



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING AGENDA

1:30 p.m., Wednesday, March 30, 2011

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

| <u>ITEM</u> | <u>STAFF PERSON</u> |
|--|---------------------|
| 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 | |
| <i>Recommendation: Approve the following consent items in one motion.</i> (1:35 – 1:40 p.m.) | |
| A. Minutes of the TAC Meeting of February 23, 2011 | Johanna Masielat |
| <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of February 23, 2011.</i> Pg. 1 | |
| B. Transit Fleet and Transit Capital Investment Plans | Liz Niedziela |
| <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve of the Transit Fleet and Minor Transit Capital Investment Plans to be used as a guide for programming funds as shown in Attachments D and E.</i> Pg. 5 | |

TAC MEMBERS

| | | | | | | | |
|-----------------|------------------|-------------------|-------------------|---------------------|-------------------|-----------------|------------------|
| Charlie Knox | Royce Cunningham | George Hicks | Morrie Barr | Dan Kasperson | Rod Moresco | Gary Leach | 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 |

C. Proposition 1B Transit Capital Allocation

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Allocate \$534,190 Prop 1B funds to Vallejo Transit as a local match for the intercity bus replacement; and*
- 2. Dedicate future allocations of approximately \$4 million of remaining Prop 1B funds to SolTrans and Fairfield and Suisun Transit as a local match for the intercity bus replacements.*

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D. Accept Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Janet Adams

Recommendation:

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

- 1. Accept the Gordon Water Line (Rockville Road Water Main) Relocation Project as complete; and*
- 2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.*

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E. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program Call for Projects

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Adopt the BAAQMD TFCA Program Manager Policies as specified in Attachment A; and*
- 2. Issue a TFCA Program Manager Call for Projects for the remaining balance of FY 2011-12 funding (estimated at \$35,000).*

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VI. ACTION – FINANCIAL ITEMS

A. Solano Countywide Transportation for Livable Communities (TLC) Planning Grant Approval

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the City of Fairfield's application request for \$150,000 to complete the West Texas Gateway Project.

(1:40 – 1:45 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Call for Projects

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to hold a public hearing on the Draft Tiered STA RTP Project List.

(1:45 – 2:05 p.m.)

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- B. City of Dixon’s Intermodal Station West B Street Undercrossing Project Funding Plan** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve a fund plan committing current and future discretionary funding for the City of Dixon’s West B Undercrossing Project as outlined in Attachment B.
 (2:05 – 2:15 p.m.)
Pg. 73
- C. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.
 (2:15 – 2:25 p.m.)
Pg. 79
- D. Solano Countywide Bicycle Transportation Plan** Sara Woo
Recommendation:
Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Bicycle Transportation Plan.
 (2:25 – 2:40 p.m.)
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VIII. INFORMATIONAL

- A. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2010-11 and Development of FY 2011-12 and 2012-13 OWP** Daryl Halls
Informational
 (2:40 – 2:50 p.m.)
Pg. 83
- B. Status of Ramp Metering Implementation in Solano County** Sam Shelton
Informational
 (2:50 – 3:00 p.m.)
Pg. 85
- C. Status of Countywide Greenhouse Gas Emission Inventory** Robert Macaulay
Informational
 (3:00 – 3:10 p.m.)
Pg. 93

NO DISCUSSION

- D. Legislative Update** Jayne Bauer
Informational
Pg. 97

- E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11** Susan Furtado
Informational
Pg. 153
- F. Project Delivery** Jessica McCabe
Informational
Pg. 161
- G. Funding Opportunities Summary** Sara Woo
Informational
Pg. 167
- H. STA Board Meeting Highlights of March 9, 2011** Johanna Masielat
Informational
Pg. 173
- I. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011** Johanna Masielat
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, April 27, 2011.**



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
February 23, 2011

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 |
| Royce Cunningham | City of Dixon |
| George Hicks | City of Fairfield |
| Dan Kasperson | City of Suisun City |
| Rod Moresco | City of Vacaville |
| Gary Leach | City of Vallejo |
| Paul Wiese | County of Solano |

STA Staff Present:

(In Alphabetical Order by Last Name)

| | |
|------------------|-----|
| Janet Adams | STA |
| Susan Furtado | STA |
| Robert Guerrero | STA |
| Daryl K. Halls | STA |
| Robert Macaulay | STA |
| Johanna Masiclat | STA |
| Jessica McCabe | STA |
| Sam Shelton | STA |

Others Present:

(In Alphabetical Order by Last Name)

| | |
|--------------------|---------------------|
| Jeff Knowles | City of Vacaville |
| David Kleinschmidt | City of Vallejo |
| Alyssa Majer | City of Suisun City |
| Matt Tuggle | County of Solano |

II. APPROVAL OF THE AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams announced that the next two design contracts for the I-80/I-680/SR 12 Interchange were awarded by STA and that the contract award include implementation of STA's new local preference policy. Monthly local project delivery team meetings will be initiated.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by George Hicks, the STA TAC approved Consent Calendar Items A and B.

A. Minutes of the TAC Meeting of January 26, 2011

Recommendation:

Approve TAC Meeting Minutes of January 26, 2011.

B. Comprehensive Transportation Plan (CTP) Consultant

Scope of Work

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to release a Request for Proposal (RFP) and enter into an agreement in an amount not-to-exceed \$125,000.

C. Solano Countywide Bicycle Locker Study

Recommendation:

Forward a recommendation to the STA Board to approve STA to conduct a Solano Countywide Bicycle Locker Study.

VI. ACTION FINANCIAL ITEMS

A. Solano County Clean Air Grant Priorities

Robert Guerrero reviewed the estimated funding amounts available to program this year from both Air Districts. He cited that staff recommends continuing to prioritize investment commitments of the clean air funds into SNCI's Rideshare Incentives Program and Solano Safe Routes to School (SR2S) Program. He added that both programs directly benefit member agencies by providing marketing of commute alternatives, capital for bike and pedestrian projects, and strategies for implementing SB 375 and have been identified as priorities by the STA Board.

Recommendation:

Forward a recommendation to the STA Board to program the Solano Napa Commuter Information (SNCI) Rideshare Incentives Program and Solano Safe Routes to School (SR2S) Program for the following clean air funding amounts:

1. \$200,000 from TFCA for SNCI's Rideshare Incentives Program; and
2. \$30,000 from TFCA and \$30,000 from the Clean Air Program for the Solano SR2S Program (\$60,000 total).

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

VII. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Update and Solano Call for Projects Draft List

Robert Macaulay reviewed the RTP update process and the draft Solano RTP project list. He indicated that all projects must be submitted to MTC by April 29, 2011. He added that to meet the timeline, the draft list must be released for public comment by March 9th, and approved by the STA Board by April 13th. He indicated that STA staff is also available to provide presentations at local Planning Commissions or Board or City Council meetings to assist in obtaining public input.

After discussion, the STA TAC approved Paul Wiese's request to include the Peabody Road 4-Lanes Expansion to the Draft Solano RTP Project List.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano RTP Project List for public review.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the recommendation with the amendment to include the Peabody Road 4-Lanes Expansion to the Draft Solano RTP Project List.

B. Comprehensive Transportation Plan (CTP) Update

Robert Macaulay provided an update to the CTP. He identified new projects that can help expand and better connect the local and regional bicycle networks to Solano's transportation system. He also reviewed the next steps for development of the CTP which includes cost estimates for selected projects, revenue projections, and development of policies and text that make up the individual elements. He indicated that staff intends to hire a consultant to develop CTP cost estimates from the Bike and Ped plans and from existing transit and corridor studies, and to assist in the development of the draft CTP. He then described the contents of the draft land use chapter of the CTP.

Recommendation:

Forward a recommendation to the Alternative Modes Committee to approve the Land Use Chapter of the Solano CTP.

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

C. Solano Rail Crossing Inventory and Improvement Plan

Robert Macaulay cited that the final Solano Rail Crossing Inventory and Improvement Plan have been posted on the STA website. He added that the Plan was reviewed by staff from the Capitol Corridor JPA. No comments have been received since the Plan was released for public review.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Rail Crossing Inventory and Improvement Plan.

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

D. STA Project Delivery Policy

Sam Shelton reviewed the STA's procedures regarding the programming and monitoring of STA funded projects. He noted that these policies focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA Project Delivery Policy as shown in Attachment B.

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

VIII. INFORMATIONAL

A. Project Delivery Update

Jessica McCabe outlined the list of projects with programmed funding, which connects project fund sources to delivery deadline policies. She noted that 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.

NO DISCUSSION

B. Legislative Update

C. FY 2011-12 Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fund Estimates

D. Funding Opportunities Summary

E. STA Board Meeting Highlights of January 19, 2011 and February 9, 2011

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011

IX. ADJOURNMENT

The meeting was adjourned at 2:25 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 30, 2010.**



DATE: March 21, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Transit Fleet and Transit Capital Investment Plans

Background:

In 2007, the STA worked with Solano's transit operators to develop a Transit Fleet and Transit Capital Investment Plan on a countywide basis for the purpose of programming for various capital transit funding opportunities anticipated to become available. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B (Prop. 1B) and Lifeline.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, the following three transit vehicle replacement purchases utilizing Prop. 1B matching funds were obtained:

| | |
|---|--------------------|
| Fairfield and Suisun Transit (5 vehicles) | \$400,000 |
| Vacaville Transit (5 vehicles) | \$240,000 |
| Vallejo Transit (20 vehicles) | \$835,912 |
| <u>TOTAL</u> | <u>\$1,475,912</u> |

In addition, Solano County has also received and will continue to receive funding from the Lifeline Prop. 1B Funding for Transit Operators. The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans (CBTP). In the Lifeline Funding Cycle of Fiscal Years (FYs) 2009-11, almost \$1.5 million was awarded for bus shelters, replacement vehicles, and bike racks on buses (Attachment A) throughout Solano County.

Over the past two years, the America Recovery and Reinvestment Act (ARRA) provided funding to transit operators for transit capital projects (Attachment B). Solano County transit operators received almost \$18 million in funding for transit capital and operation projects from the Federal Transit Administration (FTA). The ARRA funds have been and will be used to complete some projects that were on the 2007 Transit Capital List.

Due to the recent funding opportunities as stated above, many of the capital projects have been completed since the 2007 Minor Transit Capital was approved (Attachment C).

Discussion:

The STA staff has been working with the Transit Operators to update the Transit Fleet and Minor Transit Capital Investment Plans. The Plans are intended to be a guide for programming decisions over the next decade. The STA Board recommended that the 10-Year Transit Fleet and Minor Transit Capital Investment Plans be updated every two years in association with other capital investment plans.

The updated Transit Fleet Plan includes 21 new local route buses and 10 new cut-a-ways for paratransit and local service (Attachment D). In the next few months, 29 new buses will be in revenue service on local routes and 18 new cutaways for paratransit service and local service are in the process of being replaced this year. The updated Plan includes new and soon-to-be delivered buses; these are shown as shaded in the Plan. The buses, although new, are recorded for replacement, placing these into Tier 3 or Tier 4.

The updated Minor Transit Capital Investment Plan provides capital needs over the next five years as provided by the transit operators (Attachment E).

The Solano County Transit Fleet replacement need is shown as a graph on Attachment F. This graph provides an outlook of vehicles replacement over the next 12 years.

Approval of these Plans is important as it identifies priorities and lays the groundwork for upcoming funding opportunities. Specifically, MTC has announced approximately \$2.5 million of Lifeline funding to be available in Solano County starting summer 2011.

Fiscal Impact:

The Transit Fleet and Minor Transit Capital Investment Plans are intended to be a guide for future programming of transit capital funds such as Prop. 1B Transit Capital and other transit capital funds.

Recommendation:

Forward a recommendation to the STA Board to approve of the Transit Fleet and Minor Transit Capital Investment Plans to be used as a guide for programming funds as shown in Attachments D and E.

Attachments:

- A. Lifeline Funding
- B. Stimulus Funding for Transit Capital Projects
- C. The Transit Capital – Completed and Funded Projects
- D. Transit Fleet Plan
- E. Minor Transit Capital Investment Plan
- F. Graph of Solano County Revenue Bus Replacement

| LIFELINE FUNDING | | | | Completed | In Progress | Future |
|------------------|----------------------|------------------------|---------------------|----------------|----------------------------|------------------------|
| | | | Total | Date Completed | Anticipated Date Completed | Anticipated Start Date |
| Prop 1B | Dixon Read-Ride | Bus (local match) | \$ 15,000 | Dec-10 | | |
| Prop 1B | Dixon Read-Ride | Bus Replacement | \$ 60,000 | Mar-10 | | |
| JARC | FAST | MCI Luggage/Bike Racks | \$45,000 | | Dec-11 | |
| Prop 1B | FAST | Shelters | \$ 419,088 | | Jun-12 | |
| Prop 1B | FAST | Replacement Vehicle | \$ 41,600 | | Apr-11 | |
| Prop 1B | FAST | Downtown Flex Shuttle | \$ 60,000 | | Apr-11 | |
| Prop 1B | Vallejo Transit | Shelters | \$ 761,014 | | | May-11 |
| Prop 1B | Vacaville City Coach | Shelters | \$ 109,800 | | Jun-11 | |
| | | TOTAL PROP 1B | \$ 1,511,502 | | | |

