



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING AGENDA

1:30 p.m., Wednesday, January 26, 2011

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

ITEM

STAFF PERSON

I. CALL TO ORDER

Daryl Halls, Chair

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

**IV. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF
(1:30 – 1:35 p.m.)**

V. CONSENT CALENDAR

*Recommendation: Approve the following consent items in one motion.
(1:35 – 1:40 p.m.)*

A. Minutes of the TAC Meeting of November 17, 2010

Johanna Masielat

Recommendation:

Approve TAC Meeting Minutes of November 17, 2010.

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B. SolanoExpress Intercity Transit Consortium 2011 Work Plan

Elizabeth Richards

Recommendation:

*Forward a recommendation to the STA Board to approve the
SolanoExpress Intercity Transit Consortium 2011 Work Plan as shown
on Attachment B.*

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TAC MEMBERS

Charlie Knox	Royce Cunningham	George Hicks	Morrie Barr	Dan Kasperson	Rod Moresco	David Kleinschmidt	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

VI. ACTION – FINANCIAL ITEMS

- A. None.** Robert Macaulay

VII. ACTION NON-FINANCIAL ITEMS

- A. Congestion Management Program Traffic Data** Robert Macaulay

Recommendation:

Recommend the following:

- 1. Local jurisdictions with CMP roadway segments notify the STA if there are 2010 counts no later than January 31, 2011; and*
- 2. STA to prepare an RFP and budget for the required traffic counts for the February 2011 TAC and March 2011 STA Board meetings.*

(1:40 – 1:50 p.m.)

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- C. Safe Routes to Transit Plan – Consultant Scope of Work** Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work for creation of the Safe Routes to Transit Plan in Attachment A.

(1:50 – 2:00 p.m.)

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VIII. INFORMATIONAL

- A. Highway Projects Update** Janet Adams

Informational

(2:00 – 2:05 p.m.)

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- B. Project Initiation Document (PID) Budgeting & Selection Process** Janet Adams

Informational

(2:05 – 2:10 p.m.)

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- C. Comprehensive Transportation Plan Update** Robert Macaulay

Informational

(2:10 – 2:15 p.m.)

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- D. Solano Sustainable Communities Strategy Update/RTP Projects Submittal Update** Robert Macaulay

Informational

(2:15 – 2:20 p.m.)

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- E. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Susan Furtado
Informational
(2:20 – 2:25 p.m.)
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NO DISCUSSION

- F. Legislative Update** Jayne Bauer
Informational
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- G. Project Delivery** Jessica McCabe
Informational
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- H. Funding Opportunities Summary** Sara Woo
Informational
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- I. STA Board Meeting Highlights of December 8, 2010** Johanna Masiclat
Informational
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- J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011** Johanna Masiclat
Informational
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IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 23, 2011.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 17, 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 1.

Present:

TAC Members Present:	Melissa Morton	City of Benicia
<i>Arrived meeting at 1:55 p.m.</i>	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Jessica McCabe	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:

(In Alphabetical Order by Last Name)

Katie Benouar	Caltrans
Barry Eberling	Daily Republic
Jeff Knowles	City of Vacaville

II. APPROVAL OF THE AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Rod Moresco, the STA TAC approved Consent Calendar Items B and D. At the request of Paul Wiese, Item A was pulled for discussion.

A. Minutes of the TAC Meeting of September 29, 2010

Paul Wiese requested *to add to the meeting minutes of September 29th the discussion that transpired on Item VIII.N, Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report. At the request of Paul Wiese and concurrence of the TAC, STA staff agreed to provide quarterly reports showing the summary and comparison numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of Solano County's AVA Program.*

Recommendation:

Approve TAC Meeting Minutes of September 29, 2010.

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

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

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

C. Vacaville Community Based Transportation Plan (CBTP)

Recommendation:

Forward a recommendation to the STA Board to approve the Vacaville Community Based Transportation Plan.

D. Solano Project Delivery Working Group (PDWG) Work Plan

Recommendation:

Approve the Solano PDWG Work Plan for FY 2010-11 as described in Attachment A.

VI. ACTION FINANCIAL ITEMS

A. **Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2010-11 and FY 2011-12**

Sam Shelton reviewed STA staff's recommendation to modify the SR2S-AC recommendation to shift \$15,000 from education and encouragement activities to program coordination activities to account for updated coordination cost estimates. He noted that this would bring the original recommendation of \$270,000 for Solano County Public Health coordination funding to \$283,000 and reduces education and encouragement activities by \$6,500 each.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano SR2S two-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.

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

VII. ACTION NON-FINANCIAL ITEMS

A. **STA's Draft 2011 Legislative Priorities and Platform**

Jayne Bauer reviewed the comments received from member agencies and the recommendations noted by staff. She cited that staff made one revision to the 2011 Legislative Priorities and Platforms (adding Attachment A – California Consensus Principles).

Wayne Lewis distributed a list of additional comments from the City of Fairfield to the Draft 2011 Legislative Priorities and Platform. He requested to *replace the Fairfield Transportation Center with the Fairfield/Vacaville Multi-modal Train Station under Section 1.B Appropriations as proposed for Federal Fiscal Year (FFY) 2012 of the Legislative Priorities.*

After discussion, the STA TAC approved modifications requested by the City of Fairfield to *replace the Fairfield Transportation Center with the Fairfield/Vacaville Multi-modal Train Station under Section 1.B Appropriations as proposed for Federal Fiscal Year (FFY) 2012 of the Legislative Priorities* and also *for the STA TAC to consider the list of additional modifications submitted by the City of Fairfield and provide comments to Jayne Bauer by Friday morning, November 19, 2010.*

In addition, Paul Wiese commented on the inaccurate information in the legislative update memo for November from Shaw/Yoder/Antwih. He stated that Prop. 26 does not actually require all fees be approved by a 2/3 vote, and that further, if challenged the burden of proof is on local government. He suggested staff revise the language in the memo before it goes to the STA Board. Jayne Bauer noted that the memo had gone to the Board prior to being included in the TAC staff report, and that Shaw/Yoder/Antwih is still working with their legal counsel to interpret the effects of Prop. 26.

Recommendation:

Forward a recommendation to the STA Board to approve the 2011 STA Legislative Priorities and Platform.

On a motion by Wayne Lewis, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

B. Draft Solano Rail Crossing Inventory and Improvement Plan

Robert Macaulay reviewed the development of a comprehensive plan to improve safety and reduce surface street congestion related to railroad crossings in Solano County. He commented that the STA Board will release the plan at their meeting in December for a public comment period.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano Rail Crossing Inventory and Improvement Plan for a 30-day public comment period.

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

C. Caltrans Corridor System Management Plans (CSMP) for State Route (SR) 12 and SR 84

Robert Macaulay and Katie Benouar, Caltrans District 4, reviewed the two draft CSMPs. Solano County noted their comments and no other agency had substantive comments on either of the two documents.

After further discussion, the STA TAC approved the recommendation to the STA Board to authorize the Executive Director to sign the SR 12 CSMP and sign a letter concurring with the SR 84 CP.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the comments to the SR CSMP as shown in Attachment C;
2. Authorize the Executive Director to sign the SR 12 CSMP; and
3. Authorize the Executive Director to send a letter to Caltrans concurring with the SR 84 CP.

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

D. State Highway Operation and Protection Program (SHOPP) Solano County Priorities

Janet Adams announced to the TAC that as projects take several years of development before construction can begin, the discussions with Caltrans on needed improvements that are SHOPP eligible need to occur now. She cited that staff is recommending two project improvements (Install Traffic Signal at SR 113/SR 12; and Improvements to the SR 12/Church Road-Amerada Road Intersection) be identified by STA as a 2012 SHOPP priorities for Solano County.

Recommendation:

Forward a recommendation to the STA Board to recommend the following two improvements as priorities for the 2012 SHOPP in Solano County are:

1. Install Traffic Signal at SR 113/SR 12; and
2. Improvements to the SR 12/Church Road-Amerada Road Intersection.

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

E. Adoption of Local Preference Policy

Janet Adams commented that the STA Board had requested staff prepare for their consideration. She noted that the Local Preference Policy is modeled after Solano County's Local Preference Policy, adopted on May 5, 2009. She added that the proposed policy will apply to purchases of goods and services as well in the solicitation of professional services. She added that as proposed, local businesses whose bid is within 5% of the low bid will be given the opportunity to match the lower price.

Recommendation:

Forward a recommendation to the STA Board to adopt the local purchasing policy as shown in Attachment A.

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

F. Management Assistant for Projects in Solano (MAPS) Pilot Project

Sam Shelton reported that on October 7, 2010, a Subcommittee of the Solano PDWG including members from Dixon, Vacaville, and Vallejo met with STA staff and Solano County GIS staff to help refine the Solano Project Mapper Scope of Work. He cited that the Subcommittee agreed to focus the Scope of Work on seven key areas which have been incorporated into the Scope of Work.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the "Management Assistant for Projects in Solano (MAPS)" Pilot project.

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

G. Solano Countywide Transportation for Livable Communities (TLC) Plan Update

Robert Guerrero announced the creation of a Working Group of staff participants to assist in the development of the Transportation for Livable Communities (TLC) Plan Update. He noted that the Working Group would consist of 4-5 members representing transit, public works, planning and TLC staff.

In addition, he mentioned that Brian McLean, City of Vacaville, agreed to participate on the TLC Working Group on behalf of transit operators. He also explained that the Planning Directors were scheduled to appoint planning and TLC staff to participate on the Working Group.

After a brief discussion, the STA TAC appointed Wayne Lewis, City of Fairfield, as the primary TAC representative with Dan Kasperson as an alternate participant.

Recommendation:

Appoint a Technical Advisory Committee member to participate on the STA's TLC Working Group.

On a motion by Dan Kasperson, and a second by Royce Cunningham, the STA TAC appointed Wayne Lewis and Dan Kasperson as his alternate to represent the STA TAC on the TLC Plan Working Group.

VIII. INFORMATIONAL

A. Solano County Transit Joint Powers Agreement (JPA)

Consolidation of Benicia and Vallejo Transit Services - Status

Elizabeth Richards noted that with the unanimous approval by the Benicia and Vallejo Councils, STA staff is preparing for the formation of the JPA and the implementation of the Transition Plan. She added that STA will continue to provide staff and consultant support to the JPA and its Board in its formative months. She cited that the transitional process is projected to conclude by July 1, 2011.

B. Solano Sustainable Communities Strategy Update

Robert Macaulay reviewed the development of the Base Case and Vision scenarios for the SCS with ABAG having primary responsibility. He cited that the Base Case is intended to address a business-as-usual approach, using a modified version of Projections 2009. He added that the Vision Scenario is intended to provide an alternative with more concentrated growth and transit investments.

C. Solano Highways Partnership (SoHIP): Ramp Metering MOU & I-80 Project Development

Sam Shelton reviewed the development of an MOU and implementation process for Ramp Metering in Solano County. He cited that STA plans to hold the first SoHIP ramp metering MOU meeting in early December 2010 and expects the process to involve multiple SoHIP meetings to reach a goal of completing a MOU by September 2011.

NO DISCUSSION

D. Solano Napa Travel Demand Model Activities

E. Solano Senior and Disabled Transportation Study Update Status

F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

G. 10-Year Transit Fleet and Minor Transit Capital Investment Plan

H. Senior and Disabled Transportation Advisory Committee – Including Transit Contractors and Taxi Providers

- I. Solano Employer Commute Challenge 2010 Results**
- J. Project Initiation Document (PID) Resource Reductions for Caltrans**
- K. Project Delivery Update**
- L. Funding Opportunities Summary**
- M. STA Board Meeting Highlights of October 13, 2010**
- N. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2010 and Meeting Schedule for Calendar Year 2011**
- O. Funding Opportunities Summary**

IX. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 15, 2010.**

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DATE: January 18, 2011
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2011 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2011, there are a number of key local and regional transit planning activities and projects that the Consortium will be involved with. These range from transit service and funding to planning and marketing.

