Engineer's Estimate. Main tunnel contract has commenced. Project contingency is on the low side.
37	BART Transit Capital Rehabilitation	BART	CON	\$210,152,000	\$24,000,000	\$24,000,000		11%			Various projects ongoing.
<b>Total</b>				<b>\$11,375,427,869</b>	<b>\$1,515,000,000</b>	<b>\$1,128,491,660</b>	<b>\$1,913,700,000</b>	<b>30%</b>			

Notes: 1. Total allocations through December 2009 are reported on this table. Remarks include information that reflects activities through April 2010.  
 2. Total project costs are estimated escalated costs.  
 3. Schedule shown is for Transbay Terminal only. Downtown rail extension is currently scheduled to be completed in 2020 if funding can be secured.



DATE: May 25, 2010  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Funding Opportunities Summary

**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.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Application Due On First-Come, First-Served Basis
2.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Application Due On First-Come, First Served Basis
3.	MTC Innovative Grants Program*	Up to <b>\$31 million</b>	Letters of Interest Due June 1, 2010
4.	MTC Safe Routes to School Creative Grants Program*	Up to <b>\$2 million</b>	Letters of Interest Due June 1, 2010
5.	HUD Sustainable Communities Planning Grant Program*	Approximately <b>\$150 million</b>	June 5, 2010
6.	FTA Clean Fuels Program*	<b>\$81 million</b>	June 14, 2010
7.	FTA State of Good Repair Program*	<b>\$775 million</b>	June 18, 2010
8.	Caltrans State-legislated Safe Routes to School (SR2S) Program	Up to <b>\$450,000</b>	July 15, 2010
9.	TIGER II Grant for Surface Transportation*	<b>\$600 million</b>	Pre-application due July 16, 2010 Final application due August 23, 2010
10.	TIGGER II Grant for Transit*	<b>\$75 million</b>	August 11, 2010

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>TIGER Grants for Surface Transportation</b>	All questions must be submitted via e-mail to: <a href="mailto:TigerTeam@dot.gov">TigerTeam@dot.gov</a>  Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A <sup>1</sup>  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. <a href="http://www.dot.gov/recovery/ost/">http://www.dot.gov/recovery/ost/</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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 <b>\$10 million</b>	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 <a href="http://www.airquality.org/mobile/movererp/index.shtml">http://www.airquality.org/mobile/movererp/index.shtml</a>

<sup>1</sup> 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](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report.

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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 <b>\$20 million</b>	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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx</a>
<b>Innovative Grants Program*</b>	Craig Goldblatt MTC (510) 817-5837 <a href="mailto:cgoldblatt@mtc.ca.gov">cgoldblatt@mtc.ca.gov</a>	<b>Deadline for Letters of Interest Due June 1 @ 4pm</b>  Eligible Applicants: Public agencies	Up to <b>\$31 million</b>	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
<b>Safe Routes to School Creative Grants Program*</b>	Craig Goldblatt MTC (510) 817-5837 <a href="mailto:cgoldblatt@mtc.ca.gov">cgoldblatt@mtc.ca.gov</a>	<b>Deadline for Letters of Interest Due June 1 @ 4pm</b>  Eligible Applicants: Public agencies	Up to <b>\$2 million</b>	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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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>HUD Sustainable Communities Planning Grant Program</b>	None Available At This Time.  Please contact STA staff, Sara Woo, (707) 399-3214 <a href="mailto:swoo@sta-snci.com">swoo@sta-snci.com</a>	<b>June 5, 2010</b>  Eligible Applicants: Public agencies	Approximately <b>\$150 million</b>	The goal of the program is to support multi-jurisdictional regional planning efforts that integrate housing, economic development and transportation decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact simultaneously.	Eligible Projects: Preparation of Regional Plans for Sustainable Development; Implementation incentives for plans already in place; Preparation of more detailed execution plans and programs to implement existing regional sustainable development plans. <a href="http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities/grant_program">http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities/grant_program</a>
<b>FTA Clean Fuels Program</b>	Leslie T. Rogers <b>(415) 744-3133</b> 201 Mission Street Room 1650 San Francisco, CA 94105-1926	<b>June 14, 2010</b>  Eligible Applicants: Public transportation agencies in areas that are maintenance or non-attainment for ozone or carbon monoxide (CO)	<b>\$81 million</b>	The program was developed to assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO). It was also designed to support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.	Eligible Projects: (1) Purchasing or leasing clean fuel buses. Purchase or lease of non-revenue vehicles is not an eligible project. (2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment. Facilities and related equipment for <b>clean diesel buses</b> are not eligible. (3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses. <a href="http://www.fta.dot.gov/funding/grants/grants_financing_3560.html">http://www.fta.dot.gov/funding/grants/grants_financing_3560.html</a>

\*New Funding Opportunity

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<b>FTA State of Good Repair Program</b>	Leslie T. Rogers <b>(415) 744-3133</b> 201 Mission Street Room 1650 San Francisco, CA 94105-1926	<b>June 18, 2010</b>  Eligible Applicants: Transit providers, public transportation agencies, or State Departments of Transportation (DOTs)	<b>\$775 million</b>	This program is intended to replace, rehabilitate, and purchase buses and related equipment; also to construct/rehabilitate bus-related facilities, including programs of bus and bus related projects which may include assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations.	Eligible Projects: Capital projects such as: purchase, replacement, or rehabilitation of, buses and vans and related equipment (including Intelligent Transportation Systems (ITS), fare equipment, communication devices that are FCC mandatory narrow-banding compliant); replacement or the modernization of bus maintenance and revenue service (passenger) facilities; and the development and implementation of transit asset management systems, that address the objectives identified. <a href="http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=54425">http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=54425</a>
<b>Caltrans State-legislated Safe Routes to School (SR2S) Program</b>	Sylvia Fung Caltrans <b>(510) 286-5226</b> <a href="mailto:sylvia_fung@dot.ca.gov">sylvia_fung@dot.ca.gov</a>	<b>July 15, 2010</b>  Eligible Applicants: City and County agencies only	<b>Up to \$450,000; 10% local match</b> for a total project cost of \$500,000	The program is for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.	Eligible Projects: Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities and public outreach/education/enforcement. Up to 10% of the construction cost can fund education/encouragement/enforcement element.

\*New Funding Opportunity

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<b>TIGER II Grant for Surface Transportation</b>	Leslie T. Rogers <b>(415) 744-3133</b> 201 Mission Street Room 1650 San Francisco, CA 94105-1926	<b>Pre-application due July 16, 2010</b>  <b>Final application due August 23, 2010</b>  Eligible Applicants: State and local governments	<b>\$600 million</b>	As with the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant) program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area or a region.	Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, and port infrastructure investments. <a href="http://www.dot.gov/recovery/ost/tigerii/">http://www.dot.gov/recovery/ost/tigerii/</a>
<b>TIGER II Grant for Transit</b>	Leslie T. Rogers <b>(415) 744-3133</b> 201 Mission Street Room 1650 San Francisco, CA 94105-1926	<b>August 11, 2010</b>  Eligible Applicants: Only public transportation agencies or State DOTs may apply	<b>\$75 million</b>	This program provides grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems.	Eligible Projects: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories; only one project may be submitted under a single proposal. <a href="http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=54280">http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=54280</a>

\*New Funding Opportunity

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DATE: May 28, 2010  
TO: STA Board  
FROM: Johanna Masiplat, Clerk of the Board  
RE: STA Board Meeting Schedule for Calendar Year 2010

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**Discussion:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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

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