Stimulus Funding
Transit Capital Projects

| Tier | Local Agency | Project Title | ARRA | Completed | In Progress | Future | |
|----------|-----------------------------------|---------------------------------------|--------------|----------------|----------------------------|------------------------|-----------------------------|
| | | | | Date Completed | Anticipated Date Completed | Anticipated Start Date | Anticipated Completion Date |
| T1 | City of Benicia | Fueling Station Upgrade | \$ 57,000 | | | Mar-11 | Jun-11 |
| T1 | City of Benicia | Replace 12 Bus Shelters | \$ 68,400 | | Jun-11 | | |
| T1 | City of Benicia | Operating Assistance | \$ 6,600 | | | Jun-11 | Jun-11 |
| FTA 5311 | City of Dixon | Preventative Maintenance for Dixon Re | \$ 48,000 | Feb-10 | | | |
| FTA 5311 | City of Dixon | Municipal Service Center | \$ 381,676 | | Mar-11 | | |
| FTA 5311 | City of Dixon (STA transferred) | Paratransit Buses (3) | \$ 225,000 | | May-11 | | |
| T1 | City of Fairfield | FAST Preventative Maintenance | \$ 826,080 | | Jun-11 | | |
| T1 | City of Fairfield | Bus Purchase/Replacement (3) | \$ 417,747 | | Mar-11 | | |
| T1 | City of Fairfield | GFI Fareboxes | \$ 1,577,660 | | Dec-11 | | |
| T1 | City of Fairfield | Operating Assistance | \$ 313,498 | | Jun-11 | | |
| T1-S | City of Fairfield | GFI Fareboxes | \$ 172,340 | | | Jun-12 | |
| T2 | City of Fairfield | Bus Purchase/Replacement | \$ 788,484 | | Mar-11 | | |
| FTA 5311 | City of Rio Vista | Preventative Maintenance | \$ 75,000 | | Jun-11 | | |
| T1 | City of Vacaville | Fixed Route Bus Replacement | \$ 1,734,372 | Aug-10 | | | |
| T1 | City of Vacaville | Vacaville Intermodal Station | \$ 482,702 | | Feb-11 | | |
| T1-S | City of Vacaville | Fareboxes | \$ 115,330 | | | Sep-11 | Sep-11 |
| T2 | City of Vacaville | Vacaville Intermodal Station | \$ 527,655 | | Feb-11 | | |
| T1 | City of Vallejo | Rehab/Preventative Maintenance | \$ 3,238,768 | Jun-10 | | | |
| T1 | City of Vallejo | Ferry Terminal ADA, Rehab | \$ 800,000 | | Mar-11 | | |
| T1 | City of Vallejo | Bus Maintenance Facility | \$ 812,324 | Dec-10 | | | |
| T1 | City of Vallejo | Repower Ferry Engines | \$ 2,000,000 | | Dec-12 | | |
| T1 | City of Vallejo | Operating Assistance | \$ 761,232 | Jun-10 | | | |
| T1-S | City of Vallejo | Vallejo Station Bus Transit Center | \$ 439,212 | | May-11 | | |
| T2 | City of Vallejo | Vallejo Station | \$ 2,009,466 | | May-12 | | |
| FTA 5311 | City of Vallejo (STA transferred) | Paratransit Buses (1) | \$ 75,000 | | Jan-12 | | |

\$ 17,953,546

**THE TRANSIT CAPITAL - Minor Capital
Completed and Funded Projects
January 20, 2011**

| Jurisdiction | Project | Year | Preliminary Cost Estimate |
|---------------------------|--|---------------------------|----------------------------------|
| Purchased Projects | | | |
| Benicia | Bus Stop Amenities | FY 07-08 - Future | \$53,654 |
| Fairfield | Maintenance Equipment | FY2007-08 | \$104,100 |
| Rio Vista | Bus Bench | FY2007-08 | \$5,119 |
| Rio Vista | Particulate Trap | FY2007-08 | \$25,000 |
| Rio Vista | Radio Base Station & 10 Mobile Units | FY2007-08 | \$4,440 |
| Rio Vista | Computer Equipment | FY2007-08 | \$3,600 |
| Rio Vista | Bus Stop Signs & Benches | FY2008-09 | \$10,000 |
| Vacaville | Transit Maintenance Tools | FY09/10; FY10/11 | \$150,000 |
| Vacaville | Transit Amenities: Bus Shelters, Benches etc.. Annual Proj | FY08/09; FY09/10; FY10/11 | \$240,000 |
| Vacaville | Transit Amenities, Bus Shelters, Benches, ect. | FY10/11 | \$109,800 |
| Vacaville | Transit Administration Equipment | FY10/11 | \$40,000 |
| Vacaville | Real-Time Arrival Signage Buses & Transit Centers, Phase I | FY10/11 | \$500,000 |
| Vallejo | Tire Machine | FY 07-08 | \$10,000 |
| Vallejo | Close Monitoring Wells | FY 07-08 | \$25,000 |
| Vallejo | Major Ferry Components Rehab | FY 08-09 | \$848,140 |
| Vallejo | Engine Repower | FY 08-09 | \$6,500,000 |
| Vallejo | Engine Repower | FY 09-10 | \$6,500,000 |
| | | | \$15,128,853 |

| Jurisdiction | Project | Year | Preliminary Cost Estimate |
|------------------------|---|---------------------|----------------------------------|
| Funded Projects | | | |
| Fairfield | Bus Stop Improvements | FY2007-08;FY2008-09 | \$151,800 |
| Fairfield | Transit Equipment (Exterior Graphics; bike racks) | FY2007-08;FY2008-09 | \$53,500 |
| Vallejo | Systemwide Bus Shelter Repl. | FY 06-07 | \$250,000 |
| Vallejo | Misc Support Equipment | FY 06-07 | \$50,000 |
| Vallejo | Port Security FMF | FY 06-07 | \$281,250 |
| Vallejo | Replace DPF Mufflers | FY 07-08 | \$190,000 |
| Vallejo | Replace Shop Truck | FY 07-08 | \$60,000 |
| Vallejo | 9 Computers for Transit Facility | FY 07-08 | \$27,000 |
| Vallejo | Install new DECS for MCI buses | FY 08-09 | \$700,000 |
| Vallejo | Exhaust fan for DPF Cleaner | FY 08-09 | \$30,000 |
| Vallejo | Paratransit Scheduling Software | FY 08-09 | \$50,000 |
| Vallejo | 5 Computers for Paratransit Sched | FY 08-09 | \$26,000 |
| Vallejo | Bus Stop Maint/Inventory Software | FY 08-09 | \$25,000 |
| Vallejo | Paving Bus Maintenance Facility | FY 08-09 | \$500,000 |
| Vallejo | Replace Bus Wash | FY 08-09 | \$300,000 |
| Vallejo | Replace Gillig Transmissions | FY 08-09 | \$80,000 |
| Vallejo | Replace Gillig Engines | FY 08-09 | \$140,000 |
| Vallejo | Replace Maint Facility HVAC | FY 08-09 | \$100,000 |
| Vallejo | Renovate Driver Break Room | FY 08-09 | \$5,000 |
| Vallejo | Bus Facility Security Surveillance | FY 08-09 | \$50,000 |
| Vallejo | Replace 10 Computers for Transit | FY 08-09 | \$40,000 |
| Vallejo | PT Maint Support Equip - Battery | FY 08-09 | \$10,000 |
| Vallejo | Transit Misc Support Equip | FY 08-09 | \$72,000 |
| Vallejo | Surveillance Cameras for Sereno TC | FY 09-10 | \$75,000 |
| Vallejo | Support Vehicles | FY 09-10 | \$85,000 |
| Vallejo | Seal Shop Floor | FY 09-10 | \$100,000 |
| Vallejo | Security Enhance. O&M Facility | FY 09-10 | \$300,000 |
| Vallejo | Admin/Maint Vehicle Replacement | FY 09-10 | \$270,000 |
| | | | \$4,021,550 |

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SOLANO TRANSPORTATION AUTHORITY TRANSIT FLEET PLAN

2/9/2001

Tier Year of Replacement

1 2011 and 2012

2 2013 and 2014

3 2015 and 2016

4 2017

Sorted by Vehicle Type then Tier.

| Status February 2011 | | | | | | | | | | | |
|----------------------|-------|-----------|-----------|---------------|------------------|-------------------------|------|---------|--------------------|----------------------------------|-----------|
| Operator | Bus # | Manufact. | Model | Mode of Power | Year of Purchase | Planned Year of Retire. | Tier | Mileage | Date Mileage Taken | Intercity, Local FR, Paratransit | Condition |
| BENICIA | | | | | | | | | | | |
| Benicia | 116 | Chevrolet | Venture | Gas | 2001 | 2011 | 1 | 144,603 | 6/19/2007 | Support | Poor |
| Benicia | 117 | Chevrolet | Venture | Gas | 2001 | 2011 | 1 | 180,716 | 6/19/2007 | Support | Fair |
| Benicia | 2021 | Toyota | Prius | Hybrid | 2003 | 2013 | 2 | 40,693 | 6/19/2007 | Support | Good |
| Benicia | 2003 | Goshen | Ford E450 | Diesel | 2000 | 2007 | 1 | 234,248 | 6/19/2007 | Local | Poor |
| Benicia | 2004 | Goshen | Ford E450 | Diesel | 2000 | 2007 | 1 | 239,724 | 6/19/2007 | Local | Fair |
| Benicia | 2201 | El Dorado | Aerotech | Diesel | 2001 | 2008 | 1 | 237,415 | 6/19/2007 | Local | Good |
| Benicia | 2005 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 40,840 | 6/19/2007 | Paratransit | Good |
| Benicia | 2006 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 32,468 | 6/19/2007 | Paratransit | Good |
| Benicia | 2007 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 39,629 | 6/19/2007 | Paratransit | Good |
| Benicia | 2008 | Ford | Allstar | Gas | 2007 | 2014 | 2 | 4,358 | 6/19/2007 | Paratransit | Good |
| Benicia | 2013 | Ford E450 | | | 2008 | 2015 | 3 | | | Local | Good |
| Benicia | 2000 | Gillig | Phantom | Diesel | 2000 | 2012 | 1 | 428,549 | 6/19/2007 | Intercity | Fair |
| Benicia | 2001 | Gillig | Phantom | Diesel | 2000 | 2012 | 1 | 451,687 | 6/19/2007 | Intercity | Fair |
| Benicia | 2002 | Gillig | Phantom | Diesel | 2001 | 2013 | 2 | 360,720 | 6/19/2007 | Intercity | Good |

| DIXON | | | | | | | | | | | |
|-------|-----|---------|----------|-----|------|------|---|--------|-----------|-----------|-------------|
| Dixon | 300 | Ford | E450 | Gas | 2006 | 2013 | 2 | 47,960 | 2/16/2010 | GPPV | Excellent |
| Dixon | 301 | Ford | E450 | Gas | 2007 | 2014 | 2 | 40,468 | 2/16/2010 | GPPV | Good |
| Dixon | 309 | Ford | E450 | Gas | 2003 | 2013 | 2 | 96,046 | 2/16/2010 | GPPV | Spare |
| Dixon | 101 | Dodge | ElDorado | Gas | 2010 | 2015 | 3 | 2,275 | 1/18/2011 | Intercity | Excellent |
| Dixon | 102 | Dodge | ElDorado | Gas | 2010 | 2015 | 3 | 2,635 | 1/18/2011 | Intercity | Excellent |
| Dixon | 310 | Elkhart | E450 | Gas | 2010 | 2017 | 4 | | | GPPV | NEW |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |
| Dixon | | Elkhart | E450 | Gas | 2011 | 2018 | | | | GPPV | Replace May |

| FAIRFIELD | | | | | | | | | | | |
|------------------|-----|--------|-----------|--------|------|---------|---|---------|----------|-----------|-------------|
| Fairfield | 625 | Gillig | Phantom | Diesel | 1985 | 1997 | | 634,954 | 03/04/10 | Local FR | Replace Mar |
| Fairfield | 626 | Gillig | Phantom | Diesel | 1985 | 1997 | | 611,426 | 03/05/10 | Local FR | Replace Mar |
| Fairfield | 627 | Gillig | Phantom | Diesel | 1985 | 1997 | | 608,449 | 03/04/10 | Local FR | Replace Mar |
| Fairfield | 640 | Gillig | Phantom | Diesel | 1994 | 2006 | 1 | 495,299 | 03/09/10 | Local FR | Fair |
| Fairfield | 641 | Gillig | Phantom | Diesel | 1994 | 2006 | 1 | 534,909 | 03/05/10 | Local FR | Fair |
| Fairfield | 642 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 622,583 | 03/09/10 | Local FR | Fair |
| Fairfield | 643 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 575,129 | 03/05/10 | Local FR | Fair |
| Fairfield | 644 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 573,221 | 03/08/10 | Local FR | Fair |
| Fairfield | 646 | Gillig | Phantom | Diesel | 1996 | 2008 | 1 | 578,689 | 03/07/10 | Local FR | Fair |
| Fairfield | 647 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 283,077 | 03/09/10 | Local FR | Good |
| Fairfield | 648 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 260,588 | 03/04/10 | Local FR | Good |
| Fairfield | 649 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 261,545 | 03/04/10 | Local FR | Good |
| Fairfield | 650 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 277,685 | 03/09/10 | Local FR | Good |
| Fairfield | 651 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 282,190 | 03/05/10 | Local FR | Good |
| Fairfield | 652 | Gillig | Phantom | Diesel | 2002 | 2014 | 2 | 135,484 | 03/04/10 | Local FR | Fair |
| Fairfield | 653 | Gillig | Low-Floor | Diesel | 2002 | 2014 | 2 | 174,777 | 03/07/10 | Local FR | Good |
| Fairfield | 654 | Gillig | Low-Floor | Diesel | 2002 | 2014 | 2 | 201,457 | 03/04/10 | Local FR | Good |
| Fairfield | 670 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 258,181 | 03/04/10 | Intercity | Good |
| Fairfield | 671 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 261,717 | 03/09/10 | Intercity | Good |
| Fairfield | 672 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 267,236 | 03/09/10 | Intercity | Good |
| Fairfield | 673 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 252,408 | 03/09/10 | Intercity | Good |
| Fairfield | 674 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 241,600 | 03/04/10 | Intercity | Good |
| Fairfield | 675 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 255,442 | 03/04/10 | Intercity | Good |
| Fairfield | 676 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 246,092 | 03/04/10 | Intercity | Good |
| Fairfield | 677 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 250,008 | 03/09/10 | Intercity | Good |
| Fairfield | 678 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 263,289 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 679 | MCI | D4500 | Diesel | 2001 | 2015 | 3 | 404,867 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 680 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 400,036 | 03/05/10 | Intercity | Good |
| Fairfield/Valle | 681 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 341,157 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 682 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 324,094 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 683 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 351,847 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 684 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 330,869 | 03/09/10 | Intercity | Good |
| Fairfield/Valle | 685 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 376,429 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 686 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 361,195 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 687 | MCI | D4500 | Diesel | 2003 | 2017 | 4 | 386,553 | 03/04/10 | Intercity | Good |
| Fairfield/Valle | 688 | MCI | D4500 | Diesel | 2003 | 12 2017 | 4 | 370,760 | 03/04/10 | Intercity | Good |