Discussion:

STA staff is presenting a Draft SolanoExpress Intercity Transit Consortium Work Plan 2011 for the Consortium and TAC's review in January. The 2010 Work Plan (Attachment A) is presented on Attachment A for comparison. Several completed items have been removed and new projects have been added. If approved by the Consortium and TAC, the Work Plan will be presented to the STA Board in February for approval.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2011 Work Plan as shown on Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2010 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2011 Draft Work Plan

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2010 SolanoExpress Intercity Transit Consortium Work Plan

(February 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Conduct Community Based Transportation Planning study in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Review and provide input on Commute Profile

Funding

- Monitor the implementation of the FY2009-10 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

DRAFT
2010 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2011)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Complete countywide Senior and People with Disabilities Transportation Plan
- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Update countywide transit capital inventory
- Conduct Community Based Transportation Planning study in East Fairfield.
- Provide input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies.
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage's initial phase
- Monitor implementation of Transition Plan for Benicia and Vallejo transit services
- Implement balance of Phase II Transit Consolidation Study
- Monitor regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts

Funding

- Monitor the implementation of the FY2010-11 Intercity Transit Funding Agreement
- Develop the FY2011-2012 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY2011-12 TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: January 20, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Congestion Management Program Traffic Data

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 9, 2009, and approved amendments to the plan on July 14, 2010.

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

Discussion:

For the 2009 update of the Solano CMP, the county and cities did not conduct roadway traffic counts. Instead, output from the Napa Solano Travel Demand Mode was used because 1) the economic downturn had reduced traffic on CMP roadways and 2) the county and cities were experiencing significant revenue shortfalls and did not have financial resources to conduct traffic counts. MTC concurred with use of the Model outputs for both the 2009 CMP and subsequent 2010 CMP amendment.

The CMP considers 17 local streets and roads, in addition to segments of the Interstate Freeway and State Highway system. The state highways and local streets are shown below in the table from the 2010 CMP:

**TABLE 1
2010 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
STATE ROADWAY									
SR 12	0	2.794	Solano County	F	C	F	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B*	B	B	C
SR 12	3.213	5.15	Suisun City	F	B	B**	B	C	E
SR 12	5.15	7.7	Suisun City	F	B	B**	B**	A	D
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E**	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A*	A*	A	E
SR 29	2.066	4.725	Vallejo	E	B	B*	B*	B	E
SR 29	4.725	5.955	Vallejo	E	C	C*	C*	C	F
SR 37	0	6.067	Vallejo	F	C	C*	C*	A	F
SR 37	6.067	8.312	Vallejo	E	B	B*	B*	A	C
SR 37	8.312	10.96	Vallejo	F	F	F*	F*	A	C
SR 37	10.96	12.01	Vallejo	F	F	F*	F*	A	C
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	A	A
SR 113	8.04	18.56	Solano County	E	B	B	B	A	A
SR 113	18.56	19.637	Dixon	F	F	F	***	C ⁺	A
SR 113	19.637	21.24	Dixon	F	F	F	***	D ⁺	C
SR 113	21.24	22.45	Solano County	E	C	C	C	B	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
LOCAL ROADWAY									
Military East			Benicia	E	***	***	C	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	***	A	***	B
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	C	B
Peabody Road	FF C/L	VV C/L	Solano County	E	D	E	D	D	E
Peabody Road	VV C/L	California	Vacaville	E	A	A	D	C	A
Walters Road	Petersen	Bella Vista	Suisun City	E	B	***	***	***	A
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	D	A
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	C	C	B
Vanden Road	Peabody	Leisure Town	Solano County	D	B	B	B	C	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	C	D
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	B	E
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	B	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD **** Previous LOS of F caused by Benicia Bridge Toll Plaza congestion. Relocation of Toll Plaza has eliminated congestion. + SR 113 MIS – Baseline Conditions (July 2007 Draft)				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

Because many of the traffic counts in the CMP are from 2009 or before, they need to be updated. Traffic counts that are from 2010 are sufficiently up-to-date to be valid for CMP use. Interstate Freeway and State Highway counts can be taken from data published by the California Department of Transportation (Caltrans). There are 18 local streets or intersections that are not covered by Caltrans counts, and therefore need local data.

It is recommended that the local CMP roadway and intersection counts be brought up to date for the 2011 CMP. For those roadways and intersections that do not have local counts from 2010, new counts are recommended to be taken in the spring of 2011. In recognition of the significant impacts to local public works department budgets due to the economic downturn and state budget, it is recommended that STA conduct the traffic counts for the 2011 CMP update.

Fiscal Impact:

The cost of hiring a consultant to undertake the traffic counts will depend upon the number of road segments and intersections that do not have up-to-date local counts.

Recommendation:

Recommend the following:

1. Local jurisdictions with CMP roadway segments notify the STA if there are 2010 counts no later than January 31, 2011; and
2. STA to prepare an RFP and budget for the required traffic counts for the February 2011 TAC and March 2011 STA Board meetings.

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DATE: January 20, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Safe Routes to Transit Plan – Consultant Scope of Work

Background:

STA has created a successful Safe Routes to Schools (SR2S) plan, with the collaboration of STA, local school districts, and the seven Solano Cities and the County of Solano. The Solano SR2S Plan provides a basis for local governments to apply for state and federal SR2S grant funds. One of the reasons that a SR2S Plan is successful is that it applies to discrete locations with common operational characteristics.

Transit centers are similar to schools in that they are small in number and have common operational characteristics. In addition, funds to improve access to and operation of transit centers are periodically made available by regional, state and federal governmental agencies. Transit is also becoming a more prominent portion of the regional solution to traffic congestion and air emissions.

Six of the nine Solano Priority Development Areas (PDAs) contain or are within ¼ mile of transit centers: Downtown Vallejo, Fairfield West Texas Street, Downtown Fairfield/Downtown Suisun City, Downtown Vacaville and Allison Ulatis Vacaville. Fairfield's proposed Fairfield/Vacaville Train Center PDA will be centered around a proposed train station served by local buses. PDAs are expected to accommodate 35% of the county's residential growth from 2010 to 2035.

Discussion:

The development of a Safe Routes to Transit (SR2T) Plan is contained in the STA's Board approved Overall Work Plan. Development of the SR2T Plan would take advantage of lessons learned in creation of the Solano SR2S Plan. This would include creation of a SR2T Steering Committee, including membership from a local Public Works Department and a local Community Development Department, individuals who access transit centers by bicycle or by walking (possibly member of STA's Bicycle and Pedestrian Advisory Committees), transit users from STA's Paratransit Coordinating Council and/or Senior and People with Disability Transportation Advisory Committee, and a transit operator.

The scope of work envisions indentifying existing barriers to safe access to transit centers and gathering statistics regarding crime and accidents around them. It is expected that not all issues can be identified just by a statistical/records search, so the consultant will be expected to conduct a walking audit of each center, and to interview bicyclists and pedestrians accessing the transit centers.

As staff is drafting the updated Solano Comprehensive Transportation Plan (CTP), PDAs are assuming an important role at the regional level based on policies adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Because of this, the SR2T Plan will be a contributing document to the CTP. STA staff is preparing a Request for Proposals for a consultant to help complete the CTP, including developing cost estimates and preparing document graphics. The SR2T Scope of Work will be included in the larger CTP consultant contract.

Fiscal Impact:

The adopted Fiscal Year 2010-11 (FY 2010-11) budget includes \$20,000 for creation of the SR2T plan: \$5,200 from State Transit Assistance Funds and \$14,800 from Surface Transportation Plan Planning funds.

Recommendation:

Forward a recommendation to the STA Board to approve the Scope of Work for creation of the Safe Routes to Transit Plan in Attachment A.

Attachment:

- A. Safe Routes to Transit Plan Scope of Work

Safe Routes to Transit
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) plan. The consultant will primarily be responsible for gathering and organizing data related to safety in the area of Transit Facilities of Regional Significance (TFORS) identified by the STA.

A. The STA will provide the selected Consultant with the following:

1. List of all TFORS, including both existing and proposed facilities
2. A list of all streets and paths within a ½ mile radius of each TFORS
3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS

B. The Consultant will perform the following tasks:

1. Gather all available accident and safety data for the streets and paths identified in A.2. This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists
 - b. Crimes against persons
2. Assist in creating SR2T task force committees in for each TFORS to collaborate in developing recommendations for improvements at each TFORS. Task force participants will include but not be limited to transit riders, pedestrians, bicyclists, city planners, engineers, police and transit staff. Responsibilities will include conducting a planning and walking audits of each existing TFORS with the SR2T Task Force. Special emphasis will be placed on how pedestrian and bicycle users access each Center. Including a survey of the number of users and how and when users arrive at and depart from each Center.
3. Assist in creating a SR2T Steering Committee with members representing the task force committees. The Steering Committee will be responsible for the overall development of the planning document.
4. Identify barriers to safe access to or use of identified TFORS with the aid of each SR2T Task Force Committee input, including:
 - a. High incidents of accidents involving pedestrians or cyclists
 - b. High incidents or clusters of criminal activity
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
5. Take digital photos of each TFORS, covering the items listed below. The photos shall be stored in a database designed so that it can be searchable, can be expanded to include future-year photos, and can be incorporated into STA's Geographic Information System (GIS):
 - a. General site photos
 - b. All direct access ways
 - c. Parking lots
 - d. Bicycle parking and storage facilities
6. A list of all incidents or barriers identified in B 1 and 2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's GIS.

7. Recommendations for improvements to each TFORS in order to improve bicycle, pedestrian and ADA accessibility and safety, including the following:
 - a. Standard design elements that can be incorporated into both existing and future TFORS.
 - b. Signage consistent with the Metropolitan Transportation Commission's Transit Connectivity Study findings, showing safe access to local and regional destinations.
 - c. A prioritization plan, both county-wide and for each facility examined.



DATE: January 20, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Update

This report will be provided under separate cover.

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DATE: January 20, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Initiation Document (PID) Budgeting & Selection Process

This report will be provided under separate cover.

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DATE: January 20, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan Update

Background:

The STA's Comprehensive Transportation Plan (CTP) was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

The structure of the new CTP is different from the existing CTP. A new Land Use chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element.

Concurrently, STA has been updating the Countywide Bicycle Master Plan and Countywide Pedestrian Master Plan (the Bike and Ped Plans). The STA Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) have been instrumental in these Plan updates, and have reviewed and approved project selection criteria, prioritized project lists and preliminary policies and text for the final versions of the Bike and Ped Plans.

Discussion:

The Land Use Element is the first portion of the new CTP to be completed in draft form, and is included as Attachment A. This element lays out the existing and anticipated land uses in the 7 cities and Solano County, as well as setting the regional context. As noted in the introduction to this element, land use and transportation decisions interact with each other – neither strictly precedes or follows the other.

The Bike and Ped plans have undergone substantial work, primarily focusing on identifying new projects that can help expand and better connect the local and regional bicycle networks to the rest of Solano's transportation system. Attachments B and C are, respectively, the Bike Plan and Ped Plan criteria for selecting and prioritizing new projects.

The next steps for development of the CTP are creation of cost estimates for selected projects, creation of revenue projections, and development of policies and text that make up the individual elements. The cost and revenue estimates and the draft elements will require additional review by both the STA TAC and the CTP Committees established for each Element. STA staff intends to hire a consultant to use existing information from the Bike and Ped plans and from existing transit and corridor studies to develop CTP cost estimates.

Cost and revenue estimates for bike and pedestrian projects are scheduled to be available in April, and complete draft chapters in May 2011.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Draft Land Use Chapter
- B. Bike Plan Project Selection and Prioritization Criteria
- C. Pedestrian Plan Project Selection and Prioritization Criteria

2010 SOLANO CTP – LAND USE CHAPTER

Which comes first – the chicken or the egg?

Land use and transportation decisions are much like the chicken and the egg (neither really proceeds the other). They influence and react to each other, and develop as a system, rather than as individual, unrelated topics. Since the Solano CTP is primarily a transportation document, the majority of the Plan will address that topic. But given the close association of land use and transportation, it is important to start out with an overview of existing and projected local and regional land uses.

LOCAL

The STA has 8 member agencies: Solano County, and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Their existing and planned land uses have the greatest influence on Solano’s countywide transportation system. Each of the eight jurisdictions is briefly described below, with a more detailed community profile found in Appendix ____.

Solano County is part of the San Francisco Bay Area, and is also part of the larger Northern California Mega Region. The Northern California Mega Region covers the San Francisco Bay and Sacramento regions, with strong connections to San Joaquin County and lesser connections to the Monterey, North Coast and upper and lower Central Valley areas, and even to the Lake Tahoe/Reno region to the east. Because of the concentration of economic, governmental and cultural resources in the San Francisco Bay Area and Sacramento, those areas and their land uses are also described below.