| | | | | | | | | | | | |
|---------------|------|--------|-------------|--------|------|------|---|---------|----------|-------------|-------------|
| Fairfield | 701 | Ford | Paratransit | Diesel | 2002 | 2009 | 1 | 204,294 | 03/09/10 | Paratransit | Good |
| Fairfield | 702 | Ford | Paratransit | Diesel | 2002 | 2009 | 1 | 202,246 | 03/09/10 | Paratransit | Good |
| Fairfield/STA | 705 | Ford | Paratransit | Diesel | 2002 | 2009 | | 231,072 | 03/09/10 | Paratransit | Replace Mar |
| Fairfield/STA | 706 | Ford | Paratransit | Diesel | 2002 | 2009 | | 250,496 | 03/04/10 | Paratransit | Replace Mar |
| Fairfield/STA | 707 | Ford | Paratransit | Diesel | 2002 | 2009 | | 258,531 | 03/09/10 | Paratransit | Replace Mar |
| Fairfield | 7708 | Ford | Paratransit | Gas | 2007 | 2014 | 2 | 68,557 | 03/04/10 | Paratransit | New |
| Fairfield | 7709 | Ford | Paratransit | Gas | 2007 | 2014 | 2 | 83,678 | 03/09/10 | Paratransit | New |
| Fairfield | 7620 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 82,335 | 03/09/10 | Local FR | New |
| Fairfield | 7621 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 82,226 | 03/08/10 | Local FR | New |
| Fairfield | 7622 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 77,702 | 03/09/10 | Local FR | New |
| Fairfield | 7623 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 80,668 | 03/09/10 | Local FR | New |
| Fairfield | 7629 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 84,495 | 03/09/10 | Local FR | New |
| Fairfield | 7630 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 71,566 | 03/08/10 | Local FR | New |
| Fairfield | 7633 | Gillig | Low-Floor | Diesel | 2007 | 2019 | | 81,232 | 03/09/10 | Local FR | New |
| Fairfield | 3668 | Gillig | Phantom | Diesel | 2003 | 2017 | 4 | 60,671 | 03/04/10 | Intercity | New |
| Fairfield | 3669 | Gillig | Phantom | Diesel | 2003 | 2017 | 4 | 73,764 | 03/09/10 | Intercity | New |
| Fairfield | 9625 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 23,596 | 03/06/10 | Local FR | New |
| Fairfield | 9626 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 22,833 | 03/07/10 | Local FR | New |
| Fairfield | 9635 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 25,730 | 03/09/10 | Local FR | New |
| Fairfield | 9636 | Gillig | Low-Floor | Diesel | 2009 | 2021 | | 18,662 | 03/08/10 | Local FR | New |

| RIO VISTA | | | | | | | | | | | |
|-----------|----|-----------|----------|--------|------|------|---|---------|-----------|-----------------|-----------|
| Rio Vista | 18 | El Dorado | Aerotech | Diesel | 2006 | 2012 | | 124,500 | 6/30/2010 | Intercity/Local | 5311/STAF |
| Rio Vista | 17 | El Dorado | Aerotech | Diesel | 2006 | 2013 | 2 | 105,433 | 6/30/2010 | Intercity/Local | Fair |
| Rio Vista | 19 | Starcraft | Allstar | Gas | 2008 | 2014 | 3 | 110,147 | 6/30/2010 | Local/Para | Excellent |
| Rio Vista | 20 | Starcraft | Allstar | Gas | 2009 | 2015 | 3 | 59,982 | 6/30/2010 | Intercity/Local | Excellent |
| Rio Vista | 21 | El Dorado | Aerovan | Gas | 2011 | 2017 | 4 | 0 | 6/30/2010 | Intercity/Local | On Order |

| VACAVILLE | | | | | | | | | | | |
|-----------|-----|-----------|-----------|--------|------|------|---|---------|--------|-------------|--------|
| Vacaville | 911 | BlueBird | 2906 QBRE | CNG | 2001 | 2011 | | 179,001 | Apr-10 | Local FR | Retire |
| Vacaville | 912 | BlueBird | 2907 QBRE | CNG | 2001 | 2011 | | 188,940 | Apr-10 | Local FR | Retire |
| | 5 | New Flyer | | CNG | 2011 | 2023 | | | | | March |
| Vacaville | 921 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,395 | May-10 | Local FR | New |
| Vacaville | 922 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,767 | May-10 | Local FR | New |
| Vacaville | 923 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 24,579 | May-10 | Local FR | New |
| Vacaville | 924 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 21,086 | May-10 | Local FR | New |
| Vacaville | 925 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 19,184 | May-10 | Local FR | New |
| Vacaville | 926 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 22,241 | May-10 | Local FR | New |
| Vacaville | 927 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 14,972 | May-10 | Local FR | New |
| Vacaville | 928 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 21,136 | May-10 | Local FR | New |
| Vacaville | 929 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 19,006 | May-10 | Local FR | New |
| Vacaville | 930 | New Flyer | CLF35 | CNG | 2009 | 2021 | | 17,614 | May-10 | Local FR | New |
| Vacaville | 956 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 51,917 | Apr-10 | Paratransit | Good |
| Vacaville | 957 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 60,111 | Apr-10 | Paratransit | Good |
| Vacaville | 958 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 66,055 | Apr-10 | Paratransit | Good |
| Vacaville | 959 | El Dorado | Ford E350 | Diesel | 2006 | 2013 | 2 | 53,969 | Apr-10 | Paratransit | Good |
| Vacaville | 961 | Starcraft | Ford 450 | Gas | 2008 | 2015 | 3 | 31,330 | Apr-10 | Paratransit | New |
| Vacaville | 962 | Starcraft | Ford 450 | Gas | 2008 | 2015 | 3 | 32,628 | Apr-10 | Paratransit | New |

VALLEJO

| | | | | | | | | | | | |
|---------|------|-----------|--------------|--------|------|------|---|---------|--------|-------------|--------|
| Vallejo | 4410 | Orion | Orion V High | Diesel | 2001 | 2013 | 2 | 189,093 | Nov-10 | Local | Fair |
| Vallejo | 4411 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 381,684 | Nov-10 | Local | Fair |
| Vallejo | 4412 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 372,165 | Nov-10 | Local | Fair |
| Vallejo | 4413 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 14,718 | Nov-10 | Local | Fair |
| Vallejo | 4414 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 374,773 | Nov-10 | Local | Fair |
| Vallejo | 4415 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 365,082 | Nov-10 | Local | Fair |
| Vallejo | 4416 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 116,119 | Nov-10 | Local | Fair |
| Vallejo | 4417 | Orion | Orion | Diesel | 2001 | 2013 | 2 | 336,070 | Nov-10 | Local | Fair |
| Vallejo | BL04 | MCI | DV500 | Diesel | 2001 | 2015 | 3 | 383,686 | Nov-10 | Intercity | Fair |
| Vallejo | BL05 | MCI | DV500 | Diesel | 2001 | 2015 | 3 | 421,935 | Nov-10 | Intercity | Fair |
| Vallejo | BL07 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 44,979 | Nov-10 | Intercity | Good |
| Vallejo | BL08 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 369,882 | Nov-10 | Intercity | Good |
| Vallejo | BL09 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,789 | Nov-10 | Intercity | Good |
| Vallejo | BL10 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 450,575 | Nov-10 | Intercity | Good |
| Vallejo | BL11 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,848 | Nov-10 | Intercity | Good |
| Vallejo | BL12 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 403,747 | Nov-10 | Intercity | Good |
| Vallejo | BL13 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 455,328 | Nov-10 | Intercity | Good |
| Vallejo | BL15 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 426,486 | Nov-10 | Intercity | Good |
| Vallejo | BL16 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 451,299 | Nov-10 | Intercity | Good |
| Vallejo | BL18 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 383,104 | Nov-10 | Intercity | Good |
| Vallejo | BL19 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 421,808 | Nov-10 | Intercity | Good |
| Vallejo | BL20 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 440,091 | Nov-10 | Intercity | Good |
| Vallejo | BL21 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 427,655 | Nov-10 | Intercity | Good |
| Vallejo | BL22 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 417,786 | Nov-10 | Intercity | Good |
| Vallejo | BL23 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 387,049 | Nov-10 | Intercity | Good |
| Vallejo | BL24 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 422,433 | Nov-10 | Intercity | Good |
| Vallejo | BL25 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 21,844 | Nov-10 | Intercity | Good |
| Vallejo | BL26 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 315,956 | Nov-10 | Intercity | Good |
| Vallejo | BL29 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 397,121 | Nov-10 | Intercity | Good |
| Vallejo | BL32 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 397,662 | Nov-10 | Intercity | Good |
| Vallejo | BL33 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 402,626 | Nov-10 | Intercity | Good |
| Vallejo | BL34 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 415,159 | Nov-10 | Intercity | Good |
| Vallejo | BL35 | MCI | DV500 | Diesel | 2003 | 2017 | 4 | 383,951 | Nov-10 | Intercity | Good |
| Vallejo | 21 | Gillig | G27D102N4 | Hybrid | 2011 | 2023 | | | | Local | May-11 |
| Vallejo | 7 | Starcraft | All Star 25 | Gas | 2011 | 2018 | | | | Paratransit | May-11 |

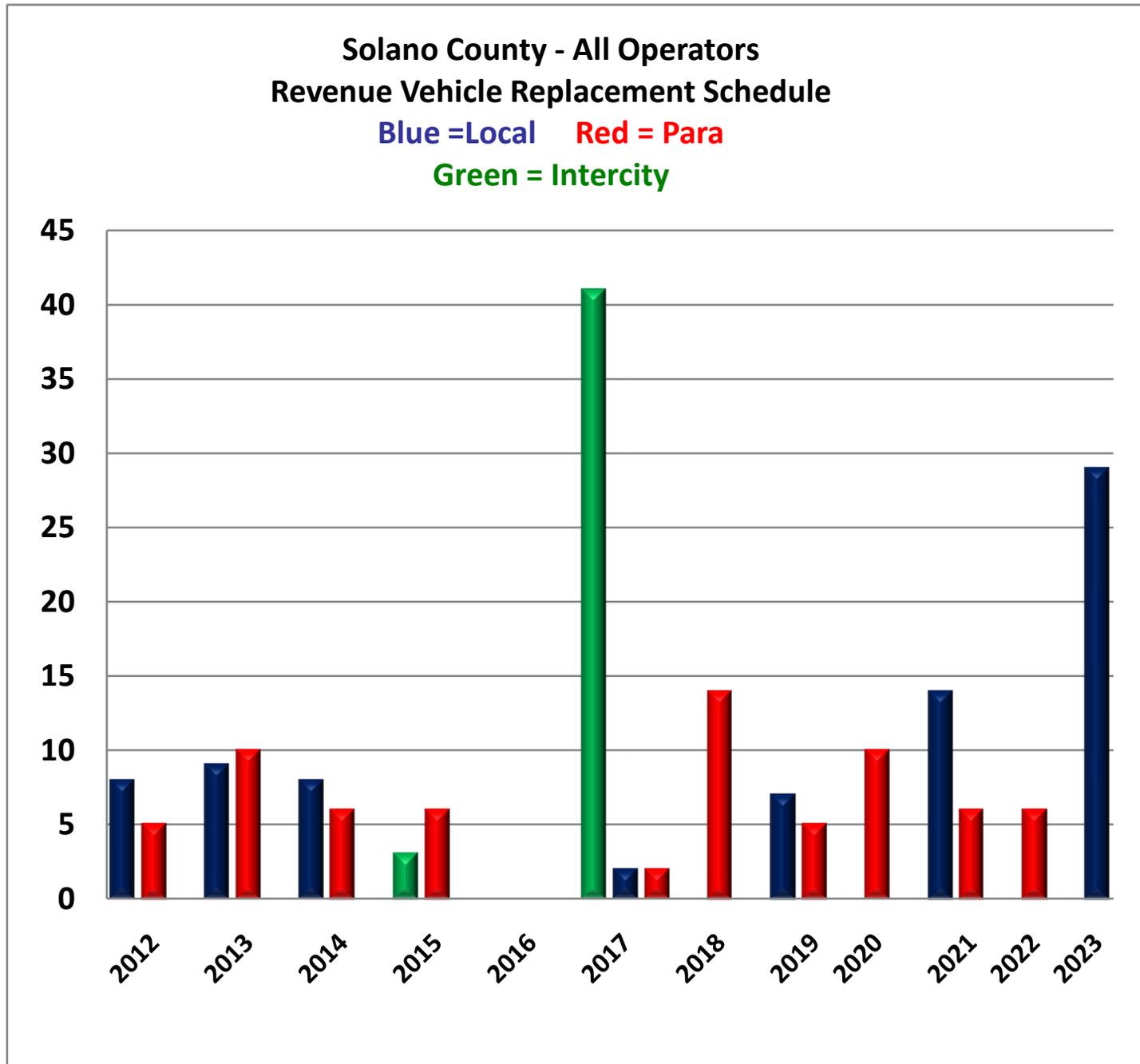
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**Minor Transit Capital Investment Plan
January 20, 2011**

| Jurisdiction | Project | Year | Total Cost | Unfunded |
|----------------------------|--|--------------------|---------------------|-------------------|
| Status January 2011 | | | | |
| Benicia | Bus Stop Improvement at 1st St | 2010-11 | \$500,000 | \$500,000 |
| Benicia | Office Equipment | 2010-11 | \$25,000 | \$25,000 |
| | | | \$525,000 | \$525,000 |
| Dixon | New Dispatch System | 2010-11 | \$15,000 | \$15,000 |
| Dixon | Fareboxes | 2010-11 | \$35,000 | \$35,000 |
| Dixon | Bike Racks | 2010-11 | \$10,000 | \$10,000 |
| Dixon | Radio Base & System | 2011-12 | \$40,000 | \$40,000 |
| | | | \$100,000 | \$100,000 |
| Fairfield | DR600 w/GPS Conversion (AVL System) | 2010-11 | \$ 225,000 | \$ 112,500 |
| Fairfield | Zonar (AVL System) | 2010-11 | \$ 116,884 | \$ 58,442 |
| Fairfield | Miscellaneous ITS (AVL System) | 2010-11 | \$ 400,000 | \$ 200,000 |
| Fairfield | Maximus/Zonar Integration (AVL System) | 2010-11 | \$ 10,410 | \$ 5,205 |
| Fairfield | Misce. ITS 11/12 Fairfield (AVL System) | 2010-11 | \$ 200,000 | \$ 100,000 |
| Fairfield | Misc. ITS 11/12 Other Agencies (AVL System) | 2010-11 | \$ 641,056 | \$ 320,528 |
| | | | \$ 1,593,350 | \$ 796,675 |
| Rio Vista | Administrative Vehicle | 2012 | \$30,000 | \$30,000 |
| Rio Vista | Bus Stop and Amenities | FY 10-11, FY 11-12 | \$8,000 | \$8,000 |
| Rio Vista | AVL for Transit Buses | FY 11-12 | \$10,000 | \$10,000 |
| Rio Vista | Maintenance Facility Equipment/Lifts | FY 11-12 | \$40,000 | \$40,000 |
| Rio Vista | Maintenance Tools | FY 11-12 | \$25,000 | \$25,000 |
| Rio Vista | Security Cameras | FY 12-13 | \$10,000 | \$10,000 |
| Rio Vista | Transit Maintenance Facility Upgrades | FY 11-12, 12-13 | \$200,000 | \$200,000 |
| | | | \$323,000 | \$323,000 |
| Vacaville | Transit Maintenance Tools | FY10/11 ,12/13 | \$150,000 | \$150,000 |
| Vacaville | Transit Amenities: Bus Shelters, Benches etc.. | Ann FY10/11 | \$240,000 | \$240,000 |
| Vacaville | Bus Shelter - William J. Carroll Govt. Center | FY11/12 | \$500,000 | \$100,000 |
| Vacaville | Real-Time Arrival Signage Bus Shelters, Phase II | FY11/12 | \$150,000 | \$50,000 |
| Vacaville | Security Enhancements - System wide | FY11/12 | \$100,000 | \$100,000 |
| | | | \$1,140,000 | \$640,000 |