One of the most fundamental facts regarding the connection of land use and transportation decisions is that local governments have the statutory authority for land use decisions within their jurisdiction, subject to the requirements of state law. This is established in both the fundamental state land use laws regarding general plans, zoning and subdivision maps, as well as issue-specific legislation such as SB 375. This fundamental principle is recognized in the Solano CTP Goals:

- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County’s seven cities and the County of Solano.
 - a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
 - b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
 - c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.

Solano County and the 7 Cities

Population

The population information below is taken from the decennial census for 1990 and 2000, and from the California Department of Finance annual population estimate for 2010. The raw population numbers are:

Table X1 – Solano Population, 1990 to 2010

Jurisdiction	1990	2000	2010	% of Total Population	20-year # growth	20-year % Growth
Benicia	24,437	26,865	28,086	6.6%	3,649	14.9%
Dixon	10,417	16,103	17,605	4.1%	7,188	69.0%
Fairfield	78,650	96,178	105,955	24.8%	27,305	34.7%
Rio Vista	3,316	4,571	8,324	1.9%	5,008	151.0%
Suisun City	22,704	26,118	28,962	6.8%	6,258	27.6%
Vacaville	71,476	88,642	97,305	22.7%	25,829	36.1%
Vallejo	109,199	117,148	121,435	28.4%	12,236	11.2%
Balance Of County	19,272	19,305	20,165	4.7%	893	4.6%
TOTAL	339,471	394,930	427,837	100.0%	88,366	26.0%

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Vallejo is the largest city in the county, with 28.4% of the 2010 population. Benicia and Vallejo, which share a three and a half mile common border, account for 35% of the county total, while Fairfield (the County seat), Suisun City and Vacaville, all located in the center of the county, account for 54.3% of the county population. More than 89% of the County population is located on one of two urban clusters in the southwest and central portions of the county.

The low population figure for the unincorporated County is largely a result of the Solano Orderly Growth Initiative (aka Proposition A), approved by the voters in 1984 and subsequently renewed in 2008. The Solano Orderly Growth Initiative assigns urban growth almost exclusively to the incorporated cities, and severely limits rezoning of agricultural lands in the unincorporated County.

The two smallest communities in the county – Dixon and Rio Vista – are also not ‘clustered’ with other communities. Dixon is located on I-80, approximately half-way between Vacaville and Davis. Rio Vista is located on SR 12, approximately 20 miles east of Fairfield/Suisun City, and adjacent to the Sacramento River. Dixon’s access to I-80 provides it with good regional mobility, but Rio Vista’s almost complete reliance on SR 12 significantly restricts access to and from (as well as within) the city. In addition, year-round agricultural and interregional goods movement traffic on SR 12, and summer-season recreational traffic accessing the Delta, further impact SR 12 and access to Rio Vista. Dixon’s growth since 1990 has in part been limited by local ordinance, and by a City decision to not allow urban development on the north side of I-80. Rio Vista has entitled ___ residential units, but has not seen development of many of these created lots.

Employment

Until the mid-1990s, Vallejo was the employment center of the county as well as the population center. As seen in the table below, Vallejo accounted for ___ % of the county's jobs.

Table X2 – Solano Employment, 1990 to 2010

Jurisdiction	1990	2000	% of Total 2000 Employment	2010	% of Total 2010 Employment	20-year # growth	20-year % Growth
Benicia		14,400	10.5%	13,680	9.8%	13,680	
Dixon		4,790	3.5%	5,290	3.8%	5,290	
Fairfield		45,810	33.5%	45,120	32.2%	45,120	
Rio Vista		2,250	1.6%	2,870	2.0%	2,870	
Suisun City		3,390	2.5%	3,870	2.8%	3,870	
Vacaville		25,660	18.8%	28,380	20.3%	28,380	
Vallejo		31,260	22.9%	32,190	23.0%	32,190	
Balance Of County		9,140	6.7%	8,720	6.2%	8,720	
TOTAL	0	136,700	100.0%	140,120	100.0%	140,120	

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In 1996, the Mare Island Naval Ship Yard in Vallejo was closed, and approximately ___ jobs disappeared. With this closure, the county employment center shifted from Vallejo to Fairfield, with almost one-third of the county-wide jobs located in Fairfield in 2000, and almost four in ten by 2010. Vallejo and Benicia combined account for 32.8% of the county's 2010 jobs, while Fairfield, Suisun City and Vacaville account for 55.3% of the jobs.

Although small, Dixon is well balanced between county wide population and employment, with 4.1% of the county population and 3.8% of the county jobs. Rio Vista has 1.9% of the county population and 2% of the county jobs. While Rio Vista lacks any regional job centers, Dixon has regionally-important retail and employers such as Genentech and Gymboree.

Projected Changes

There are two views of future development for Solano County and the 7 cities; those in each jurisdiction's general plans, and those of the Association of Bay Area Governments (ABAG). Since 2007, ABAG has changed its Projections series of documents to reflect a policy choice giving preference to household and job creation in the inner Bay Area, in communities served by high-capacity, high frequency public transit. The table below shows each Solano jurisdiction's projected 2035 population and employment, based upon ABAG's Projections 2009. While the projections are not the certain result of 25 years of development and change by each jurisdiction, they do provide a reasonably-possible future image of Solano County and the 7 cities.

Table X3 – Solano Population and Employment Projections, 2035

Jurisdiction	2035 Population	% of Total 2035 Population	2035 Employment	% of 2035 Employment
Benicia	30,100	5.9%	18,850	8.9%
Dixon	23,900	4.7%	10,440	4.9%
Fairfield	127,000	25.1%	70,520	33.3%
Rio Vista	15,300	3.0%	5,990	2.8%
Suisun City	34,300	6.8%	6,090	2.9%
Vacaville	111,100	21.9%	42,110	19.9%
Vallejo	138,900	27.4%	45,920	21.7%
Balance Of County	25,900	5.1%	11,960	5.6%
TOTAL	506,500		211,880	

The projected 2035 distribution of population and employment is not significantly different from the existing conditions. Vallejo will remain the largest city in terms of population at 27.4%, and Fairfield will have the largest number of jobs at 33.3%. Population and jobs will be centered in the two city clusters of Benicia-Vallejo and Fairfield-Suisun City-Vacaville.

As with population, Dixon and Rio Vista are stand-alone communities with job growth prospects influenced by their access to the larger region. Dixon, with its close proximity to Davis and the University of California campus there, and its easy access by rail and freeway, has significant job growth potential. Rio Vista, however, has significant employment growth challenges because of its relative isolation. Because of the low base from which it starts, however, Rio Vista's relative growth is substantial.

Even though the general location and proportion of residential and employment development are not expected to change over the next 25 years, the type of development may change. This is especially true of residential development. The primary reason for this is the current emphasis from MTC, ABAG and even national agencies on transit-oriented development (TOD). TOD is more than just housing near transit; it is communities designed to emphasize transit use over single-occupant auto trips. Typical features of TOD are higher density residential developments, easy access to public transit and to bicycle and pedestrian networks, and reductions in parking requirements (often upper limits on the number of parking spaces rather than lower limits.)

In the Bay Area, MTC and ABAG support TOD projects through the FOCUS program's Priority Development Area (PDAs) designation, Transportation for Livable Communities (TLC) planning and capital grants, and Station Area Plan grants.

There are 9 PDAs designated in Solano County. Each PDA is described in more detail in the Alternative Modes element of the Solano CTP, and in the Solano TLC Plan, a separate document that is being updated in 2011. The Solano TLC Plan focuses on the existing and potential PDAs, but will also recognize that there are areas in the County and cities that can accommodate development that supports transit and bicycle and pedestrian use, but that do not qualify for PDA designation.

Table X4 – Solano Priority Development Areas, Population and Employment, 2035

	Population			Jobs		
	2010	2035	Change	2010	2035	Change
Downtown Benicia	1,447	1,673	226	1,789	2,087	298
Fairfield Downtown South	1,581	2,352	771	1,494	4,479	2,985
Fairfield-Vacaville Train Station	2,309	9,773	7,464	183	1,167	984
Fairfield North Texas Street Core	3,628	5,505	1,877	560	2,617	2,057
Fairfield West Texas Street Gateway	2,485	3,770	1,285	836	2,700	1,864
Suisun City Downtown & Waterfront District	3,839	7,258	3,419	764	1,444	680
Downtown Vacaville	1,298	4,538	3,240	1,807	6,261	4,454
Vacaville Allison Area	1,457	1,885	428	739	1,755	1,016
Vallejo Downtown & Waterfront	4,165	12,775	8,610	1,727	6,671	4,944
Total Solano County PDAs	22,209	49,529	27,320	9,899	29,181	19,282

The nine PDAs have the potential to account for almost 35% of the projected 25-year growth in Solano County and the 7 cities, as shown in Table ___ below. More important than the county-wide figure is the PDA proportion in 4 of the 5 cities that have PDAs: Fairfield, 54.2% of potential growth, Suisun City 64.1% of potential growth, Vacaville 26.6% of potential growth and Vallejo 49.3% of potential growth.

Table X5 – Solano Priority Development Areas, Population and Employment Growth, 2010 to 2035

Jurisdiction	2010 Population	2035 Population	25 Year Growth	PDA 25 Year Growth	PDA % of 25-Year Growth
Benicia	28,086	30,100	2,014	226	11.2%
Dixon	17,605	23,900	6,295	0	0.0%
Fairfield	105,955	127,000	21,045	11,397	54.2%
Rio Vista	8,324	15,300	6,976	0	0.0%
Suisun City	28,962	34,300	5,338	3,419	64.1%
Vacaville	97,305	111,100	13,795	3,668	26.6%
Vallejo	121,435	138,900	17,465	8,610	49.3%
Balance Of County	20,165	25,900	5,735	0	0.0%
TOTAL	427,837	506,500	78,663	27,320	34.7%

Most of these PDAs are centered around existing transit centers. The Fairfield Downtown and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun City Capitol Corridor train station. The Fairfield West Texas Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter mile from the Davis Street park-and-ride lot, while the Vacaville Allison Area PDA includes the Vacaville Transit Center (Phase 1 scheduled to open in early 2011). The Vallejo Downtown and Waterfront PDA includes the WETA ferry terminal and the Vallejo

Station parking garage. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

This means that about one-third of the projected 2010 to 2035 residential growth can be accommodated in areas that provide immediate access to transit. By giving funding priority to projects in or directly supporting PDAs, STA has the opportunity to support those decisions that help create a more efficient use of the transportation system .

REGION

Solano County is part of the 9-county San Francisco Bay Area. The other counties are Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and Sonoma. The eastern segment of Solano County is also functionally a part of the Central Valley, with close connections to the Sacramento and San Joaquin metropolitan areas and the Sacramento/San Joaquin Delta.

San Francisco Bay Area

As of the beginning of 2010, the Bay Area population was 7.3 million, with 5.1 million of those residents in Santa Clara, Alameda and Contra Costa counties and the city of San Francisco. The region's employment is similarly concentrated in those areas, with 2.6 million of the region's 3.5 million jobs in those areas.

The Bay Area's demographics and transportation are in large part shaped by geology. The mountain ranges of the Coast Range run north-south. The San Francisco Bay has both north-south and east-west portions. The result is a series of barriers that focus traffic on a few choke points, such as toll bridges and passes or tunnels through mountains. When the combination of concentrated jobs and traffic choke points is brought together, the Bay Area produces severe gridlock in some areas, especially those approaching the jobs centers in San Francisco and San Jose.

ABAG projects an 80% growth in the Bay Area's population from 2010 to 2035, and a 74% increase in employment. The rate of population growth in two of the core Bay Area cities – Oakland and San Francisco – will be less than that in outlying areas such as Solano County, but the total number of both new residents and new jobs in these areas will still be greater than the comparable aggregate total for all eight Solano jurisdictions. The concentration of jobs in the inner Bay Area, and inability to create new, high-capacity means of transporting workers in to those jobs, means that existing in commute and resultant congestion will only get worse.

As noted above, ABAG and MTC are working on a program to concentrate growth in identified nodes that are served by frequent, high-density transit. This program, if carried out to its full potential, would substantially decrease the growth of in-commuting to the inner Bay Area and the related production of greenhouse gasses. However, many PDAs in the inner Bay Area are either at risk from projected sea level rise or are in areas with a high concentration of small particulate air pollution (PM 2.5), primarily related to diesel engines. In addition, there are a number of non-transportation infrastructure deficiencies that impact these PDAs, as well as potential local political opposition. It appears unlikely that the Bay Area PDAs will be developed to their full potential.