**Minor Transit Capital Investment Plan
January 20, 2011**

| Jurisdiction | Project | Year | Total Cost | Unfunded |
|------------------------------------|--|-------------|---------------------|--------------------|
| Status January 2011 | | | | |
| Vallejo | Expand Dispatch in Bus Ops Fac | FY 10-11 | \$1,000,000 | \$200,000 |
| Vallejo | Systemwide AVL | FY 10-11 | \$2,160,000 | \$432,000 |
| Vallejo | Bus Radios Replacement | FY 10-11 | \$117,500 | \$23,500 |
| Vallejo | Vault Receiver Replacement | FY 10-11 | \$110,000 | \$22,000 |
| Vallejo | Bill Counter Machine Replacement | FY 10-11 | \$10,000 | \$2,000 |
| Vallejo | Public Address System | FY 10-11 | \$35,000 | \$7,000 |
| Vallejo | Surveillance Cameras for 60 buses | FY 10-11 | \$250,000 | \$250,000 |
| Vallejo | Upgrade Base Radio Equipment | FY 10-11 | \$150,000 | \$150,000 |
| Vallejo | Misc Office Equipment | FY 10-11 | \$100,000 | \$100,000 |
| Vallejo | Coin Counter Machine | FY 11-12 | \$9,000 | \$1,800 |
| Vallejo | Painting/Logos 60 Vehicles | FY 11-12 | \$1,200,000 | \$1,200,000 |
| Vallejo | UREA TANK (CARB) (?) | FY 11-12 | | |
| Vallejo | Facility Maintenance | FY 11-12 | \$200,000 | \$200,000 |
| Vallejo | Office Furniture | FY 11-12 | \$10,000 | \$10,000 |
| Vallejo | Misc Shop Equipment | FY 12-13 | \$99,674 | \$99,674 |
| Vallejo | Hybrid Battery/Drive Motor Replacement | FY 15-16 | \$1,260,000 | \$1,260,000 |
| Vallejo | Computer Equipment | FY 15-16 | \$125,000 | \$125,000 |
| Vallejo | Engine Replacement Hybrids (CARB Req) | FY 17-18 | \$252,000 | \$252,000 |
| | | | \$7,088,174 | \$4,334,974 |
| 5 YEAR TOTAL, MINOR CAPITAL | | | \$10,769,524 | \$6,719,649 |



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DATE: March 21, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Proposition 1B Transit Capital Allocation

Background:

Various capital transit funding opportunities become available and will continue over the next several years. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by California's voters in November 2006, the Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the projected \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County will receive approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, prioritization was used as the basis of funding the following three transit vehicle replacement projects of \$1,475,912 in Prop 1B matching funds as follows:

| | |
|---|--------------------|
| Fairfield and Suisun Transit (5 vehicles) | \$400,000 |
| Vacaville Transit (5 vehicles) | \$240,000 |
| Vallejo Transit (20 vehicles) | \$835,912 |
| <u>TOTAL</u> | <u>\$1,475,912</u> |

In addition, Solano County has also received and will continue to receive funding from the Lifeline Prop 1B Funding for Transit Operators. MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans (CBTP). In the Lifeline Funding Cycle of Fiscal Years (FYs) 2009-11, almost \$3.8 million was awarded for bus shelters, replacement vehicles, bike racks on buses, expanding and sustaining Lifeline identified service.

Discussion:

The STA staff has been working with the Transit Operators to update the Transit Fleet Plan. The Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade, but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. The STA Board recommended that STA update the Transit Fleet and Minor Transit Capital Investment Plan every two years in association with other capital investment plans. See TAC Item No. V.B for the updated Transit Fleet and Transit Capital Investment Plans.

In reviewing the updated Transit Operators Fleet Inventory, the STA staff developed a graph to show the Revenue Bus Replacement Need for the Solano County Operators (Attachment A).

Three intercity buses are scheduled for replacement in 2015 and 41 intercity buses are up for replacement in the year 2017. Of these, SolTrans will need to replace 25 intercity buses and Fairfield and Suisun Transit (FAST) will need to replace 16. The 44 total intercity countywide bus replacements are estimated at \$44 million with a local match of \$8.5 million if hybrid buses were procured based on MTC's Regional Bus Pricelist with prices escalated at 3% annually.

The STA has \$534,190 funds available for allocation in Population Based Proposition 1B – The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) and an estimated \$4 million in Prop 1B-PTMISEA funds in future years (Attachment B). An allocation request must be submitted to MTC by April 22, 2011 for the \$534,190 available this year.

STA has successfully secured two earmarks for a total of \$1.26 million for alternative fuel intercity vehicles for Vallejo Transit through Congressman George Miller. The estimated cost for two hybrid buses is \$1.8 million. Vallejo Transit still needs a local match of approximately \$540,000. The Prop 1B funding would complete the funding needed for the two intercity buses for Vallejo. The staff is recommending Vallejo Transit receives these Prop 1B funds for the first intercity buses that need to be replaced in 2015.

With the remaining intercity bus that needs replacement by 2015 and the 41 intercity buses needing to be replaced by 2017, a substantial amount of funding will be needed. The transit operators will seek Federal Transit Administration (FTA) funding for the replacements, but a local match of approximately \$8.5 will be required. As a result, STA staff seeks to dedicate an estimated \$4 million of Prop. 1B-PTMISEA funding in future years to provide for the local match on intercity countywide bus replacements.

Fiscal Impact:

None to the STA. Programming the \$534,190 of Prop. 1B-PTMISEA for the two Vallejo Transit intercity buses would complete the local funding needed to match \$1.26 million in federal funds.

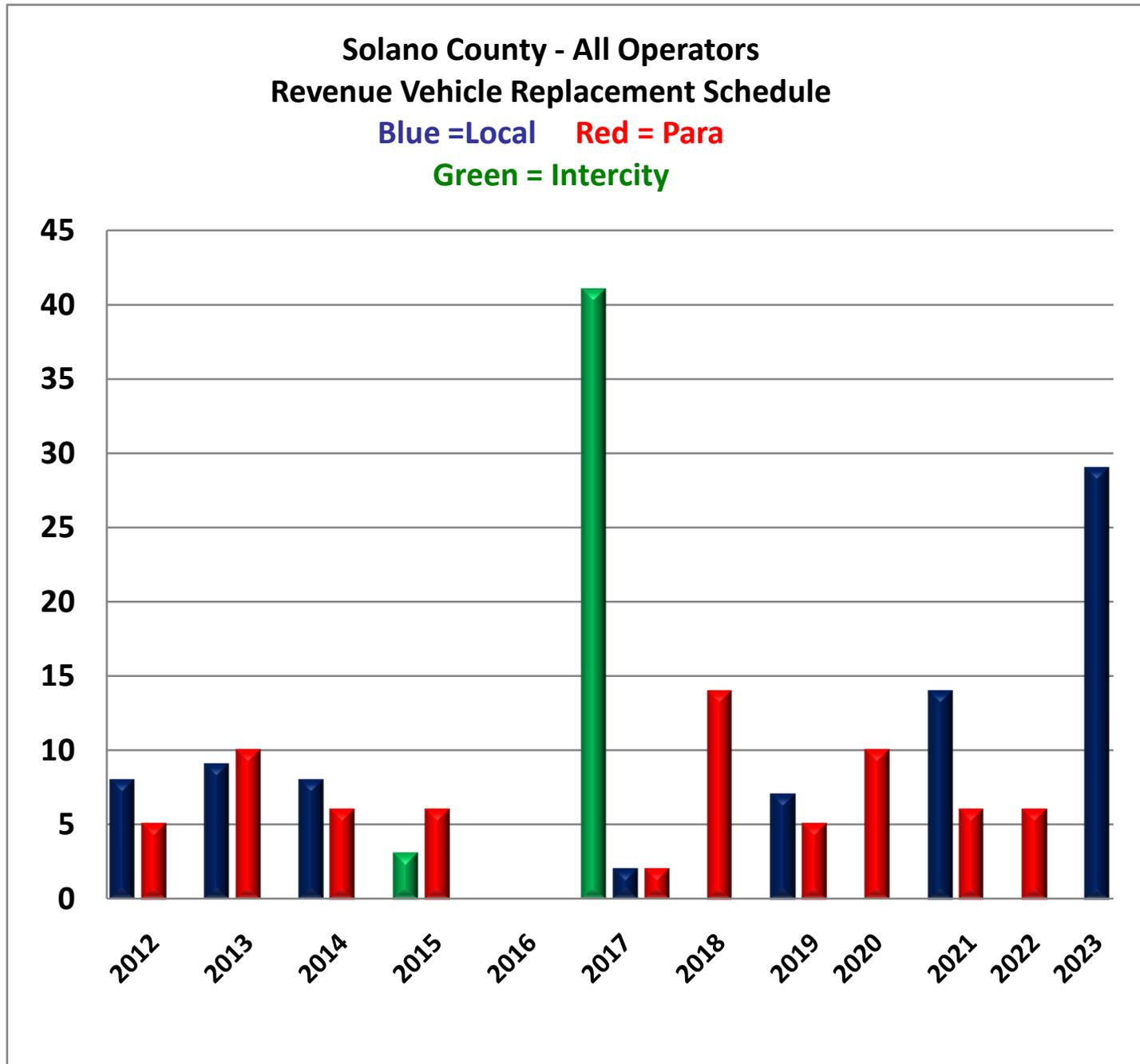
Recommendation:

Forward a recommendation to the STA Board to:

1. Allocate \$534,190 Prop 1B funds to Vallejo Transit as a local match for the intercity bus replacement; and
2. Dedicate future allocations of approximately \$4 million of remaining Prop 1B funds to SolTrans and Fairfield and Suisun Transit as a local match for the intercity bus replacements.

Attachments:

- A. Graph of Solano County Revenue Bus Replacement
- B. Draft – Population-Based Proposition 1B - PTMISEA



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ATTACHMENT B

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

| Investment Category | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO * | FY 2007-08 | | | FY 2008-09 | | | FY 2007-08 and FY 2008-09 | FY 2009-10 | | | FY 2010-11 | |
|------------------------------------|---|---------------------------------------|-------------------------|---------------------------|----------------------------------|-------------------|-------------------|------------------|---------------------------|-------------------|-------------------|-------------------|------------------|-------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | CARRYOVER Unallocated FY 2007-08 | B | C=A+B | D | | E | F | G=E-F | | |
| | | | | | | | | | | | | | | FY 2008-09 Appropriated |
| Lifeline | | | | | | | | | | | | | | |
| Alameda | 30,688,000 | 22,434,096 | 1,734,416 | 5,098,588 | | | | | | 2,884,930 | 2,884,930 | 2,884,930 | | 12,746,471 |
| Contra Costa | 14,000,000 | 10,234,533 | 791,248 | | 212,018 | 1,804,823 | 2,016,841 | 1,949,726 | 67,115 | 1,316,118 | 1,316,118 | 1,316,118 | | 5,814,996 |
| Marin | 3,024,000 | 2,210,659 | 170,910 | | 45,796 | 389,842 | 435,638 | 435,638 | | 284,281 | 284,281 | 284,281 | | 1,256,039 |
| Napa | 1,904,000 | 1,391,896 | 107,610 | | 28,834 | 245,456 | 274,290 | 274,290 | | 178,992 | 178,992 | 178,992 | | 790,839 |
| San Francisco* | 16,912,000 | 13,434,055 | 955,828 | | 256,123 | 2,180,226 | 2,436,349 | 1,365,610 | | 1,589,870 | 2,660,609 | 1,456,713 | 1,203,896 | 7,024,515 |
| San Mateo | 7,952,000 | 5,958,781 | 449,429 | | 120,426 | 1,025,140 | 1,145,566 | 395,963 | 604,037 | 747,555 | 893,121 | 893,120 | 1 | 3,302,918 |
| Santa Clara | 24,304,000 | 18,958,018 | 1,373,607 | | 368,063 | 3,133,173 | 3,501,236 | 759,760 | 1,550,607 | 2,284,781 | 3,475,650 | 3,475,650 | | 10,094,833 |
| Solano | 6,160,000 | 4,503,194 | 348,149 | | 93,288 | 794,122 | 887,410 | 887,410 | | 579,092 | 579,092 | 579,092 | | 2,558,598 |
| Sonoma | 7,056,000 | 5,158,205 | 398,789 | | 106,857 | 909,631 | 1,016,488 | 1,016,488 | | 663,323 | 663,323 | 663,323 | | 2,930,758 |
| MTC - Regional Projects** | | | | 12,278,000 | 12,278,000 | | | | | | | | | |
| Subtotal - Lifeline Program | 112,000,000 | 84,283,437 | 18,607,987 | 17,376,588 | 1,231,399 | 10,482,412 | 11,713,817 | 7,084,885 | 2,221,759 | 10,528,943 | 12,936,117 | 11,732,219 | 1,203,898 | 46,519,968 |

*In FY 2008-09, MTC approved San Francisco Lifeline projects totaling \$2,436,344. However, Caltrans only approved \$212,000 for project work scheduled for completion within 6 months. SF project sponsors need to reapply to Caltrans when contract award is within 6 months of funding cycle.
**MTC Regional Projects funded with 1B to free up STA funds for Lifeline.

Urban Core Transit Improvements

| | | | | | | | | | | | | | | |
|-----------------------------------|--------------------|--------------------|-------------------|-------------------|--|-------------------|--|-------------------|----------------|-------------------|-------------------|-------------------|----------|-------------------|
| BART Seismic | 24,000,000 | | | 24,000,000 | | | | | | | | | | |
| BART Station Modernization | | | | | | | | | | | | | | |
| San Francisco Muni Central Subway | 100,000,000 | 82,882,935 | | | | 15,000,000 | | 15,352,111 | 718,628 | | (1,070,739) | 8,338,268 | | |
| Santa Clara VTA Line 522/523 BRT | 45,000,000 | 34,802,176 | | 9,726,977 | | | | | | | | | | |
| BART to Warm Springs | 17,000,000 | 15,485,685 | | | | | | 1,336,440 | | | (1,336,440) | 8,338,268 | | |
| East Contra Costa BART Extension | 17,000,000 | 12,822,752 | | | | 3,999,373 | | 3,999,373 | | | | | | |
| Subtotal - Urban Core | 203,000,000 | 145,993,548 | 33,726,977 | 33,726,977 | | 18,999,373 | | 20,687,924 | 718,628 | 19,083,709 | 16,676,535 | 16,676,536 | - | 84,317,442 |

*To meet timely use of funds requirements, MTC advanced \$2.4 million to the Urban Core from the Lifeline category. This advance has been credited to the FY 2009-10 Lifeline funding available: San Francisco \$1,070,739; San Mateo \$145,566; Santa Clara \$1,190,869.

Small Operators/North Counties

| | | | | | | | | | | | | | | |
|--|-------------------|-------------------|------------------|------------------|--|------------------|--|------------------|----------------|------------------|------------------|------------------|------------------|-------------------|
| Marin | 3,404,473 | 2,488,800 | 565,629 | 565,629 | | 318,635 | | 318,635 | | 320,049 | 320,049 | | 320,049 | 1,414,071 |
| Napa | 1,806,699 | 1,320,766 | 300,170 | 300,170 | | 169,094 | | 169,094 | | 169,845 | 169,845 | 169,845 | | 750,425 |
| Solano (includes Vallejo) | 5,682,360 | 4,154,021 | 944,083 | 944,082 | | 531,829 | | 174,891 | 356,938 | 534,190 | 534,190 | | 534,190 | 2,360,207 |
| Sonoma | 6,449,431 | 4,714,780 | 1,071,526 | 1,071,526 | | 603,621 | | 284,025 | 319,596 | 606,301 | 606,301 | 591,629 | 14,672 | 2,678,816 |
| CCCTA | 6,555,668 | 4,792,443 | 1,089,177 | 1,089,177 | | 613,564 | | 613,564 | | 616,288 | 616,288 | 616,288 | | 2,722,941 |
| ECCTA | 3,654,151 | 2,671,324 | 607,111 | 607,111 | | 342,003 | | 342,003 | | 343,521 | 343,521 | | 343,521 | 1,517,777 |
| LAVTA | 2,583,887 | 1,888,920 | 429,294 | 429,294 | | 241,834 | | 241,834 | | 242,907 | 242,907 | 242,907 | | 1,073,235 |
| Union City | 956,272 | 699,071 | 158,878 | 158,878 | | 89,500 | | 89,500 | | 89,898 | 89,898 | 89,898 | | 397,194 |
| WestCat | 907,058 | 663,094 | 150,701 | 150,701 | | 84,894 | | 84,894 | | 85,271 | 85,271 | 85,271 | | 376,753 |
| Subtotal - Small Operators/North Counties | 32,000,000 | 23,393,218 | 5,316,568 | 5,316,568 | | 2,994,975 | | 2,318,440 | 676,534 | 3,008,269 | 3,008,269 | 1,795,838 | 1,212,432 | 13,291,419 |

| | | | | | | | | | | | | | | |
|-------------------------------|--------------------|--------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------------|
| Population-based Total | 347,000,000 | 253,670,208 | 57,651,532 | 56,420,133 | 1,231,399 | 32,476,760 | 11,713,817 | 30,091,249 | 3,616,920 | 32,620,922 | 32,620,921 | 30,204,592 | 2,416,330 | 144,128,830 |
|-------------------------------|--------------------|--------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|--------------------|

| | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | Total Appropriated | Remaining to Appropriate |
|-------------------------------------|--------------------|--------------------|--------------------|----------------------|----------------------|--------------------------|
| Total State-wide Appropriate | 600,000,000 | 350,000,000 | 350,000,000 | 1,500,000,000 | 2,800,000,000 | 800,000,000 |

FY 2007-08, 2008-09 and 2009-10 Funds are available for allocation until June 30, 2011, and available for encumbrance and liquidation until June 30, 20
FY 2010-11 Funds are available for allocation until June 30, 2012, and available for encumbrance and liquidation until June 30, 20

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*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

| Agency | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO * | FY 2007-08 | | FY 2008-09 | | FY 2007-08 and FY 2008-09 | FY 2009-10 | | | FY 2010-11 |
|----------------------------|--|---|----------------------------|---------------------------------|----------------------------|---------------------------------|---------------------------------------|----------------------------|--|--|----------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | FY 2008-09 Appropriated | Actual Allocations (Paid) | Pending Payment or Future Cycle | FY 2009-10 Appropriated | FY 2009-10 Requests - Pending Caltrans Approval and Future Bond Sale | FY 2009-10 Available for Programming | FY 2010-11 Appropriated |
| Alameda CMA - for ACE | 1,699,328 | 1,245,898 | 283,155 | 283,155 | 159,509 | | 159,509 | 160,217 | 160,217 | | 707,887 |
| Benicia | 129,528 | 94,966 | 21,583 | 21,583 | 12,158 | | 12,158 | 12,212 | | 12,212 | 53,957 |
| Caltrain | 41,108,705 | 30,139,739 | 6,849,847 | 6,849,847 | 3,858,715 | 3,858,715 | | 3,875,844 | | 3,875,844 | 17,124,618 |
| CCCTA | 5,117,254 | 3,751,827 | 852,676 | 852,676 | 480,337 | 480,337 | | 482,469 | 482,469 | | 2,131,691 |
| Dixon | 41,542 | 30,459 | 6,922 | 6,922 | 3,900 | 3,900 | | 3,917 | | 3,917 | 17,306 |
| ECCTA | 2,076,372 | 1,522,337 | 345,981 | 345,981 | 194,901 | 194,901 | | 195,766 | | 195,766 | 864,952 |
| Fairfield | 724,664 | 531,302 | 120,749 | | 68,021 | 68,021 | 120,749 | 68,323 | 68,323 | | 301,872 |
| GGBHTD | 35,123,114 | 25,751,271 | 5,852,482 | 5,852,482 | 3,296,871 | 3,296,871 | | 3,311,505 | 3,311,505 | | 14,631,204 |
| Healdsburg | 11,217 | 8,222 | 1,869 | | 1,053 | | 2,922 | 1,057 | | 1,057 | 4,671 |
| LAVTA | 1,606,102 | 1,177,550 | 267,621 | 267,621 | 150,759 | 150,759 | | 151,428 | 151,428 | | 669,053 |
| NCPTA | 429,082 | 314,592 | 71,497 | 71,497 | 40,276 | 40,276 | | 40,455 | 40,455 | | 178,743 |
| SamTrans | 48,424,898 | 35,503,763 | 8,068,927 | 8,068,927 | 2,568,430 | 2,568,430 | | 4,565,635 | 4,565,635 | | 20,172,317 |
| Santa Rosa | 1,099,151 | 805,867 | 183,149 | 183,149 | 103,173 | 103,173 | | 103,631 | 103,631 | | 457,873 |
| Sonoma County Transit | 1,392,500 | 1,020,940 | 232,029 | 232,029 | 130,708 | 130,708 | | 131,289 | 131,289 | | 580,072 |
| Union City | 411,210 | 301,488 | 68,519 | 68,519 | 38,599 | 38,599 | | 38,770 | 38,770 | | 171,297 |
| Vallejo | 5,933,235 | 4,350,078 | 988,641 | 988,641 | 556,930 | 556,930 | | 559,402 | 559,402 | | 2,471,601 |
| VTA | 143,993,645 | 105,572,064 | 23,993,323 | 18,747,364 | 13,516,126 | 73,199 | 18,688,886 | 13,576,124 | 1,429,457 | 12,146,667 | 59,983,308 |
| VTA - for ACE | 2,371,371 | 1,738,624 | 395,136 | | 222,592 | | 617,728 | 223,580 | | 223,580 | 987,841 |
| WestCAT | 2,484,810 | 1,821,792 | 414,038 | 414,038 | 233,239 | 233,239 | | 234,275 | 234,275 | | 1,035,095 |
| SUBTOTAL | 294,177,728 | 215,682,779 | 49,018,144 | 43,254,431 | 25,636,297 | 11,798,058 | 19,601,952 | 27,735,899 | 11,276,856 | 16,459,043 | 122,545,358 |
| AC Transit | 94,030,133 | 68,940,231 | 15,668,020 | 15,668,020 | 8,826,245 | 8,826,245 | | 8,865,424 | 8,865,424 | | 39,170,051 |
| BART | 235,238,734 | 172,470,379 | 39,197,278 | 39,197,278 | 24,057,977 | 22,731,092 | 1,326,885 | 22,178,966 | 22,178,966 | | 97,993,194 |
| SFMTA | 309,462,843 | 226,889,394 | 51,565,067 | 50,365,000 | 29,048,079 | 21,155,287 | 9,092,859 | 29,177,022 | 27,131,732 | 2,045,290 | 128,912,666 |
| SUBTOTAL | 638,731,711 | 468,300,004 | 106,430,365 | 105,230,298 | 61,932,301 | 52,712,624 | 10,419,744 | 60,221,412 | 58,176,122 | 2,045,290 | 266,075,911 |
| Revenue-based Total | 932,909,439 | 683,982,783 | 155,448,509 | 148,484,729 | 87,568,598 | 64,510,682 | 30,021,696 | 87,957,311 | 69,452,978 | 18,504,333 | 388,621,269 |

| | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | Total Appropriated | Remaining to Appropriate |
|--------------------------------------|--------------------|--------------------|--------------------|----------------------|-----------------------|-----------------------------|
| Total State-wide Appropriated | 600,000,000 | 350,000,000 | 350,000,000 | 1,500,000,000 | 2,800,000,000 | 800,000,000 |

FY 2007-08, 2008-09 and 2009-10 Funds are available for allocation until June 30, 2011, and available for encumbrance and liquidation until June 30, 2015.

FY 2010-11 Funds are available for allocation until June 30, 2012, and available for encumbrance and liquidation until June 30, 2016.

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*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.



DATE: March 21, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Accept Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Background:

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

Discussion:

Consistent with STA Board direction, staff has proceeded with implementation of the Gordon Water Line (Rockville Road Water Main) Relocation Project. On June 9, 2011, the Board authorized the Executive Director to award the construction contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project to North Bay Construction. Subsequently, on September 8, 2010, the STA Board authorized the Assignment of Contract performance to Ghilotti Construction Company. The Project was designed by Mark Thomas & Co., a professional engineering firm with substantial experience in designing public improvements. The STA administered the construction of the project, with PB Americas performing construction management services. Construction is now completed and the project is essentially closed out. As such, STA staff is recommending the Board accept the work as complete and direct the Executive Director, or his designee, to file a Notice of Completion with the County Records Office. This action by the Board will release the surety bonds secured by Ghilotti Construction to insure the performance of the work and allow for final payment to be made.

Presented below is a summary of the budget status for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

| | |
|--------------------------|-----------------------|
| Construction Budget: | \$1,848,080.40 |
| Total Construction Cost: | <u>\$1,688,500.43</u> |
| Remaining Budget: | \$ 159,579.97 |

Fiscal Impact:

The Gordon Water Line (Rockville Road Water Main) Relocation Project construction was funded with Bridge Toll funds.

Recommendation:

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

1. Accept the Gordon Water Line (Rockville Road Water Main) Relocation Project as complete; and
2. Direct the Executive Director to file a Notice of Completion with the County Recorder's office.

Attachment:

- A. Notice of Completion for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Recording Requested By:
SOLANO TRANSPORTATION AUTHORITY

When Recorded, Return To:
Solano Transportation Authority
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

SOLANO TRANSPORTATION AUTHORITY
NOTICE OF COMPLETION

In the Matter of Accepting and Giving
Notice of Completion of Contract for
STA Rockville Road

NOTICE OF COMPLETION

WHEREAS, the Solano Transportation Authority on June 9, 2010 contracted with North Bay Construction for construction of the Gordon Water Line (Rockville Road Water Main) Relocation Project, located on Rockville Road between Paseo Arboles and Suisun Valley Road, with Travelers Casualty and Surety Company of America as surety for work to be performed in the unincorporated area of Solano County; and

WHEREAS, the Solano Transportation Authority on August 26, 2010 authorized the request of contract assignment from North Bay Construction to Ghilotti Construction Company for construction of the Gordon Water Line (Rockville Road Water Main) Relocation Project with Travelers Casualty and Surety Company of America as surety for work to be performed in the unincorporated area of Solano County; and

WHEREAS, the Executive Director reports that said work has been inspected and complies with the plans, special provisions and standard specifications, and recommends its acceptance as complete as of April 20, 2011.

NOW, THEREFORE, the Governing Body of the Solano Transportation Authority hereby accepts said work associated with the Rockville Waterline Relocation as complete on April 20, 2011 and directs the Executive Director or his designee to file a copy of this Resolution and Notice as a Notice of Completion for said contract with the County Recorder.

I HEREBY CERTIFY that the foregoing Notice of Completion was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 20th day of April, 2011.

Attest by:

Johanna Masielat
Clerk of the Board

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DATE: March 21, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program Call for Projects

Background:

The Bay Area Air Quality Management District (BAAQMD) annually provides Transportation for Clean Air (TFCA) funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles. Eligible projects include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Funding for the clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The STA coordinates with the BAAQMD and is responsible for programming the BAAQMD TFCA Program Manager funding for Solano County.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding. On March 10, 2011, the STA Board prioritized Solano Napa Commuter Information (SNCI)'s Rideshare Incentives Program and the Solano Safe Routes to School (SR2S) Program for FY 2011-12 TFCA Program Manager funding. STA staff previously estimated \$50,000 remaining to be programmed for clean air eligible projects; however, the Air District recently informed STA that new estimate is \$35,000 due to an over-programming of last year's fund.

Discussion:

STA staff is recommending the STA Board approve the attached BAAQMD Program Manager Guidelines as required by the BAAQMD for program administration (Attachment A). The SNCI's Ridesharing Program and the Solano SR2S Program are consistent with the guidelines. Staff is also recommending a call for eligible projects for the \$35,000 estimated remaining balance. The recommended BAAQMD guidelines will assist in selecting projects for the remaining \$35,000.

In addition to the STA Board's priority projects, the TFCA Program Manager funds were utilized as local matches for bicycle pedestrian projects such as Fairfield's McGary Road Project and Benicia's State Park Road/Rose Drive Overcrossing Project. It was also used to fund engine retrofit devices for Benicia's transit vehicles as well as alternative fuel infrastructure in the cities of Benicia, Fairfield, Suisun and Vallejo. STA staff will be looking for similar project submittals since they are the most cost effective projects for the program.

All projects must have assumptions for reducing air emissions to calculate the project's cost effectiveness. Projects cannot exceed a cost effectiveness threshold of \$90,000 per ton to be eligible. This criteria has been harder to meet each year for vehicle replacement and retrofit devices.

Fiscal Impact:

Funding for the TFCA Program Manager Funds are provided directly from the BAAQMD through DMV registration fees. An estimated \$35,000 remains to be programmed for FY 2011-12.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the BAAQMD TFCA Program Manager Policies as specified in Attachment A;
and
2. Issue a TFCA Program Manager Call for Projects for the remaining balance of FY 2011-12 funding (estimated at \$35,000).

Attachment:

- A. BAAQMD TFCA Program Manager Policies

APPENDIX D

BOARD-ADOPTED TFCA COUNTY PROGRAM MANAGER FUND POLICIES FOR FY 2011/2012

Adopted December 1, 2010

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA Program Manager Fund Policies for FY 2011/2012.

Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the Air District.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the below policy for that project type. Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton).

Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for State and national ambient air quality standards and, when applicable, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing.
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology

demonstrations, as described in HSC section 44241(b)(7). No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds in each funding cycle.

6. **Readiness:** Projects must commence in calendar year 2012 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles, equipment, services, or to award a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.
10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.
12. **Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
16. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received for a given fiscal year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the funding agreement between the Air District and the Program Manager.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which the funds originated.
19. **Reserved for potential future use.**
20. **Reserved.**
21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include:

- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle

(PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.

- B. New electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding. Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Each vehicle funded must meet the cost-effectiveness requirement.

23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Vehicles (low-mileage utility trucks in idling service):

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards (incremental cost).

Each vehicle funded must meet the cost-effectiveness requirement.

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

24. Alternative Fuel Heavy-Duty Vehicles (high mileage):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, MHDV and HHDV types and equipment eligible for funding include the following:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.
- B. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Scrapping requirements are the same as those in Policy #23. Each vehicle funded must meet the cost-effectiveness requirement.

25. Alternative Fuel Buses:

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #24. Each vehicle funded must meet the cost-effectiveness requirement.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

26. Alternative Fuel Infrastructure:

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Eligible infrastructure projects include new electric vehicle charging facilities, or additional equipment or upgrades and improvements that expand access to existing electric vehicle charging sites. This includes upgrading or modifying private charging sites to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded charging infrastructure projects must be available to and accessible by the public. Charging/charging equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Project sponsors are required to maintain the equipment for at least five years after installation.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.

27. Reserved.

28. Shuttle/Feeder Bus Service:

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: 1) be a public transit agency or, 2) submit documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- B. a hybrid-electric vehicle;
- C. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- D. A post-1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and

I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

30. Arterial Management:

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

31. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funding.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

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DATE: March 21, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano Countywide Transportation for Livable Communities (TLC) Planning Grant Approval

Background:

The Solano Transportation Authority (STA) has set aside grant funding for Transportation for Livable Communities (TLC) for planning grants intended to advance projects or plans in designated Priority Development Areas (PDAs). Solano County currently has 9 PDA's. The Association of Bay Area Governments (ABAG) is responsible for making PDA designations. For more information on ABAG's PDA Designation process please visit their website at: <http://www.bayareavision.org/initiatives/prioritydevelopmentareas.html> .

The purpose of the STA's TLC planning grants is to plan and design TLC PDA concept projects to be ready for construction. The goal is to have the TLC PDA concept projects eligible and competitive for future STA and Metropolitan Transportation Commission's (MTC's) TLC capital funds.

Two separate types of planning documents were eligible for the STA's TLC planning grants: 1) Project Documents and 2) TLC Implementation Plans. Project Documents are engineering and environmental documents that lead directly to the construction of improvements such as bike routes, sidewalks or pedestrian plazas. TLC Implementation Plans are land use documents that identify allowable land use and provide supporting design and infrastructure information. TLC Implementation Plans must also include bicycle and pedestrian components for consideration of future TLC capital funds.

Discussion:

The application deadline for submittal was February 3, 2011. The STA received two applications for funding consideration:

1. City of Suisun City's Lotz Way Pedestrian and Bike Path Improvements- \$48,000
2. City of Fairfield's West Texas Gateway- Project Approval and Environmental Document (PA/ED) and Project Specification and Estimates (PS&E)-\$150,000

Both projects are within approved Priority Development Areas (PDA's) and are eligible for funding. Attachment A includes copies of each application. The total request for funding is \$198,000 with \$150,000 available to program.

The City of Suisun City's grant application is a TLC Implementation Plan request. Their proposal involves a plan that identifies and defines strategies and preliminary designs for pedestrian, bicycle and traffic circulation and movement to, from, and around the Suisun City Capitol Corridor train station with a focus on Lotz Way.

The City of Fairfield's grant application is a Project Document request. Their proposal is to complete PA/ED and PS&E for the West Texas Gateway area, adjacent to the Fairfield Transportation Center (FTC). The City has completed a concept plan for the location that identifies streetscapes and pedestrian improvements along the West Texas corridor. Their current grant request will implement a segment of that concept plan near the Eastbound I-80 off-ramp and Fairfield Transportation Center.

Although both grant applicants would qualify for grant funding, STA staff is recommending approval of the City of Fairfield's request based on the following three primary factors:

1. City of Fairfield's project was based on TLC planning grant supported by the STA. This request builds on the concepts identified in the TLC Plan and brings the project area one step closer to constructing capital improvements.
2. City of Fairfield's matched the grant request by an additional 67% for a total of \$300,000.
3. City of Suisun City's planning concept goals for Lotz Way may be eligible for funding as part of the STA's Safe Routes to Transit Plan (SR2T) given the street's connection to the Capitol Corridor train station. This SR2T planning effort will kick off in April 2011.

If approved, the City of Fairfield can begin their project as soon as May 2011 with an estimated completion date of December 2011.

Fiscal Impact:

\$150,000 from the federal Surface Transportation Program (STP) funds were approved for TLC planning grants by the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the City of Fairfield's application request for \$150,000 to complete the West Texas Gateway Project.

Attachment:

- A. TLC Planning Grant Applications submitted by the Cities of Fairfield and Suisun City

Section 1. Project Summary Form.

| | | | |
|--|-----------------------------------|---|---------|
| Project Information: | | | |
| Project title: | West Texas Gateway-PA&ED and PS&E | | |
| Project sponsor: | City of Fairfield | | |
| Total project cost: | \$300,000 | Planning Grant Request (maximum of \$150,000): | 150,000 |
| Priority Development Area (PDA) Location | West Texas Street | | |
| Please indicate if the PDA is a planned or potential PDA: | Planned PDA | | |
| Local match: | \$150,000 | Source: | TDA |
| | | Source: | |
| | | Source: | |

| | |
|-----------------------------|--|
| Contact Information: | |
| Contact person: | Brian Miller Associate Planner |
| Phone No: | 707.428.7446 |
| E-Mail: | bkmillier@fairfield.ca.gov |
| Addresses: | 1000 Webster Street, Suite 200 Fairfield, CA 94533 |

| | |
|--------------------------------|----------------------------------|
| Grant Application Type: | |
| | (Type 'X' for selected category) |
| 1. Project Document | X |
| 2. TLC Implementation Plan | |

Section 2. Project Document Application Information

Complete the following section for Project Document grant requests.

1. Describe how you intend to use the TLC Project Document grant if awarded, including a draft list of task that will be the basis for your scope of work. Attach a schedule which assumes that the project can commence in April 2011 and will be completed by December 1, 2011.

The City intends to use the Project Document Grant to complete the environmental clearances and PS&E for the Gateway segment of the West Texas Street Master Plan (Oliver Road to Beck Avenue). This project involves substantial coordination with CALTRANS and FHWA due to construction within State right of way. See the attached preliminary list of tasks and schedule.

2. Describe the transportation and land use benefits of your TLC Project.

The proposed improvements include:

- New bus off-ramp leading directly into the Fairfield Transportation Center.
- Reconstruct signalized intersection at West Texas Street for the Eastbound I80 off ramp. Pedestrian crosswalks to enable safe access to the south side of West Texas Street. (Note: Cumulatively, all the pedestrian improvements in the West Texas Gateway are City of Fairfield's highest priority in the Draft Solano County Pedestrian Plan.)
- Construct sidewalk on south side of West Texas between the Eastbound I80 off ramp and Beck Avenue to close gap without sidewalk to provide direct path from existing high density apartments and future mixed use developments in the Planned PDA to the transit center.
- Enhanced bicycle/pedestrian crossing for Fairfield Linear Trail at Oliver Road/Rockville Road (Note: completion and improvement of Linear park is high priority in Draft Solano County Bicycle Plan)
- New direct pedestrian access into the Fairfield Transportation Center for pedestrians and bicyclists coming from the west.
- Landscaping, public art, hardscape, and street tree improvements-West Texas Street Gateway
- New pedestrian crosswalks at Beck Avenue.
- New street trees and landscaping along West Texas Street west of Beck Avenue.

These improvements will collectively enhance the visual character, safety, and comfort level for bicyclists, pedestrians, and motorists using the West Texas Street Gateway.

The proposed improvements will also directly improve access to public transportation for West Texas Street. Pedestrian and bicyclist facilities will be clearly marked and delineated, improving safety for all users. In addition, pedestrians and bicyclists will have direct access from West Texas Street into the Fairfield Transportation Center-which will also be useful for pedestrians and bicyclists using the Fairfield Linear Trail two blocks west.

Improved access to public transportation and enhanced streetscaping will encourage and facilitate redevelopment along West Texas Street. Plans for West Texas Street envision redevelopment of the corridor as a high density mixed use and residential

community. These plans implement ABAG's (and STA's) objective of encouraging new development to be concentrated into Priority Development Areas. This new development will be designed as a true "urban" mixed use corridor with an emphasis on pedestrian-scale and friendliness, access to transit, and bicycling as a medium distance transportation route. The City has requested that the current boundaries of the PDA be extended eastward to abut downtown Fairfield. The objective of this request is to support intensification of the entire corridor, with the (expanded) West Texas Street PDA supporting the downtown Fairfield Priority Development Area (and the Fairfield-Suisun Train Station) and vice versa.

3. Please describe how the project demonstrates it is consistent with local zoning and/or specific plans.

The project is based on adopted design concepts accepted by the Fairfield City Council, namely the West Texas Streetscape Plan and Implementation Plan. In addition, the project will provide physical improvements which support the redevelopment of West Texas Street as a mixed use, high density residential community. This was outlined in the 80-to-80 Implementation Plan which recommended comprehensive rezoning of the corridor. While the City has not adopted Zoning Map Amendments as of this date, the Council reviewed and accepted the Implementation Plan.

4. Describe how the Project is directly tied the Priority Development Area (PDA) and describe how it will be linked to a higher density mixed use development project and transit within the PDA. Attach a detailed map of the PDA, planned and existing land use, and the location of the TLC Project and transit facilities.

This proposed project is only one phase in the much larger project outlined in the *West Texas Street Master Plan* and the *80-to-80 Implementation Plan*, which envision the transformation of West Texas Street into a much denser, urban mixed use and residential community. The project itself is only a small part of this planned effort but is a necessary first step. The attached map and the 80-to-80 Implementation Plan show the planned rezoning and development concepts.

Improved landscaping and streetscaping will also enhance the desirability of West Texas Street as a commercial district, neighborhood and will monument a major community gateway. These improvements are necessary to enhance the perceived image of West Texas Street, and they will indirectly spur interest in the new development envisioned in the 80-to-80 Implementation Plan.

These effects may be indirect and even psychological, and much of the new urban infill development will occur east of the immediate gateway area, but without substantial public investment in improving the appearance, image, and safety for pedestrians and bicyclists, there will be few incentives for private investment on West Texas Street.

These improvements will also serve as models for future investment along West Texas Street east of the Gateway area. The enhanced crosswalks, strong pedestrian and bicycling focus, and new streetscaping and landscaping will provide models for appropriate new infrastructure investment in the rest of the corridor.

In addition, improved access to the Fairfield Transportation Center will make the transit experience more comfortable and accessible for potential new residents and businesses walking or bicycling from new high density residential development immediately east of

Beck Avenue. Transit use is difficult now even for residents who live nearby because the pedestrian and bicycling access is indirect and requires a lengthy detour down Beck Avenue and Cadenasso Drive. Direct access to the Transportation Center will provide a selling point for developers marketing new housing constructed east of Beck Avenue. As the Transportation Center grows, the City envisions eventual interest by adjacent property owners in redeveloping their sites with more urban and intense development.

The development market in Fairfield is currently restrained by the economic slowdown. There is very limited interest in large scale infill development at this time. However, Fairfield has experience with several smaller, often local or regionally based companies and individuals who have invested in infill or redevelopment projects in Fairfield and nearby communities. These include such companies as the Olsen Company, which built Providence Walk on East Travis Blvd, and Miller-Sorg Group, which has completed several infill projects in Suisun City. These companies can be enticed to look at West Texas Street when public investment has improved the appearance and framework for future development. One example of recent infill development is the Park Crossing Apartments project at the corner of Beck and West Texas Street.

5. Does the project currently have Engineering and Environmental plans completed to at least 10%? If yes, indicate what has been completed including existing environmental documentation.

Yes. Project documents currently include conceptual landscaping improvement drawings, surveys, and a preliminary engineering concept for a direct bus exit ramp and improved intersection with West Texas Street. Preliminary engineering has been reviewed with CALTRANS staff.

As almost all of the work in the project area will be completed within the existing rights-of-way, the City anticipates a Categorical Exemption/Exclusion will adequately address NEPA and CEQA requirements. The City is currently completing a traffic study for the Gateway section of the project.

6. A resolution from the agency governing board authorizing submittal of the application, including a description of committed project funding. Please note that the Grants are federal funds, and a 20% local match of non-federal funds is required.

The Fairfield City Council has agendized this Resolution for the February 15, 2010 meeting. A copy of the Resolution, which also authorizes the City Manager to undertake all necessary contractual requirements which expedite the project, is attached.