Central Valley

The Sacramento metropolitan area is the largest urban concentration in the northern Central Valley, with Stockton and its environs being a distant second. Solano County's association with the Sacramento area is in some ways as strong as that with the Bay Area.

The Sacramento Area Council of Governments (SACOG) covers the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. SACOG projects the region's population will grow from a 2005 total of just over 2 million to a 2035 total of 3.4 million. Sacramento County has the largest number of residents, both at the current time and in the 2035 projections. Unlike many Bay Area communities, however, much of Sacramento County's population lives in the unincorporated county (527,790 of 1,283,234 in 2005). By 2035, the proportion of residents in the unincorporated county will have fallen from 41% to 38%, but will still be larger than any of the incorporated cities.

Sacramento holds a similar preponderance of regional jobs. In 2005, Sacramento County was home to 678,503 out of the region's 1,000,157 total jobs (68%). In 2035, the proportion is projected to be 63% (967,986 out of 1,536,097).

The SACOG area does not have the same physical constrictions of transportation routes as does the Bay Area. Although the Sacramento and American rivers transverse the area, they are much easier to cross than is the San Francisco bay. None of the bridges require a toll. In addition, the region is not divided by the steep hills that characterize the Bay Area.

One result of this lack of obstacles has been a lower density urban development pattern, with a higher proportion of single family homes and a lower density downtown business core. This lower density makes it harder for public transportation to achieve a high farebox recovery rate. In addition, the Sacramento Area is served by a limited number of freeways: Interstates 80 and 5, State Highways 99 and 50 and the Capitol City Freeway. Sacramento's freeway congestion is generally not considered as bad as that of the Bay Area, but the region does experience significant commute-hour delays, as well as non-commute delays from seasonal recreational traffic traveling to and from the Lake Tahoe region.

San Joaquin County is projected to grow from a 2010 population of 681,600 to a 2035 population of 1,000,200, with Stockton and Lodi remaining the two largest communities in the county. Employment for San Joaquin County is expected to grow from a 2010 total of 214,000 to a 2035 figure of 293,400.

San Joaquin County faces geographical, population density and transportation issues similar to those of Sacramento. Few Solano residents commute to San Joaquin County for employment. However, important recreational and agricultural traffic travels to and through both Solano and San Joaquin Counties on Highway 12.

Local and Regional Projection Differences

Projections for growth are a frequent source of tension between local and regional governments, and the Solano County relationship with ABAG is no exception. Many communities seek to emphasize retail

and industrial expansion and minimize residential growth for a number of reasons, with impact to the local tax base being a common concern. In the 1990s and early 2000's most Solano County communities objected to ABAG's projections for residential growth as being too high, essentially forcing suburban Solano County to accept residential growth that the inner Bay Area communities were unwilling to accept. Residential growth projections are especially important because they form the basis of the Regional Housing Needs Allocation (RHNA) process required by the State, and the subsequent development of local General Plan Housing Elements that must be in conformance with the RHNA numbers. At the same time, ABAG job projections were typically lower than local communities desired. This lower employment projection lacks the impact of the housing projections because there is no requirement or obstacle placed in the way of retail and industrial growth to match the RHNA and Housing Element requirements.

Since ABAG's Projections 2007, the situation has begun to reverse itself. ABAG is now projecting significantly lower population growth in Solano County as a matter of policy, and has revised its employment projections to a) reflect a lower expected rate of employment growth and b) concentrate more of that growth in the inner Bay Area.

One result of these differences in growth projections is that the local general plans have different projected population and employment numbers than do the ABAG projections. In the case of retail and industrial growth, local governments (both in Solano County and elsewhere in the Bay Area) typically aggressively seek out new development.

Conclusion

No matter which projections are used, Solano County will see continued residential, retail and industrial growth from 2010 to 2035. The location and type of this growth will be important, but will probably not change the fundamental traffic patterns that exist today. This is because the projected 25-year growth of population is about 18% - meaning that 82% of the population producing trips on local and regional roads already resides in Solano County. New land use development can change the type and volume of traffic growth, but is unlikely to substantially change that patterns that exist.

There are two possible exceptions to this conclusion. First, ABAG's growth projections could lead to a re-ordering of regional transportation investments, with more money going into the inner Bay Area communities projected to take on more residential growth. If the actual growth continues to happen in suburban communities such as Solano County – as has been the pattern for more than 20 years – but the transportation investments change to reflect ABAG's projections, then the impact of actual growth on Solano's transportation system will be worse, because the county and local jurisdictions will lack resources to improve the system.

The other potential change is a significant increase in the rate of employment growth in Solano County. Local residents drive to Bay Area and Sacramento jobs because that is where the major employment centers are located; and, in the case of many inner Bay Area jobs, that is where the high salary jobs are. If Solano County and the seven cities are successful in attracting new, good-paying jobs at a faster rate than ABAG projects, the need for Solano residents to commute on I-80 to the inner Bay or to Sacramento will be reduced. The potential to improve both the local and regional transportation

pattern, as well as to provide other economic and sociological benefits to local jurisdictions, is significant.

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Countywide Bikeway Network Criteria

Countywide Connections (Primary Routes) – Primary routes serve as a viable transportation network linking all of the cities in Solano County or links Solano County to a neighboring county. Primary routes also address connections across barriers created by the regional transportation system (e.g. freeways, interchanges, railroads) and natural barriers (e.g. rivers, creeks, and bays). Links to the designated Priority Development Areas (PDAs) should also be included.

Connectors to Primary Routes/Destinations (Secondary Routes) – Secondary routes serve as a connector between a regionally significant destination and a primary route, where an alternative is not present. Regionally significant trips provide connections to and through major activity centers and central business districts in Solano County. A bicycle trip to regional transit may appear local in nature, but the end destination of the trip is regional even though the mode has changed. A person may arrive via transit, but having accessed transit with a bicycle.

Other Bicycle Routes – Despite being named a “countywide system,” the Countywide Bikeway Network does not fully share a common class of bikeway or signage. A few regional systems (i.e. San Francisco Bay Trail) and local systems provide connections to and through Solano County. Completing these trails and providing safe and convenient access is important to link residential areas for bicycle trips. Many of these connections are local in nature, but the overall effect results in trips that are significant countywide.

Countywide Connections (Primary Routes)

Guidance:

1. Identify connections between each city in Solano County
2. Identify connections across barriers
3. Identify connections within current or planned Priority Development Areas (PDAs)
4. Identify gaps and needed improvements in the primary routes

Connectors to Primary Routes/Destinations (Secondary Routes)

Guidance:

5. Identify connections to the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station.
6. Identify access to and through major central business districts of Solano County or subareas of the county
7. Identify connections to regionally significant activity centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues.
8. Identify gaps and needed improvements in the secondary routes

Other Bicycle Routes

Guidance:

9. Identify spine and connectors of regional recreational routes (i.e. San Francisco Bay Trail, Bay Area Ridge Trail)
10. Identify other bicycle routes that serve multiple jurisdictions or connect to adjoining regions

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Countywide Pedestrian Network Criteria

The following three (3) criteria are to be used as a guide for STA staff and its advisory committees to identify appropriate projects for the Solano Countywide Pedestrian Plan. If a route or proposed project location meets one or more of the three criteria as defined below, it is eligible for inclusion in the Solano Countywide Pedestrian Plan.

1. **Connections that Support Pedestrian Movement (Routes)** – Direct pedestrian routes and pedestrian-transit connections serve as a viable transportation network within and through Solano County. Pedestrian routes can be made to or within an identified pedestrian-oriented place. Pedestrian-transit connections also address connections across barriers created by the regional transportation system (e.g. freeways, interchanges, railroads) and natural barriers (e.g. rivers, creeks, and bays). Although walking to a bus stop or other transit service may appear local in nature, the complete trip can also be countywide or regional despite a change in mode. A person may arrive via transit, but having accessed transit by walking.

Guidance for Identifying Eligible Projects:

- A. Connections to and within designated Priority Development Areas (PDAs)
- B. Connections across barriers
- C. Connections to and within major hubs of the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station
- D. Connections to and within major employment centers of Solano County and/or each of the seven cities
- E. Connections to and within significant shopping/education/services centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues
- F. Gaps and needed improvements

2. **Creation or Enhancement of Places That Support Pedestrian Travel or Activity (Transportation for Livable Communities/Priority Development Area projects)** – Creating or enhancing places for pedestrian travel/activity serve as the bond between people and major destinations in Solano County (e.g. improvements to and through major activity centers and central business districts). Pedestrian-oriented places improve the walkability of an area and have many health, environmental, and economic benefits. Priority Development Areas (PDAs) should be included.

Guidance for Identifying Eligible Projects:

- A. Projects that will be designed and constructed to provide *Materials, Scale, and Sense of Place* that attract pedestrian travel and use, and supports nearby land uses
- B. Projects that will be designed and constructed to improve pedestrian *Safety*, including lighting, visibility, separation from vehicular traffic and shelter from weather extremes

- C. “Park Once and Walk” facilities that allow those who drive to an area to leave their vehicles parked at a single location (e.g., strategically placed parking structure or pricing of parking) and walk to multiple destinations and uses
- D. Pedestrian facilities that complement and support adjoining land uses, including residences, businesses, and recreational, cultural, and institutional facilities.

3. Other Pedestrian Routes – A few regional systems (i.e. San Francisco Bay Trail) and local systems provide connections to and through Solano County. Completing the segments of these routes that are within the city and county transportation network is important to improving safety and linking residential areas for pedestrian trips.

Guidance for Identifying Eligible Projects:

- A. Specified segments of spine and connectors of regional recreational routes (e.g., San Francisco Bay Trail, Bay Area Ridge Trail) that connect to a pedestrian route or pedestrian-oriented area in Solano County
- B. Other pedestrian routes/improvement areas that serve multiple jurisdictions or connect to adjoining regions



DATE: January 20, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Sustainable Communities Strategy Update/
Regional Transportation Plan (RTP) Projects Submittal Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- Specifies the general location and density of housing development; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

In addition to its use in developing the next RTP, the SCS will determine the base numbers for the Regional Housing Needs Allocation (RHNA). The Cities and the County are required to develop General Plan Housing Elements that accommodate their share of the RHNA. In previous years, the RHNA and RTP processes were separate.

Discussion:

Association of Bay Area Governments (ABAG) has developed the Base Case Scenario for the SCS, consisting of a modified version of ABAG's Projections 2009 growth predictions and transportation investments identified in the current RTP (T2035). The most significant change in land use predictions for the Base Case Scenario is a reduction in projected region-wide jobs of 700,000. The Draft Base Case does not accommodate all of the projected demand for Bay Area housing. Metropolitan Transportation Commission (MTC) plans to release an analysis of the transportation, land use and air quality performance of the Base Case Scenario on February 11, 2011.

ABAG is nearing completion on a Draft Land Use Vision for the SCS. The Draft Land Use Vision will accommodate all of the region's projected new housing need, as required by SB 375, and will assume additional transportation investments focused in areas taking on the greatest share of the region's housing growth. Release of the Draft Land Use

Vision is scheduled for March 11, 2011. The release will include an analysis of the transportation, land use and air quality performance of the Vision scenario, and a comparison of the Base Case and Vision scenarios. MTC and ABAG will subsequently work with CMAs and local jurisdictions to test alternatives to the Base Case and Vision scenarios that will best meet the SCS performance measures.

MTC and ABAG are preparing to adopt SCS performance measures this month. The draft performance measures were released in December of 2011 and, after public comment, revised measures were released in early January of 2011. The presentation prepared by MTC staff for presentation to a joint MTC and ABAG meeting, scheduled for January 14, 2011, is attached (Attachment A).