Attachments

1. Project Task List
2. ABAG PDA Map
3. 80-80 corridor Plan Opportunity Map
4. West Texas Gateway Concept Plan
5. Semi-final Intersection Geometrics
6. Draft City of Fairfield Resolution

**West Texas Street Gateway
Preliminary Project Tasks and Schedule**

PRE-PROJECT ACTIVITIES

- **Finalize Traffic Study**
March 2011
- **Complete Environmental Checklist (CEQA and NEPA)**
March 2011

PROJECT INITIATION

- **Consultant Team Contract and CALTRANS Cooperative Agreement**
May 2011
- **Complete Preliminary Engineering (Including Geometrics of Ramp Intersection)**
May 2011
- **Coordinate Environmental Clearance with CALTRANS**
May 2011
- **Review Master Plan Design Concept. Refine Scope of Project Design Elements, Including Landscaping.**
July 2011
- **Final Design/Complete PS&E Package**
December 2011

FOCUS

a development and conservation strategy
for the San Francisco Bay Area



Map Legend

Neighborhood Features

- K-12 School
- Child Care Facility
- Grocery Store or Supermarket

Public Transportation

- 10 - 20 Minute Bus Service
- Fairfield-Suisun Transit

Bicycle Network

- off street path
- on-street, striped lane

Potential Priority Development Area

- Inside PDA
- Outside PDA

Protected Open Space

- Protected Open Space

Source: Association of Bay Area Governments, Street Base Map © 2006 TeleAtlas, Inc. All rights reserved ABAG GIS/July 2008

Scale:
 Yards: 0 75 150 300
 Meters: 0 75 150 300

West Texas Gateway Overview



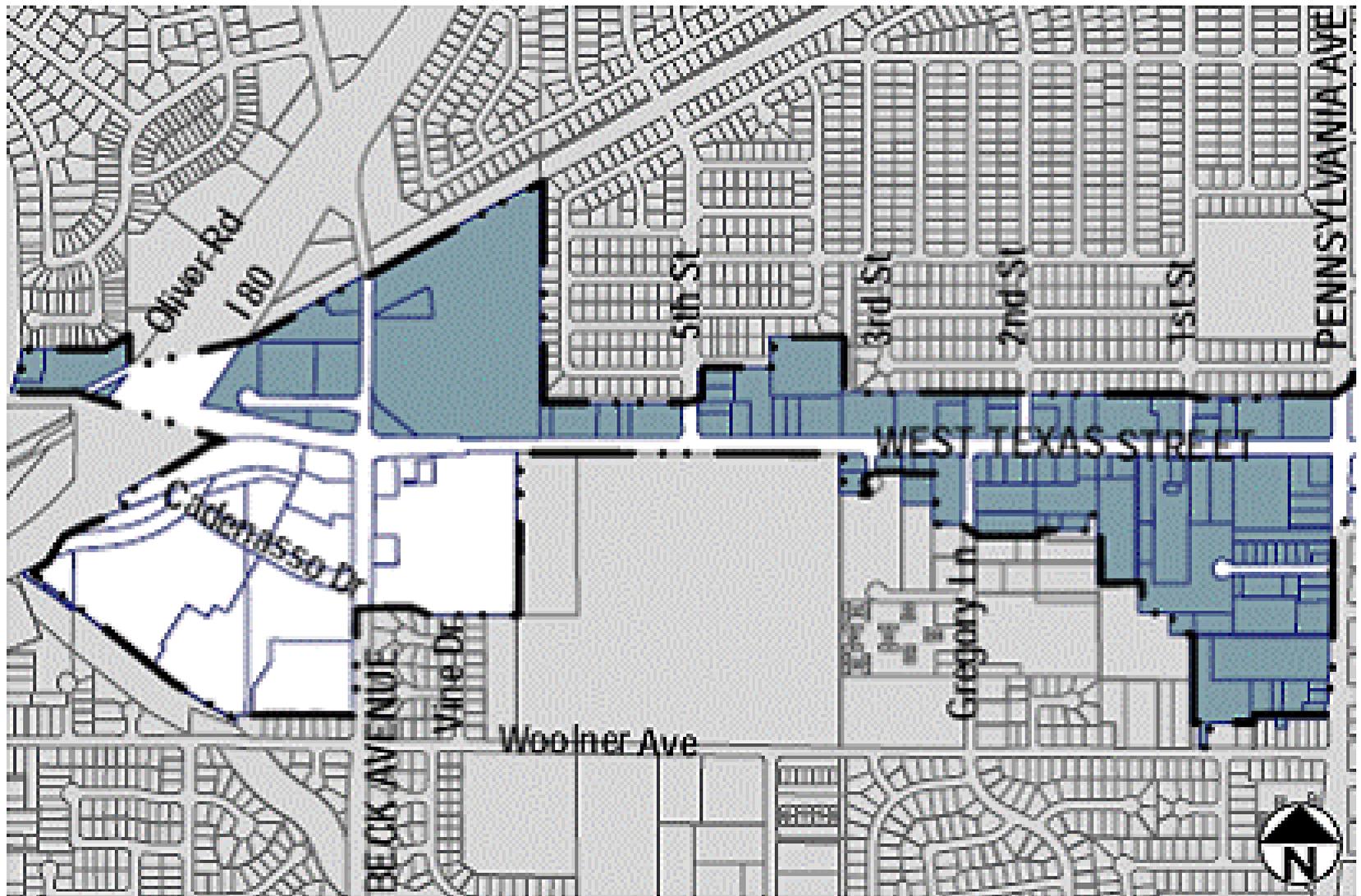
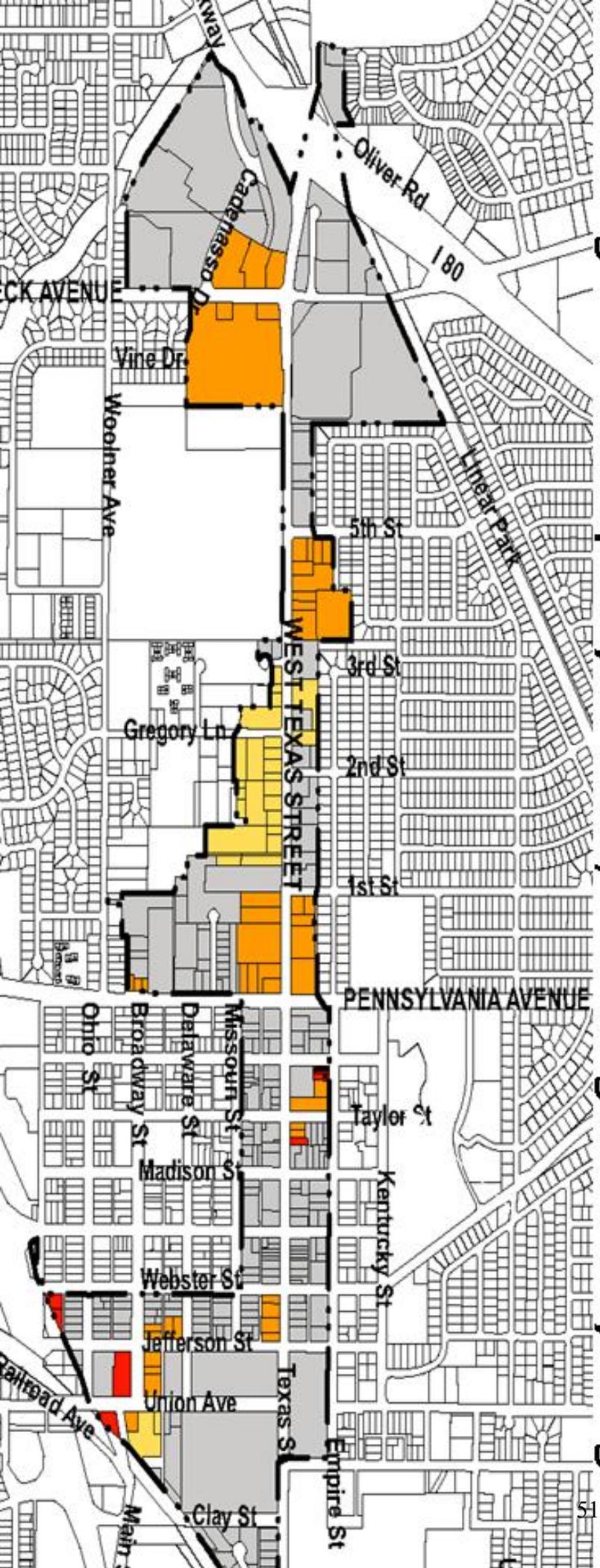


Figure 3.2.2 West Texas Mixed-Use Corridor Segment



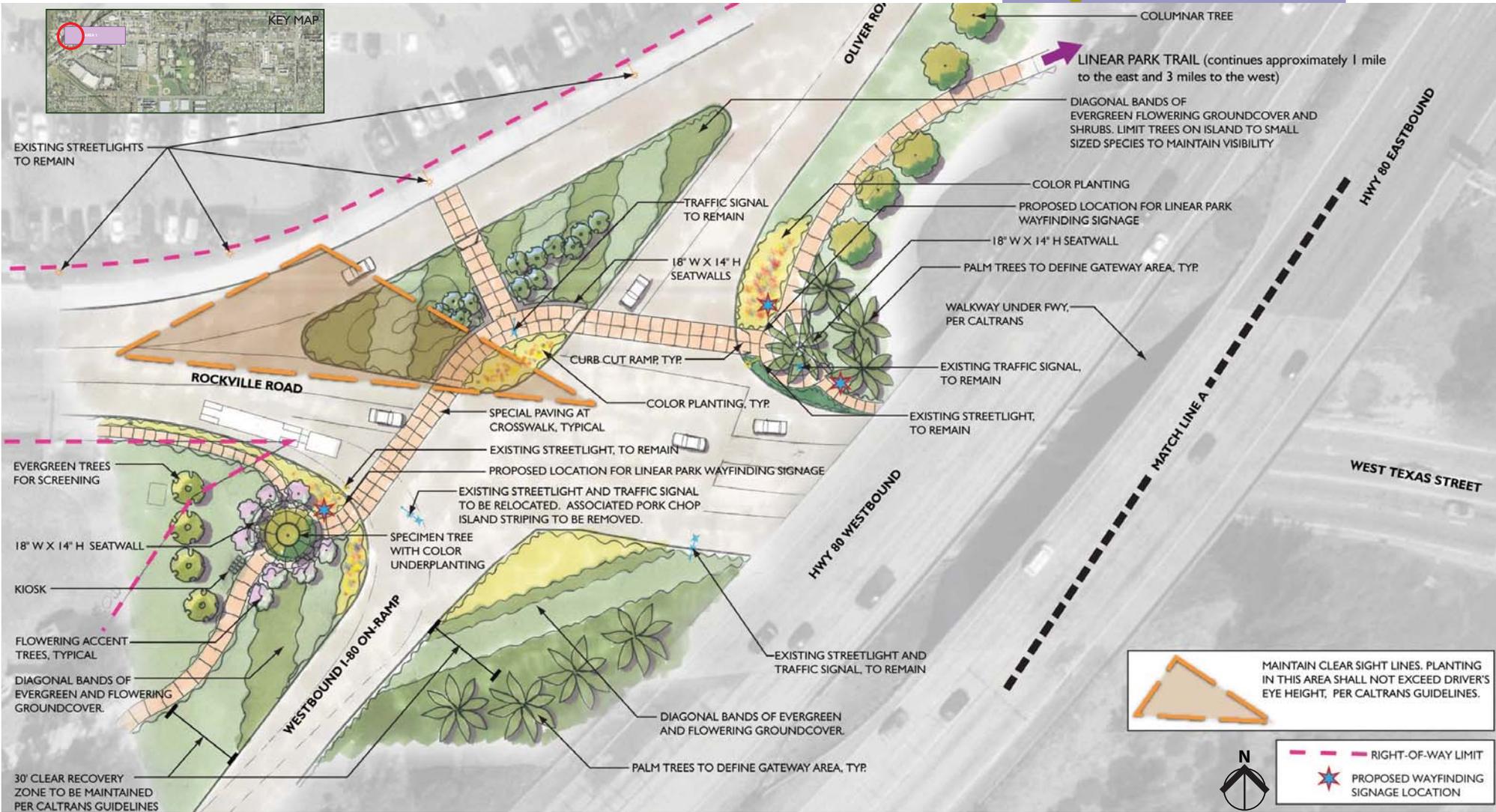
Figure 3.2.6 Artist's Rendering of Opportunity Site Prototype 1 as seen from the north side of West Texas Street, looking toward Pennsylvania Ave and Downtown.

FTC is the foundation for the West Texas Planned PDA – The West Texas Gateway Project will improve bicycle, transit, and pedestrian access to the FTC and act as a catalyst to support conversion of old highway strip development along the old US Route 40 into an integrated higher density mixed-use community that will encourage more trips by transit, walking and bicycling.

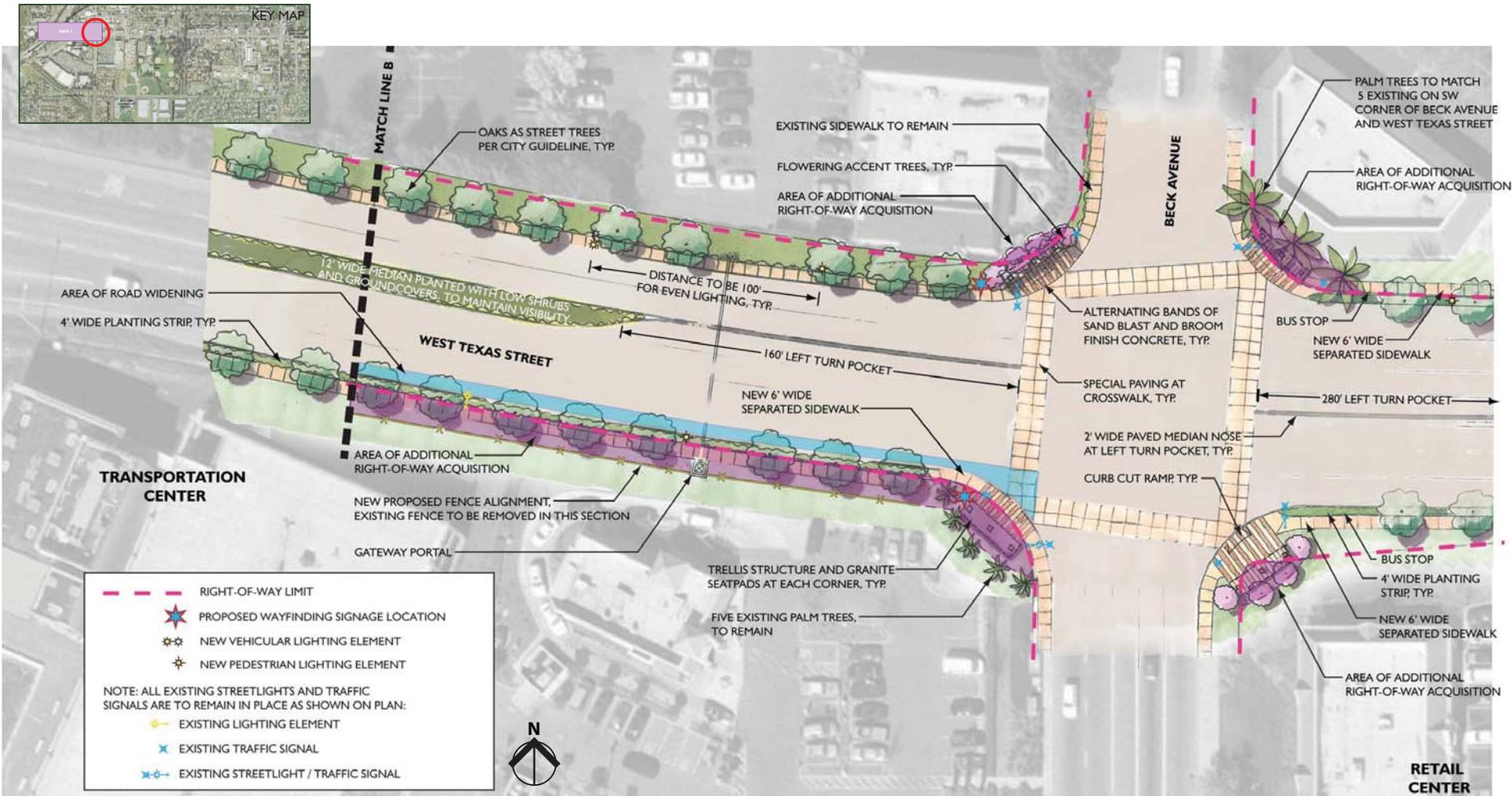


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PROPOSED IMPROVEMENTS SECTION C

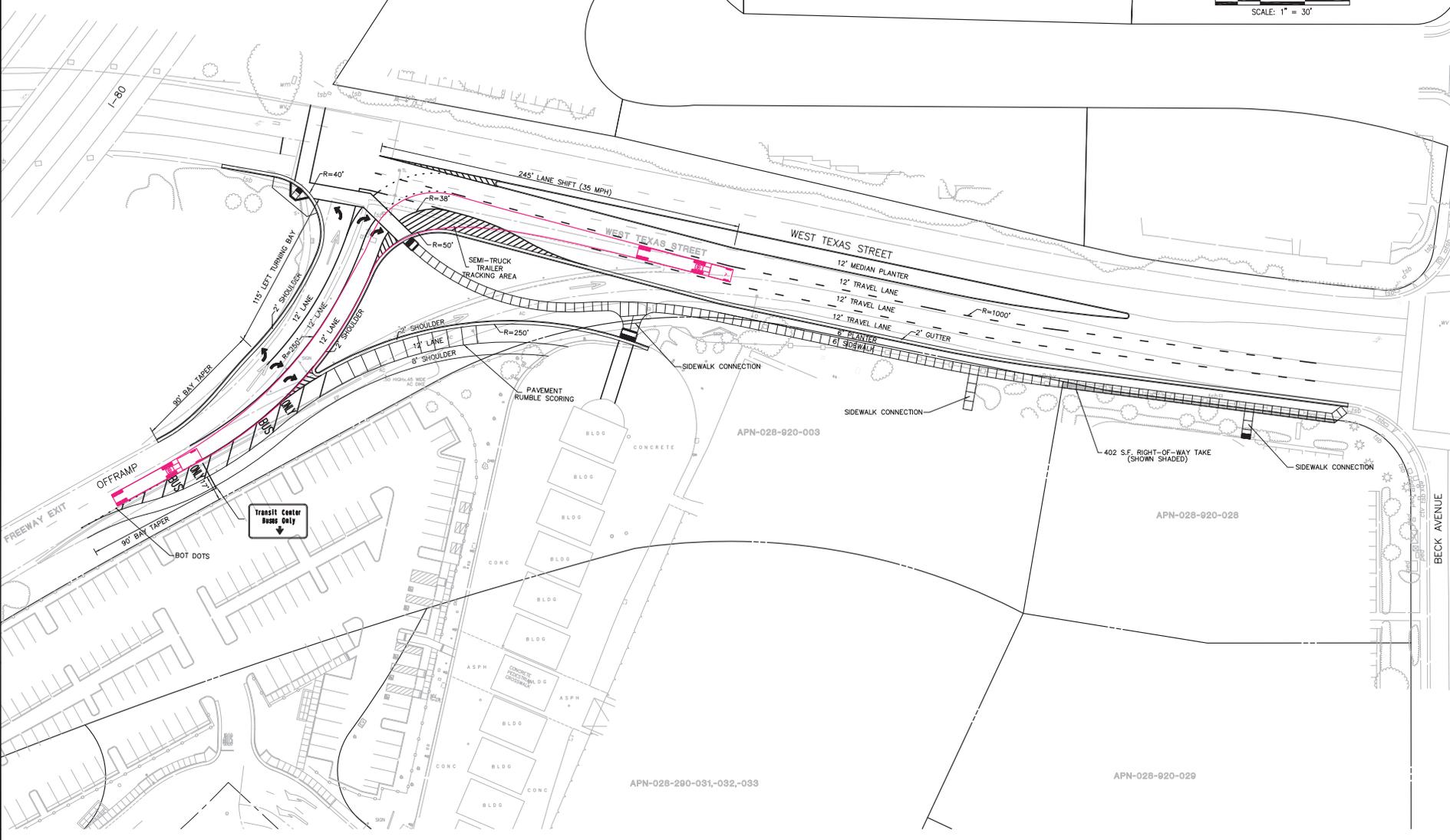


AREA 1: GATEWAY - MASTER PLAN



AREA 1: GATEWAY - MASTER PLAN

Attachment 5



| | | | | | | | |
|-----|------|-----------|----|-------|-------------|-------|----------|
| NO. | DATE | REVISIONS | BY | APPD. | DESIGNED BY | RT | |
| | | | | | DRAWN BY | ST | |
| | | | | | CHECKED BY | SD | |
| | | | | | | SCALE | 1" = 30' |

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 Sacramento, CA 95818
 (916) 455-2008
 (916) 455-2008

WEST TEXAS STREET/OFFRAMP PLANLINE

FAIRFIELD CALIFORNIA

SHEET
1
 OF
1

DATE: 8/02/10
 JOB NO: 596.10

TRANSPORTATION AND LAND USE PLANNING GRANT APPLICATION

Project Information:

Project title: Lotz Way Pedestrian and Bike Path Improvements

Project sponsor: City of Suisun City

Total project cost: \$60,000 **Planning Grant Request (maximum of \$150,000):** \$48,000

Priority Development Area (PDA) Location: Downtown Waterfront District

Please indicate if the PDA is a planned or potential PDA: Planned

Local match: \$12,000 *Source:* Suisun City Redevelopment Agency

Source: _____

Source: _____

Contact Information:

Contact person: Alysa Majer

Phone No: 707-421-7345

E-Mail: amajer@suisun.com

Address: 701 Civic Center Boulevard
Suisun City, CA 94585

Grant Application Type:

(Type 'X' for selected category)

1. Project Document

2. TLC Implementation Plan

Section 1. Project Summary Form.

Section 3. TLC Implementation Plan Application Information

Complete the following section for **TLC Implementation Plan** grant requests.

1. Describe the proposed improvements to transportation facilities in the **TLC Implementation Plan** area. Discuss tasks to be completed with the grant funds and provide a schedule for each tasks completion. Assume that the project can commence in April 2011 and will be completed by December 1, 2011.

PROPOSED IMPROVEMENTS IN TLC IMPLEMENTATION PLAN:

The City has identified a need to develop a TLC Implementation Plan for the project area defined as the street of Lotz Way from Marina Boulevard to Main Street, including sidewalks, intersections and the Train Station entry plaza. This Project will develop an Implementation Plan that will identify and define strategies and preliminary designs for the project area that provides for the best pedestrian, bicycle and traffic circulation and movement to, from, and around the train station.

Staff has identified pedestrian and bicyclist access concerns along Lotz Way, especially in moving pedestrians and bicycles from Marina Boulevard to the Suisun-Fairfield Train Station. This is especially aggravated by the Highway 12 off-ramp at Civic Center Boulevard. This TLC Planning Grant Application will help staff develop and define the best TLC strategies to pedestrian and bicyclist access to the Train Station along Lotz Way.

TASKS:

- 1) Explore the existing conditions of the Plan Area.
- 2) Identify the vehicular, pedestrian and bicycle access concerns in the Plan area.
- 3) Explain, in general, the feasibility of TLC solutions to the project area.
- 4) Test preliminary infrastructure designs for vehicular, pedestrian and bicycle access improvements.
- 5) Explore and begin to identify stakeholder concerns and recommendations, including but not limited to Caltrans, City Council, and STA BAC & PAC Committees, regarding implementation of the potential designs and policies in the Plan area.
- 6) Recommend next steps, policies and preliminary infrastructure designs and cost estimates for the Lotz Way Pedestrian and Bike Path Improvements Project.

TIMEFRAME:

Tasks 1-3 are anticipated to require 60 days for completion.

Task 4 is anticipated to require 30 days for completion.

Task 5 is anticipated to require 30 days for completion.

Task 6 is anticipated to require 30 days for completion.

Under the timeline outlined above, the City will be able to complete the project by the December 1, 2011 completion date. Some tasks can also be completed concurrently.

OUTCOME:

This TLC Planning Grant Application will help staff develop and define the best TLC strategies to vehicular, pedestrian and bicyclist access to the Train Station along Lotz Way between Main Street and Marina Boulevard. This Implementation Plan will put the City in a position to move forward with the next phases of the project: preparation of construction documents and construction.

2. Attach a map of the area to be covered by the **TLC Implementation Plan**. The map must also show that the Plan area is contained in a designated PDA. Highlight proposed land uses, densities, development commitment that will be considered as a part of the Plan's development and public consideration.

Attached, please find the following maps:

- Attachment 1 – Project Location
- Attachment 2 – Zoning Map
- Attachment 3 – Density Map

These maps identify the Plan area, key sites of interest in the Plan area including the Suisun City Downtown Waterfront District, Marina Shopping Center and the Suisun-Fairfield Train Station, the PDA boundary, and current and proposed land uses and densities. The proposed TLC Implementation plan is a key pedestrian and bicyclist project within our PDA, key to the regional train station, and the Suisun City Downtown Waterfront District.

3. Discuss policies the city would consider evaluating or creating for the TLC Implementation Plan.

In developing the TLC Implementation Plan, the City will consider and utilize MTC's Parking Study, traffic calming methodologies, Caltrans approved engineering improvements to off-ramps and the Regional TLC Design Guidelines. The goal of the TLC Implementation plan is to improve both the vehicular and pedestrian/bicyclist access and experience along Lotz Way in getting to the Train Station. The City will weigh all options and policies in doing this.

4. Identify bicycle or pedestrian projects to be considered in the Plan area that are also included in either the draft *Solano Countywide Bicycle Plan* or draft *Solano Countywide Pedestrian Plan*.

The City's Proposed TLC Implementation Plan area would be focused on Suisun City's Priority #2 project in the Solano Countywide Pedestrian Plan, Rail Station Improvements. That project is described as "general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area."

The proposed TLC Implementation Plan would assist the City in meeting the goals of the Rail Station Improvements Project by developing a TLC Plan for Lotz Way and its intersections between Main Street and Marina Boulevard. This plan would enhance ridership experience by allowing riders to access the train station with enhanced ease no matter how they accessed the station – vehicular, walking or biking. The TLC Plan for

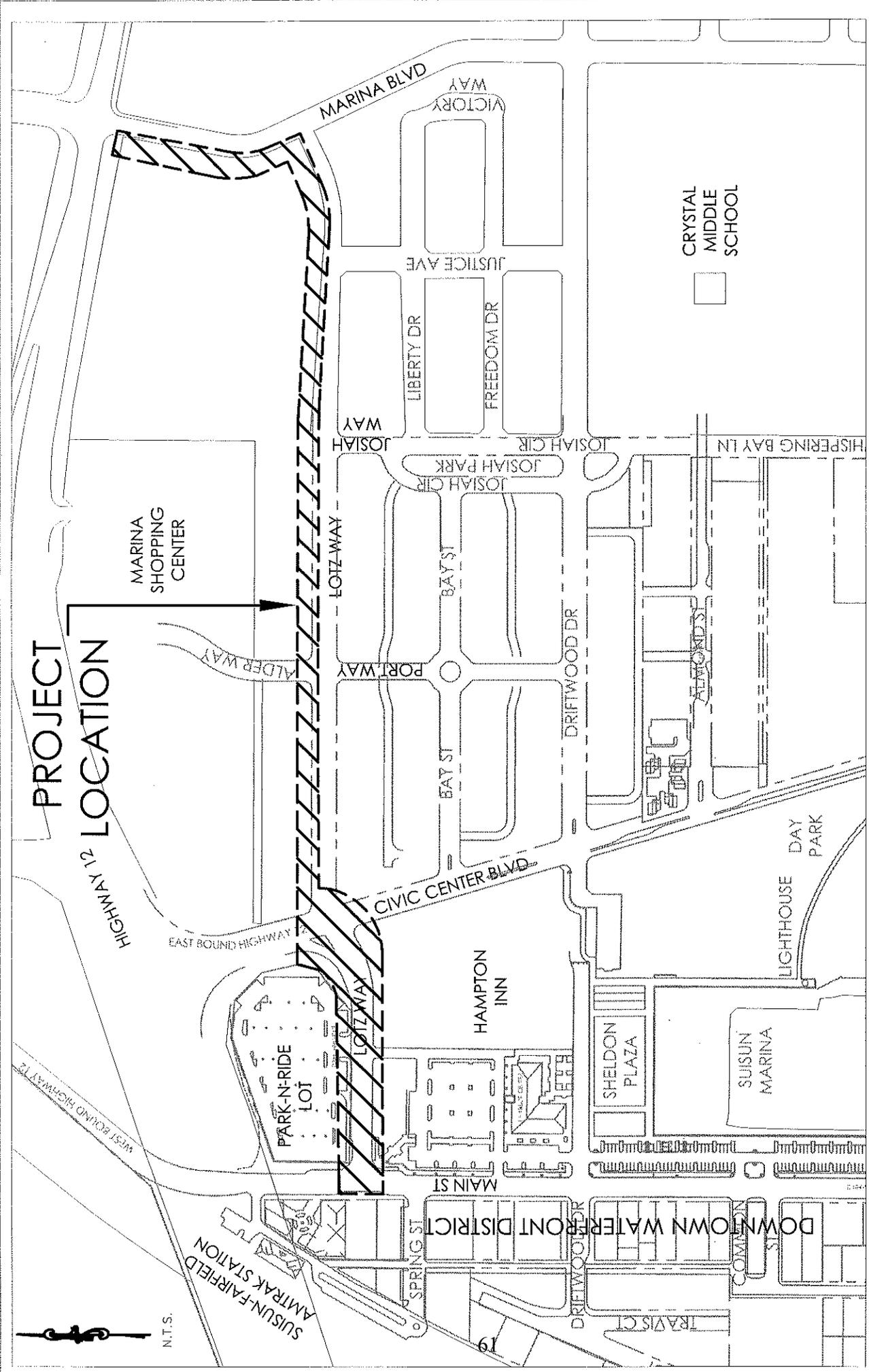
Lotz way would develop a plan that defines engineering solutions, policies and designs for Lotz Way. This TLC Plan would not only move residents from the eastern part of town along Lotz Way, but safely move out-of-town visitors from the Train Station or Highway 12 safely to the Downtown Suisun Waterfront.

5. Describe how you would incorporate public participation as part of the TLC Implementation Plan.

The City will incorporate public participation through stakeholder meetings that invite and encourage the participation of local community members, the School District, STA and its Bicycle and Pedestrian Committees, Caltrans, developers, and residents. The City is committed to developing partnerships with these groups and bringing them early into the planning process. The plan will also help identify these stakeholders and their priorities for the area.

6. Attach a City Council resolution authorizing development of the Plan. The Resolution is required to include a description of the source and amount of committed funding. Please note that the Grants are federal funds, and a 20% local match of non-federal funds is required.