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Presentation to MTC/ABAG Joint Meeting

Revised SCS/RTP Performance Targets and Response to Comments



MTC Planning Committee, ABAG Administration Committee,
Joint Policy Committee

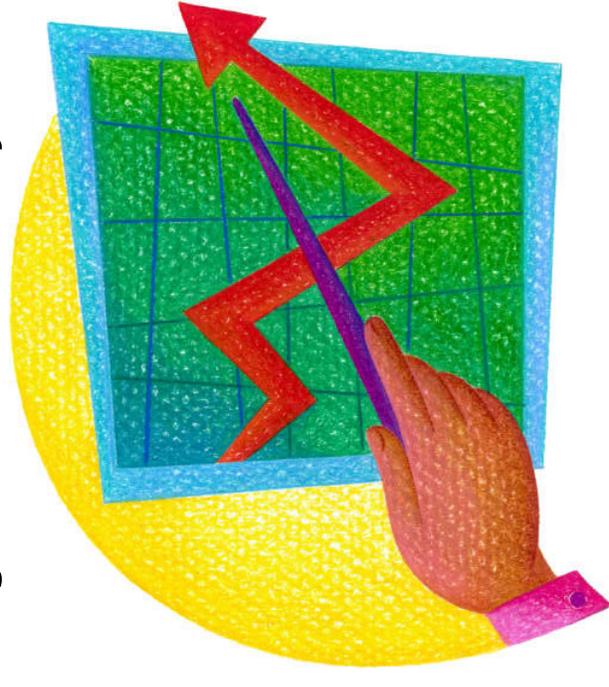
January 14, 2011

Purpose of Performance Targets

- Express, in measurable terms, desirable outcomes for the region's Economy, Equity and Environment.
- Provide tools to assess SCS/RTP scenarios including the Draft SCS/RTP, at the regional level – as done for Transportation 2035 and Projections 2009.

Targets are not standards or restrictions on local government authority.

- Provide a framework to assess transportation projects for the RTP.
 - Projects and programs do not have to meet each and every target.*
- Periodically measure progress to assess if policies and investments are having the intended effect.



Goals

1	Climate Protection	Statutory Targets (2)	
2	Adequate Housing		
3	Healthy & Safe Communities: Reduce premature deaths from exposure to particulate emissions	Voluntary Targets (8)	
4	Reduce injuries and fatalities from collisions		
5	Increase walking and biking to improve health outcomes		
6	Open Space Preservation		
7	Equitable Access		
8	Economic Vitality	Voluntary Targets (8)	
9	Transportation System Effectiveness: Improve system effectiveness		
10	Maintain the system in a state of good repair		

SB 375 Statutory Targets

Unless noted, statutory and voluntary targets are reductions in Year 2035 compared to Year 2005

Goal: Climate Protection

- 1 Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%

(Source: California Air Resources Board, as required by SB 375)

Comment from Last Meeting	Staff Response
The target should go beyond SB 375 to include GHG reductions from other sources such as ports, airports, agriculture and building practices.	These sources are not directly regulated by SCS/RTP statute. They are subject to rulemaking by the Air Resources Board and Air District under AB 32.

SB 375 Statutory Targets

Goal: Adequate Housing

2 House 100% of the region’s projected 25-year growth by income level (very low, low, moderate, above moderate) without displacing current low-income residents

(Source: ABAG adopted methodology, as required by SB 375)

Comments from Last Meeting	Staff Response
Addressing displacement is critically important.	Agree with comment.
It is not appropriate to aim for no displacement when housing may be sub-standard or in unsafe or unhealthy environments.	Language does not preclude improvement of substandard housing or better site location.

Goal: Healthy and Safe Communities

3 Reduce premature deaths from exposure to particulate emissions:

- Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10%
- Reduce coarse particulate emissions (PM₁₀) by 30%*

(Source: Adapted from Federal and State Air Quality Requirements by BAAQMD)

** The decrease in premature mortality associated with reducing PM₁₀ cannot be estimated with precision; therefore Air District staff recommends a emissions-based target for PM₁₀.*

Comments from Last Meeting	Staff Response
The numeric target is too low.	Recommendation reflects current federal air quality standards.
The target fails to reflect PM _{2.5} health impacts by geography, particularly on low-income and minority communities.	MTC will analyze the geographic distribution of motor vehicle particulate emissions in the SCS/RTP Equity Analysis. BAAQMD does not have the tools to forecast health impacts at the community level for the scenarios.

Goal: Healthy and Safe Communities

4 Reduce by 50% the number of injuries and fatalities from all collisions (including bike & ped.)
 (Source: Adapted from California State Highway Strategic Safety Plan)

Comments from Last Meeting	Staff Response
Disaggregate by mode.	Current forecasting tools are not sufficiently accurate to disaggregate. MTC will test new methodologies and report modal results in the data summary.
Measure on a per-mile basis.	The goal should be to minimize total injuries and fatalities.
This target is not essential.	Collision reduction is important to the health advocates, core goal of the current RTP, and a co-benefit of reducing driving.

Goal: Healthy and Safe Communities

5 Increase the average daily time walking or biking per person for transportation by 60% (equivalent to an average of 15 minutes per person) ~~50% from 2000 levels~~

(Source: Adapted from Surgeon General Recommended Daily Activity Level)

Comments from Last Meeting	Staff Response
The numeric target should be more aggressive.	Staff has revised the recommendation, previously 10 minutes, to a more ambitious 15 minutes.
Replace with a mode share target.	Minutes of walking and biking is more directly linked to public health outcomes and guidance. Mode share will be reported in the data summary.

Goal: Open Space and Agricultural Preservation

6 Direct all non-agricultural development within urbanized areas as of 2010 the current urban footprint (existing urban development and/or urban growth boundaries)

(Source: Adapted from SB 375)

Comments from Last Meeting	Draft Staff Response
<p>Target should not restrict cities' ability to grow; 2010 reference is too restrictive; target should reflect voter-approved urban growth boundaries.</p> <p>Define "urbanized areas".</p>	<p>Target has been revised accordingly.</p>
	<p>"Urbanized area" has multiple definitions. Staff recommends "urban footprint".</p>

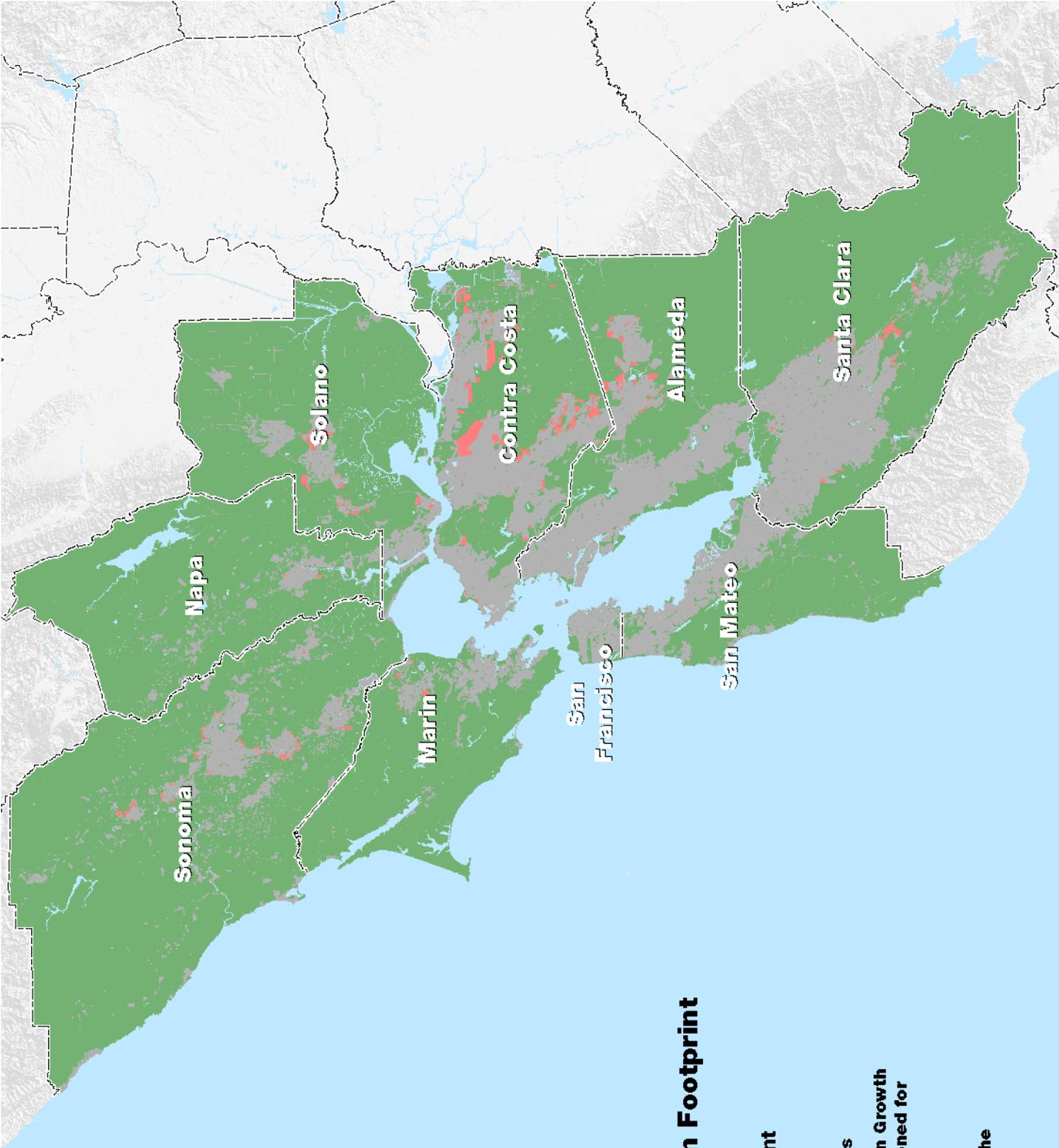


Figure 1: Urban Footprint (as of 2005)

The Urban Footprint Includes:

- Existing Urban Development Areas
- Areas Within Urban Growth Boundaries Not Zoned for Open Space
- Areas Outside of the Urban Footprint

Goal: Equitable Access

7 Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing

(Source: Adapted from the Center for Housing Policy)

Comments from Last Meeting	Staff Response
There is insufficient information to measure target over time.	This analysis has been conducted for the Bay Area based on actual data and provides a good basis for future forecasts.
Clarify whether target is a reduction of 10 percentage points or 10 percent change.	Numeric target is 10 percentage point decrease

Goal: Economic Vitality

8 Increase gross regional product (GRP) by ~~[TBD%]~~ 90% from 2005 – an average annual growth rate of approximately 2% (in current dollars)*

Source: Bay Area Business Community

*provisional recommendation

Comments from Last Meeting	Staff Response
Target does not consider jobs-housing fit.	Concept is complex enough to merit full analysis in the scenario assessment.
Employment should be considered as an indicator or additional target.	Employment is closely tied to GRP; it will be calculated and reported in the data summary.
GRP does not capture benefits of locating growth in transportation-efficient areas to reduce GHG emissions.	These benefits are captured in the GHG reduction target and travel time targets.

Goal: Transportation System Effectiveness

9 Decrease average per-trip travel time ~~for auto and transit modes~~ by 10%

Source: Adapted from Caltrans Smart Mobility 2010

Comments from Last Meeting	Staff Response
<p>Consider a combined target for all modes.</p>	<p>Target has been revised accordingly.</p>
<p>Target does not reflect goal of narrowing gap between auto and transit modes. It could be achieved by building freeways and should focus instead on encouraging use of public transit.</p>	<p>Target focuses on efficiency of the entire system. It will reflect improvements to all types of transportation, including new and enhanced transit service as well as freeway operational improvements.</p>

Goal: Transportation System Effectiveness

10 Maintain the transportation system in a state of good repair:

- Increase pavement condition index to 75 or better on local roadways
- Decrease distressed lane-miles of state highways to less than 10%
- Reduce average transit asset age to 50% of useful life

Source: State and regional plans

Comments from Last Meeting	Staff Response
<p>Concern about the cost and ability to achieve the PCI target at the regional and local level.</p>	<p>This target is a regional, not jurisdictional, average. Cost based on T-2035: Total cost to reach avg. PCI of 75: \$28.6 B Funding in T-2035: \$23.3 B Additional funds needed: \$5.3 B</p> <p>These estimates will be updated for the SCS/RTP. A lower regional target would represent a mediocre state of repair and result in higher long-term costs.</p>

General Comments

Comments from Last Meeting	Staff Response
There is potential for unintended consequences from the targets.	Staff has clarified how the targets will and will not be used. We can also monitor results over time and adjust voluntary targets as needs.
It is unclear how we might weight the target results for scenario evaluation.	It is not necessary to weight the targets upfront; this will elicit a discussion of tradeoffs based on preferred outcomes.
The targets aren't visionary enough.	Staff is recommending revisions to some targets to reflect more ambitious outcomes.
The requirement that targets must be able to be forecasted eliminates a number of desirable targets from consideration.	Indicators will be used to capture other measures that cannot necessarily be forecast.

Targets Next Steps

- **January 2011**
 - Adoption of targets by ABAG Executive Board and MTC Commission (1/20 and 1/26)
- **February – September 2011**
 - Scenario assessment analysis and results (Targets, Equity Analysis, Data Summaries)
 - Indicator data available to inform scenario definition



DATE: January 18, 2011
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated. California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

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

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has opted not to participate in this program.

Discussion:

In FY 2009-10, STA was allocated \$353,892.95 in AVA Program Funds and disbursed only \$251,467.90. In accordance with Section 9250.7 and 22710 of the VC, STA has carried forward the unexpended and unallocated funds from FY 2009-10 in the amount of \$91,808.27 for the continuation of program. This amount will be disbursed in FY 2010-11 utilizing the funding formula.

For the First Quarter FY 2010-11, STA was allocated \$94,057.27 in AVA Funds and has deducted \$2,821.72 (3%) for administrative costs.

The following is a matrix summarizing the First Quarter FY 2010-11 and is compared to the total FY 2009-10 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. First Quarter FY 2010-11 AVA Program Statistics

First Quarter FY 2010-11 AVA Program Statistics

Member Agency	FY 2010-11 First Quarter				FY 2009-10				% of Abated Vehicles from Prior Year
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	
City of Benicia	13	7	\$2,851	\$219	327	17	\$9,255	\$28	4%
City of Dixon	0	0	\$0	\$0	16	18	\$1,513	\$95	0%
City of Fairfield	94	0	\$8,578	\$91	359	0	\$36,106	\$101	26%
City of Suisun	34	150	\$5,282	\$155	149	287	\$31,080	\$209	23%
City of Vacaville	35	372	\$12,310	\$352	141	1,296	\$56,122	\$398	25%
City of Vallejo	399	393	\$33,453	\$84	2,151	1,757	\$107,494	\$50	19%
Solano County Unincorporated area	100	2	\$2,701	\$27	14	10	\$9,898	\$707	714%
Total	675	924	\$65,175	\$928	3,157	3,385	\$251,468	\$80	21%



DATE: January 13, 2011
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011.

Discussion:

The Governor's Proposed 2010-11 State Budget released on January 10th paints a bleak picture for local agencies in general, and transportation in particular, as summarized by STA's State Legislative Advocate (Attachment A).

With the debate continuing on how to fund the federal surface transportation account, the House of Representatives has issued a no-earmarks stance for appropriations. The Senate has not yet announced whether it will also boycott earmarks, but it does not appear that earmarks will be supported by Congress at this time. For further information, see the December Federal legislative Update (Attachment B).

Staff is working with STA's federal advocate, Susan Lent, of Akin Gump to restructure our approach to meeting with our Congressional representatives in Washington DC March 9-10. While STA project priorities will remain as outlined in the 2011 STA Legislative Priorities and Platform, funding will likely come from federal agencies (Federal Highway Administration, Federal Transit Authority), and not from Congressional earmarks.

Recommendation:

Informational.

Attachments:

- A. Proposed State Budget Memo (Shaw/Yoder/Antwih)
- B. Federal Legislative Update – December (Akin Gump)

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

January 11, 2011

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

RE: STATE LEGISLATIVE UPDATE- JANUARY

On January 10, Governor Brown released his FY 2011-12 State Budget. Describing an 18-month \$25.4 billion General Fund deficit, which includes a current year (FY 10-11) shortfall of \$8.2 billion, and a budget year (FY 11-12) shortfall of \$17.2 billion, the governor cites unrealistic assumptions, including the reliance on federal funds which have not materialized, the sunset of tax extensions, one-time solutions, and a stagnant housing market and economy in general as reasons for the shortfall. As a result, Governor Brown proposes \$12.5 billion in cuts, \$12 billion in revenues, and \$1.8 billion in shifts to close the deficit and provide a \$1 billion reserve.

The proposed reductions include cuts to most major programs such as \$1.7 billion to Medi-Cal, \$1.5 billion to California's welfare-to-work program, \$1 billion to the University of California and California State University, \$750 million to the Department of Developmental Services, \$580 million to state operations and employee compensation, and the elimination of redevelopment agencies (\$1.7 billion).

With respect to revenues, the Governor proposes extending existing tax rates for the next five years upon voter approval on the June ballot for the following items:

- **Personal Income Tax (PIT) Rate Surcharge:** Effective for tax years on or after January 1, 2011 but before January 1, 2016, maintain the .25% surcharge for PIT tax rate and the Alternative Minimum Tax Rate. If extended, this proposal is expected to generate revenues of \$1.187 billion in FY 10-11 and \$2.077 billion in FY 11-12.
- **PIT Dependent Exemption Credit:** Maintain the dependent exemption credit in effect in 2009 until 2015. If extended, this proposal is expected to generate revenues of \$725 million in FY 10-11 and \$1.248 billion in FY 11-12.
- **Sales & Use Tax:** Effective July 1, 2011, the 6-cent sales and use tax would continue for 5 years. The rate would sunset on June 30th to 5-cents without voter approval. If extended, the proposal is expected to generate \$4.549 billion in FY 11-12 and \$5.5 billion in FY 14-15.
- **Vehicle License Fee (VLF):** Effective July 1, the 1.15% VLF rate would continue for five years. Of the 1.15% rate, 0.5% would be used to fund local programs including public safety. If extended, this proposal is expected to generate \$1.382 billion in FY 11-12 and nearly \$1.7 billion in FY 14-15.

Realignment

In addition, the Governor's budget proposes a major shift in the state-local partnership by proposing to realign control and budget authority of certain governmental services such as fire and emergency response activities, court security, mental health services, the transfer of

low-level offenders to county jails, substance treatment programs, and foster care to the locals, among other things. When fully implemented, this proposal will restructure how and where more than \$10 billion in a wide range of services are delivered. The first phase of the proposal will be a \$5.9 billion transfer of programs from the state to counties funded by maintaining the current 1-percent sales tax and the .50-percent Vehicle License Fee (VLF) that are currently set to expire on June 30, 2011. As mentioned above, the Governor proposes to make these revenue streams available to funds programs if they are approved by the voters in June.

Impact on Transportation

The Governor's Budget acknowledges the passage of Proposition 26 threatens the transportation and transit revenues enacted in last March's "gas tax swap" and that the passage of Proposition 22 makes it harder for the state to use excise tax on gasoline revenue for purposes of paying transportation bond debt service (a method used in the gas tax swap to achieve General Fund savings).

In response, the Governor proposes to use truck weight fees from the State Highway Account (SHA) – which may not be as restricted by Proposition 22 – to pay remaining FY 2010-11 and new FY 11-12 bond debt service; additionally, remaining truck weight fees are proposed to be loaned to the General Fund. Truck weight fees generate roughly \$800 to \$900 million annually.

He would also use certain other SHA revenues not restricted by Article XIX to pay for Proposition 116 (rail transit) bond debt service.

Gas Tax Swap Reenactment

The Governor also proposes to "reenact" the gas tax swap, with the new 2/3 vote threshold as required by Proposition 26 to pass a tax increase by the legislature. Despite the fact that the gas tax swap was passed as a revenue-neutral package, several legal minds have opined that while the legislature can reduce taxes with a majority vote, increasing a tax necessitates a 2/3 vote.

Governor Brown recommends pursuing budget trailer bill language to clear the ambiguity associated with complying with Proposition 26. This suggests reenactment of the excise tax increases for highways and streets & roads, as well as the sales tax on diesel fuel for public transit. While we have yet to see language, we presume that the same spending priorities as in the original swap are being contemplated, with the addition that some of the new excise gas tax would be used to backfill the SHA (i.e. for its loss of the truck weight fees for bond debt service and General Fund loans) in the event that weight fees cannot cover the debt service.

If both the reenactment of the gas tax swap and weight fee proposal is approved, the net impact of the package would result in a nearly identical amount of transportation/ transit spending and General Fund relief to pay down bond debt service as originally contemplated in the gas tax swap.

Impact on Transit Funding

The Governor also acknowledges the impact on local public transit spending of the passage of Proposition 22; namely, that Proposition 22 would require all sales tax on diesel fuel revenues to be split 50% between the State Transit Assistance (STA) program (local transit grants) and 50% for non-STA state transit priorities, such as the intercity rail program. He notes that the gas tax swap created a 75% / 25% split, favoring the STA program, so he proposes trailer bill language appropriating additional funds from the Public Transportation Account (PTA) fund balance to ensure that local transit agencies continue the equivalent of 75% of the sales tax on diesel fuel, plus the \$23 million in FY 11-12 and \$12 million in FY 12-

13 that local transit agencies were to have received from non-Article XIX revenues as a part of the 2010 gas tax swap. This is expected to offset the effect on local transit of shifting of \$77.5 million in non-Article XIX revenues to fund debt service in FY11-12.

Given lower diesel sales revenues, the total amount of state funding for local transit agencies from PTA resources – i.e. the STA program – is estimated to be \$329.6 million for FY 11-12.

Proposition 1A Funding

The total amount of funding available, including state bond and federal funds, for state operations and capital outlay in FY 10-11 is \$220.9 million and \$192 million in FY 11-12. These funds are for continued project management, environmental and engineering work.

The Governor states that while the High-speed Rail Authority has been awarded billions of dollars in federal funding for construction, details of the grants have not been finalized and appropriation of these funds may not be needed until FY 12-13. Therefore, only \$89.7 million in federal funds for partial design and environmental work is reflected in the budget, with the same amount in bond funds for the state match.

Proposition 1B Funding

An appropriation of \$2.3 billion for capital funding of bond projects is made available for the following programs within Proposition 1B:

- \$631.2 million for the Corridor Mobility Improvement Account
- \$972.3 million for the Trade Corridors Improvement Fund
- \$117 million for the Public Transportation Modernization, Improvement, and Service Enhancement Account
- \$200 million for the State and Local Partnership Program
- \$22 million for the Local Bridge Seismic Retrofit Program
- \$391.9 million for State Route 99

Department of Finance Director Ana Matasantos mentioned during the Governor’s press conference that the state will not have a Spring bond sale for the first time since 1988 meaning that allocations for bond programs will be delayed even further.

Planning Program Project initiation Document (PID) Workload Justification

The Governor proposes an increase of \$2.4 million and 18 positions to complete PIDs for state and locally funded projects on the state highway system. This includes a decrease of \$4.9 million in SHA resources and an increase of \$7.2 million in reimbursements from locals to complete PIDS on locally funded projects.

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AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

M E M O R A N D U M

December 17, 2010

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

Congress returned for a lame duck session on November 15. Its priorities are reauthorizing the expiring Bush-era tax cuts, extending unemployment benefits and funding the federal government.

Extension of Bush-era Tax Cuts and Unemployment Benefits

On December 15, the Senate passed a compromise bill negotiated by the White House and Republicans that extends various tax cuts and other tax benefits that would otherwise expire on January 1. The House passed the bill on December. The House vote sends the tax compromise to the President for his signature.

The bill extends the Bush-era tax cuts for persons of all income brackets for two years. The bill also increases the estate-tax exemption to \$5 million per person and a maximum rate of 35 percent, reduces the Social Security payroll tax from 5.2 percent to 4.2 percent for one year, allow businesses to write off the full cost of capital investments for one year, reinstate the “patch” that exempts millions of taxpayers from having to pay the alternative minimum tax, and extend unemployment benefits for 13 months. It also extends parity for mass transit benefits offered by employers by extending through 2011 the increase in the monthly exclusion for employer-provided transit and vanpool benefits to that of the exclusion for employer-provided parking.

Continuing Resolution

The current continuing resolution (CR) that funds the federal government expires on December 18, leaving only a short period of time to resolve fiscal year 2011 spending.

The House adopted a CR to fund most programs at fiscal year 2010 levels through September 30. Spending for the highway and transit programs were at fiscal year 2010 levels. Spending for high-speed rail was reduced by \$1.5 billion. The bill also would rescind \$630 million in previously authorized highway funding. House Republicans voted against the CR, objecting to the length of the funding extension. Republicans supported a three-month extension that would allow them to determine the level of federal spending for the remainder of fiscal year 2011 and to begin making reductions in federal spending early in the next congress.

Solano Transportation Authority

December 17, 2010

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The Senate Democrats attempted to move a \$1.109 trillion omnibus spending bill, which included earmarks. The bill included \$750,000 for the Travis Air Force Base North Gate Access Improvements sponsored by Rep. Garamendi and \$750,000 for the Vacaville Intermodal Station - Phase 2 and \$750,000 for the Vallejo Ferry Maintenance sponsored Rep. Miller. Republicans objected to the size of the bill and the earmarks and Leader Reid determined late Thursday that he did not have enough votes to pass the bill. Leader Reid is now working on a short term CR with Minority Leader Mitch McConnell that will fund the federal government through next year. Once the Senate passes the CR it will send it to the House for a vote. The current CR expires on December 18, requiring Congress to pass another CR by Sunday to avert a government shutdown on Monday.

High Speed Rail Funding

On December 9, the Department of Transportation announced that \$1.195 billion in high-speed rail funds designated for Wisconsin and Ohio, which those states declined to accept, would be redirected to 14 other states. California will receive an additional \$624 million. California recently allocated approximately \$4.15 billion of \$4.3 billion in previously available funds to begin work on a 65-mile stretch of high-speed rail in the Central Valley that will link the San Francisco Bay area to Los Angeles.

National Commission on Fiscal Responsibility and Reform

The bipartisan National Commission on Fiscal Responsibility and Reform released its recommendations on reducing the national debt by nearly \$4 trillion from the overall \$13.8-trillion budget deficit over the next 10 years. Co-chairman Erskine Bowles, former Clinton White House Chief of Staff, and former Sen. Alan Simpson (R-WY) presented their recommendations to the full Commission on November 10. While 11 of the 18 Commission members voted in favor of the plan, the legislation authorizing the Commission required a supermajority or 14 votes to send the plan to the Senate as a legislative proposal. Although the plan will not be put forward as a bill, Congress likely will consider individual initiatives as it identifies spending reductions and reforms to the tax code.

The plan proposed to cap discretionary spending through 2020 in both defense and non-defense accounts and hold spending in 2012 equal to or lower than spending in 2011, and return spending to fiscal year 2008 levels by 2013. Beyond 2013, discretionary spending caps would have required continued efficiencies from the government by holding spending growth to about half the rate of inflation. There were no recommendations concerning which accounts should be reduced to achieve these targets, but all discretionary spending would be on the table including spending for infrastructure projects.

The plan calls for gradually increasing the per gallon gas tax by 15 cents between 2013 and 2015 to fund the trust fund. Congress would have been required to limit spending from the trust funds

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to the level of dedicated revenues from the previous year. The Commission also recommended reforms to control federal highway spending. The report advised that Congress should limit trust fund spending to the most pressing infrastructure needs rather than forcing states to fund low-priority projects and end the practice of highway authorization earmarks such as the “Bridge to Nowhere.”

According to estimates by the American Association of Highway and Transportation Officials, an increase of 15 cents per gallon, in addition to the current 18 cent federal tax, would be sufficient to support a six-year surface transportation bill of about \$450 billion. House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) had proposed a 6-year \$500 billion bill. It is unclear what level of spending the new chairman will propose in the next Congress. Because of the difficulty of passing a gas tax increase, there has been speculation that incoming Chairman John Mica (R-FL) will propose a 3-year \$350 billion bill.

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Reauthorization

On December 3, Rep. Richardson (D), a member of the House Transportation and Infrastructure Committee, introduced the TIFIA Expansion Act of 2010 to increase the amount of funding available to subsidize loans and loan guarantees for large-scale infrastructure projects to \$375 million annually from 2011 through 2015 from \$122 million as currently authorized. The bill would allow the program to support “mega transportation projects” with anticipated projects cost equal to or exceeding \$1 billion. The current level of TIFIA funding fell far short of demand in fiscal year 2011, with the DOT receiving over \$13 billion in requests for \$110 billion in funding. Senate Environment and Public Works Committee Chair Barbara Boxer and Ranking Member James Inhofe have endorsed TIFIA reforms in favor of creating an infrastructure bank, as proposed by the Obama Administration. Incoming House Transportation and Infrastructure Committee Chairman John Mica also has indicated that he supports expanding TIFIA rather than creating an infrastructure bank that would make grants and loans. Congress likely will address TIFIA reforms in the context of the larger surface transportation reauthorization

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DATE: January 14, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: Project Delivery Update

Background:

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

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

Discussion:

STA Board Recommendations and Improvement Programs

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

Programmed Funding Does Not Guarantee Project Funding

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency "Use it or lose it" project delivery polices contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

Staying on Top of Deadlines and Making Timely Choices

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies (Attachment A). Projects that are highlighted have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for FY 2010/2011 and are therefore subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606), including the Request for Authorization (E-76) submittal deadline of February 1 and the obligation deadline of April 30. In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are programmed in the TIP. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Delayed Projects and STA Deadline Assistance

Projects outlined with a border such as, Benicia's Columbus Parkway Overlay, Fairfield's Linear Park Alt Route – Nightingale Drive and Vacaville's Ulatis Creek Bike Path (Ulatis to Leisure Town Rd.), are experiencing project delays and project sponsors have indicated that they will not be able to meet the Request for Authorization (E-76) submittal deadline of February 1. Benicia is working towards scheduling a field review for the Columbus Parkway Overlay. Fairfield is working on completing its design for the Linear Park Alt Route – Nightingale Drive. Vacaville is working on environmental clearance for the Ulatis Creek Bike Path. To help projects stay on track with meeting the next deadline, STA staff is working with project sponsors to help them convey to MTC that progress is being made and that the April 30 obligation deadline will be met. Specifically, STA staff intend to collect Benicia, Fairfield and Vacaville's project schedules and send them to MTC before February 1, as an extension request.

MTC's project delivery policies are also attached (Attachments B). This project information is collected by STA staff and reported to Solano PDWG, STA TAC, and STA Board members as they review the feasibility of spending programmed transportation funds and consider project funding alternatives. The earlier a project sponsor realizes that implementing the current funding recommendation for their project is not feasible, the easier it is for the STA and its partner agencies to consider alternative funding scenarios. Project sponsors that wait until deadlines approach or miss deadlines have far few options available.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 1-13-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)

Project Delivery Update, 1-13-2011

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

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Task and Deadlines
					Preliminary Engineering (PE)		Right-of-Way	Construction	Shortfall		
				Environmental	Design						
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2010				\$ 2,406	\$ -	Complete	Closeout Project
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2011	\$ 92	\$ 224	\$ 170	\$ 2,514	\$ -	Concept	Request RM2 & start PE
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$ -	\$ -	\$ -	\$ 197	\$ -	Complete	Closeout Project
Benicia	N/A	Park Road Sidewalk	RM1 (Proposed)	2011	\$ -	\$ -	\$ -	\$ -	\$ 450	Concept	Complete concept plan
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	PE	Request E76 by Feb 2011
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 1,330	\$ -	\$ -	\$ 26,152	PE	Review Earmarks & Design
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ 19,120	Concept	N/A
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$ 1,260	\$ 290	\$ 1,243	\$ -	\$ 11,070	PE	Clear NEPA, Review Earmarks
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$ -	\$ -	\$ -	\$ 105	\$ -	Complete	Closeout Project
Dixon	N/A	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	2015	\$ -	\$ 543	\$ -	\$ 1,415	\$ 4,685	PE	Enter Fund swap with Vaca
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$ -	\$ -	\$ -	\$ 218	\$ -	Complete	Closeout Project
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$ -	\$ -	\$ -	\$ 300	\$ -	Complete	Closeout Project
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	PE	Request \$4M STIP FY 11/12
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	PE	CON in FY 10/11
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	Complete	Closeout Project
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Closeout Project
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	PE	Request E76 by Feb 2011
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	PE	Request E76 by Feb 2012
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	Complete	Closeout Project
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	Complete	Closeout Project
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	Complete	Closeout Project
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	PE	Request E76 for CON
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	Complete	Adopted, Closeout project
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	PE	Request Field review
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 670	\$ -	CON	invoice every 6 months
Suisun City	SOL110011	Pintail Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	Amend	Request E76 by Feb 2011
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	Complete	Closeout Project
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	Complete	Closeout Project
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 7,923	PE	Request E76 by Feb 2011
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	Complete	Closeout Project
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	PE	Fund CON by 20
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2013	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	ROW	Request E76 by Feb 2011
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$ -	\$ -	\$ -	\$ 396	\$ -	Complete	Closeout Project
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	Complete	Closeout Project
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	PE	Request E76 by Feb 2012
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	Amend	CTC Allocation by Apr 2011
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$ -	\$ -	\$ -	\$ 320	\$ -	Complete	Closeout Project
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$ 91	\$ -	\$ -	\$ 350	\$ -	Complete	Closeout Project
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	Complete	Closeout Project
Vallejo	SOL050048	Vallejo Downtown Streetscape, Ph 1	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	CON	Invoice every 6 months
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Complete	Closeout Project
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	Clear CEQA, req't RM2 for CON
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	CON	Invoice every 6 months
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	CON	Invoice every 6 months

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)							
					Environmental	Design	Right-of-Way	Construction				
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	PE	Complete PSR	
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Complete	Closeout Project	
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Complete	Study Complete	
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	Clear NEPA	
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	PE	Clear NEPA	
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	PE	Clear NEPA	
Solano County	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	Clear NEPA	
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 8,050	PE	Request E76 by Feb 2011	
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	Request E76 by Feb 2011	
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ -	\$ -	\$ 2,255	\$ -	PE	Send MTC TDA Phase out info	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Complete	Closeout Project	
Solano County	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Complete	Closeout Project	
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	PE	Clear NEPA/CEQA	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	ROW	invoice every 6 months	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Complete	Closeout project	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	begin study	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	begin study	
STA	<i>Jepson Parkway: Phases shown below</i>		STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Varies		
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	complete design	
STA	SOL11005/6	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	PE	N/A	
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	N/A	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	ROW	acquire ROW	
STA	REG090071	STA Safe Routes to School Program	CMAQ	Prgm	\$ 1,029	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ 445	\$ -	\$ -	\$ -	\$ -	ongoing	request E76 for PE	
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	N/A	
*GRAND TOTAL					\$ 66,247	\$ 126,001	\$ 74,254	\$ 502,883	\$ 626,920			

* Total project funding exceeds 2011 TIP totals because prior year funds are included.

** Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

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DATE: January 18, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
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.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Highway Safety Improvement Program (HSIP)	Approximately \$50 million for FFY 2010/11	Due On December 9, 2010
6.	Station Area and Land Use Planning Program*	Approximately \$750,000	Due On March 1, 2011
7.	FTA Section 5310 Elderly and Disabled Specialized Transit Program*	Approximately \$25 million for FFY 2010/11	Due On March 4, 2011
8.	Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Approximately \$260,000	Due On March 25, 2011
9.	Caltrans Bicycle Transportation Account (BTA) Grant	Estimated \$7 million based on previous cycles	Anticipated Date: March 25, 2011
10.	Caltrans Community-Based Transportation Planning Grants	Budget is \$3 million , each project not to exceed \$300,000 for 2011/12	Anticipated Date: April 1, 2011
11.	Caltrans Environmental Justice: Context-Sensitive Planning	Budget is \$3 million , each project not to exceed \$300,000 for 2011/12	Anticipated Date: April 1, 2011

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approximately \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Highway Safety Improvement Program (HSIP)*	Sylvia Fung Caltrans (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	December 9, 2010 Eligible Applicants: Cities and Counties	\$50 million	This program provides funds for reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	Eligible Projects: (1) intersection safety improvement; (2) pavement/shoulder widening; (3) rumble strips or other warning devices; (4) skid-resistant surface at an intersection; (5) improve of pedestrian or bicyclist safety or for persons w/ disabilities http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm
Station Area and Land Use Planning Program*	Therese Trivedi MTC (510) 817-5767 ttrivedi@mtc.ca.gov	March 1, 2011 Eligible Applicants: Local jurisdictions with 1) areas approved as planned or potential PDAs and 2) station areas in transit extension projects identified under MTC's resolution 3434 that don't meet MTC's TOD policy for minimum housing thresholds	Approximately \$750,000	City-sponsored planning efforts for the areas around future transit extension stations. These station-area and land-use plans are intended to address the range of transit-supportive features that are necessary to support high levels of transit ridership.	Eligible Projects: Land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area http://www.mtc.ca.gov/planning/smart_growth/stations/
FTA Section 5310 Elderly and Disabled Specialized Transit Program*	Liz Niedziela STA (707) 399-3217 eniedziela@sta-snci.com One Harbor Center Suite 130 Suisun City, CA 94585	March 4, 2011 Eligible Applicants: Private non-profit corporations, and public agencies approved by the State	Approximately \$25 million	Provides capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.	Eligible Projects: Accessible vans and buses, mobile radios and communication equipment, computer hardware and software http://www.mtc.ca.gov/funding/FTA/5310.htm

*New Funding Opportunity

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)*	Jim Antone YSAQMD (530) 757-3653 jantone@ysaqmd.org 1947 Galileo Court Suite 103 Davis, CA 95616	March 25, 2011 Eligible Applicants: Eastern Solano County jurisdictions (Dixon, Rio Vista, Vacaville, and surrounding unincorporated areas)	Approximately \$260,000	The YSAQMD CAF Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and public education.	Eligible Projects: Clean technologies/low-emission vehicles, alternative transportation (bicycle and pedestrian projects), transit services, and public education http://www.ysaqmd.org/Incentives10.php
Caltrans Bicycle Transportation Account (BTA) Grant*	Ann Mahaney Caltrans (916) 653-0036 ann.mahaney@dot.ca.gov P.O. Box 942874 Sacramento, CA 94274-0001	March 25, 2011 Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	\$7.2 million total expected to be allocated, max for one applicant is \$1.8 million	This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.	Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways http://www.dot.ca.gov/hq/LocalPrograms/bta/BTA_CallForProjects.htm

*New Funding Opportunity

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Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Community-Based Transportation Planning Grants*	Russ Walker Caltrans (916) 651-6886 russ_walker@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 20% match with a maximum 10% in-kind contribution allowed	This program provides planning funds that support livable communities (such as long-term economic development, multimodal linkages, and jobs/housing balance), coordinate land-use and transportation planning, reflect community values, and include non-traditional participants in transportation decision making.	Eligible Projects: Long-term sustainable community studies/plans, blueprint planning follow-up or refinement, rural smart growth, transit oriented/adjacent development or “transit village” studies/plans, infill studies/plans, etc http://www.dot.ca.gov/hq/tpp/grants.html
Environmental Justice: Context-Sensitive Planning*	Jorge Rivas Caltrans (916) 654-6236 jorge_rivas@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 10% match with a maximum 5% in-kind contribution allowed	This program provides funding for transportation planning-related projects that promote environmental justice in local planning; contribute to the early and continuous involvement of low-income and minority communities in the planning and decision-making process; improve mobility and access for under-served communities; and create a business climate that leads to more economic opportunities, services and affordable housing.	Eligible Projects: Transit Innovation studies/plans, comprehensive mobility studies/plans, context-sensitive streetscapes or town center studies, complete street studies, context-sensitive community development planning, community-friendly goods movement transportation corridors, ports, and airports studies, etc http://www.dot.ca.gov/hq/tpp/grants.html

*New Funding Opportunity

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**STA Board Meeting Highlights
December 8, 2010
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the December 8, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of December 8, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Pete Sanchez, Chair	City of Suisun City
Chuck Timm (Alternate Board Member)	City of Fairfield
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Harry Price	City of Fairfield
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ACTION – FINANCIAL ITEMS

A. STA's Annual Audit Fiscal Year (FY) 2009-10

Recommendation:

Receive and file.

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

B. Conduct Public Hearings and Adopt Resolutions of Necessity to Acquire Property by Eminent Domain, if necessary, for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for the I-80 Eastbound Cordelia Truck Scales Relocation Project as specified in Attachment A.

Meredith Carter

Open Public Hearing: 6:34 p.m.

No comments received from the public.

Closed Public Hearing: 6:35

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

Michelle Valine

Open Public Hearing: 6:36 p.m.

No comments received from the public.

Closed Public Hearing: 6:37 p.m.

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

William and Lorie Hale

Open Public Hearing: 6:38 p.m.

No comments received from the public.

Closed Public Hearing: 6:39 p.m.

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

Anheuser Busch, Inc.

Open Public Hearing: 6:38 p.m.

No comments received from the public.

Closed Public Hearing: 6:39 p.m.

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

C. Adoption of Local Preference Policy

Recommendation:

Adopt the local purchasing policy as shown in Attachment A.

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

ACTION – NON-FINANCIAL ITEMS

A. STA’s 2011 Legislative Priorities and Platform

Recommendation:

Approve the STA 2011 Legislative Priorities and Platform as specified in Attachment C.

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

B. Draft Solano Rail Crossing Inventory and Improvement Plan

Recommendation:

Release the Draft Solano Rail Crossing Inventory and Improvement Plan for a 30-day public comment period.

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

C. State Highway Operation and Protection Program (SHOPP) Solano County Priorities

Recommendation:

Recommend the following two improvements as priorities for the 2012 SHOPP in Solano County:

1. Install Traffic Signal at SR 113/SR 12; and
2. Operational improvements to the SR 12/Church Road-Amerada Road Intersection; and
3. *City of Dixon SR 113 Pavement Rehabilitation (3 Specific Areas: Interstate 80 south to H Street, from East Chestnut Street south to Valley Glen Drive, and from Parkway Boulevard south to Midway Road)*

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

D. Appointment of STA Representative and Alternate to the Capitol Corridor Joint Powers Authority (CCJPA) Board

Recommendation:

Appoint a representative to the Capitol Corridor Joint Powers Authority effective immediately and, if necessary, appoint an alternate member.

On a motion by Board Member Spering, and a second by Alternate Board Member Spering, the STA Board appointed Jack Batchelor as the voting member and Harry Price as the alternate member.

E. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member

Recommendation:

Appoint a STA Board Member or the Executive Director to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member.

On a motion by Board Member Spering, and a second by Board Member Patterson, the STA Board appointed Harry Price as the Ex-Officio member to serve on the SolTrans JPA Board.

CONSENT CALENDAR ITEMS

On a motion by Board Member Batchelor, and a second by Alternate Board Member Timm, the STA Board approved Consent Calendar Items A through R with the exception to pull for discussion Item F, Senior and Disabled Transportation Advisory Committee – Transit Contractors and Taxi Providers.

A. STA Board Meeting Minutes of October 13, 2010

Recommendation:

Approve STA Board Meeting Minutes of October 13, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for Meeting of November 17, 2010

Recommendation:

Approve Draft TAC Meeting Minutes of November 17, 2010.

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

Recommendation:

Review and file.

D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – December 2010

Recommendation:

Approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

E. Vacaville Community Based Transportation Plan (CBTP)

Recommendation:

Approve the Vacaville Community Based Transportation Plan.

F. Senior and Disabled Transportation Advisory Committee – Transit Contractors and Taxi Providers

Recommendation:

Approve the following:

1. Modify the Senior and Disabled Transportation Advisory Committee membership to include Ex-Officio Advisory Positions as shown on Attachment A;
2. Appoint First Transit, MV Transportation, *and Scorer Transportation* as Ex-Officio transit providers; and
3. Appoint Vacaville Checker Cab as the Ex-Officio taxi provider.

Elizabeth Richards requested that the STA Board modify the recommendation to add Scorer Transportation as Ex-Officio transit providers.

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

G. Paratransit Coordinating Council (PCC) Member Appointment

Recommendation:

Reappoint Shirley Stacy, as a Transit User, to the Paratransit Coordinating Council for another three-year term expiring in January 2014.

H. Safe Routes to School (SR2S) Two-Year Work Plan for Fiscal Year (FY) 2010-11 and FY 2011-12

Recommendation:

Approve the following:

1. Solano SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A; and
2. Authorize the Executive Director to enter into agreement amendments with the Yolo-Solano Air Quality Management District (YSAQMD), the Bay Area Air Quality Management District (BAAQMD), and enter into new agreements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2010-11 and 2011-12 as described in Attachment A.

I. Management Assistant for Projects in Solano (MAPS) Pilot Project

Recommendation:

Authorize the Executive Director to enter into an agreement with the County of Solano to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project, as described in the scope of work in Attachment A.

J. I-80 Express Lanes Project Implementation

Recommendation:

Approve the attached Resolution No. 2010-17 and Funding Allocation Request to the Metropolitan Transportation Commission for \$15.0 million for Project Approval/Environmental Document (PA/ED) for the I-80 Express Lanes Project.

K. I-80/I-680/State Route (SR) 12 Interchange Project Implementation

Recommendation:

Approve the attached Resolution No. 2010-18 and Funding Allocation Request to the Metropolitan Transportation Commission for \$7.0 million for Project Approval/Environmental Document (PA/ED) for the I-80/I-680/SR 12 Interchange Project.

L. I-80/I-680/State Route (SR) 12 Interchange – Right-of-Way Implementation

Recommendation:

Authorize the Executive Director to enter into an agreement with the Contra Costa Real Property Division to provide right-of-way acquisition services for the first construction package for the I-80/I-680/SR 12 Interchange Project for an amount not-to-exceed \$680,000.

M. Authorization of the Executive Director to Purchase Properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project

Recommendation:

Approve Resolution No. 2010-19 authorizing the Executive Director to purchase properties for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

- N. This item was tabled until a future meeting.**
Regional Measure 2 (RM 2) Benicia Intermodal Resolution of Support
Recommendation:
 Approve Resolution No. 2010-24 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facility.
- O. North Connector Project - Contract Amendment for BKF Engineers**
Recommendation:
 Approve a contract amendment for BKF Engineers to cover the preparation and filing of the Record of Survey for the North Connector Project for an amount not-to-exceed \$37,475.
- P. Pacific Gas & Electric (PG&E) Utility Relocation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project**
Recommendation:
 Authorize the Executive Director to finalize and execute the relocation agreement for the PG&E 115Kv electrical transmission line as shown in Attachment A.
- Q. Caltrans Corridor System Management Plans (CSMP) for State Route (SR) 12 and Corridor Plan (CP) for SR 84**
Recommendation:
 Approve the following:
1. The comments to the SR 12 CSMP as shown in Attachment C;
 2. Authorize the Executive Director to sign the SR 12 CSMP; and
 3. Authorize the Executive Director to send a letter to Caltrans concurring with the SR 84 CP.
- R. STA Employee 2011 Benefit Summary Update**
Recommendation:
 Receive and file.

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

- A. MTC Report:**
 MTC Commissioner Jim Spering reported on the programming and allocation of approximately \$17 million and rescission of \$3 million in Regional Measure (RM) 2 Capital funds and allocation of \$7 million in AB1171 funds.
- B. Caltrans Report:**
 Nicolas Endrawos, Caltrans Project Manager, provided a status report on construction projects in Solano County.
- C. STA Reports:**
1. Federal Legislative Update presented by Susan Lent
 2. Solano Commute Challenge Winners presented by Judy Leaks

INFORMATIONAL ITEMS - NO DISCUSSION

- A. Solano Sustainable Communities Strategy Update**
- B. Solano Countywide Transportation for Livable Communities (TLC) Plan Update**
- C. Transportation Study for Solano Seniors and People with Disabilities - Status**
- D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12**
- E. Solano Employer Commute Challenge 2010 Results**
- F. Project Initiation Document (PID) Resource Reductions for Caltrans**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Schedule for Calendar Year 2011**

ADJOURNMENT

The STA Board meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, January 12, 2011, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: January 7, 2011
TO: STA TAC
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2011

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for 2011 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. STA Board and Advisory Committee Meeting Schedule for 2011



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**
(Last Updated: January 2011)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every Odd Month
PAC:	Meets 3 rd Thursday of every Odd Month
PCC:	Meets 3 rd Thursdays of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., February 3	1:30 p.m.	RTIF Working Group	STA Conference Room	Confirmed
Wed., February 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., February 17	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., February 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 9	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Comm. College, FF	Confirmed
Thurs., March 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 7	1:30 p.m.	RTIF Working Group	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 21	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 11	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Comm. Ctr., VV	Confirmed
Thurs., May 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 2	1:30 p.m.	RTIF Working Group	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 16	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 13	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Comm. Center	Confirmed
Thurs., July 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
July 27 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative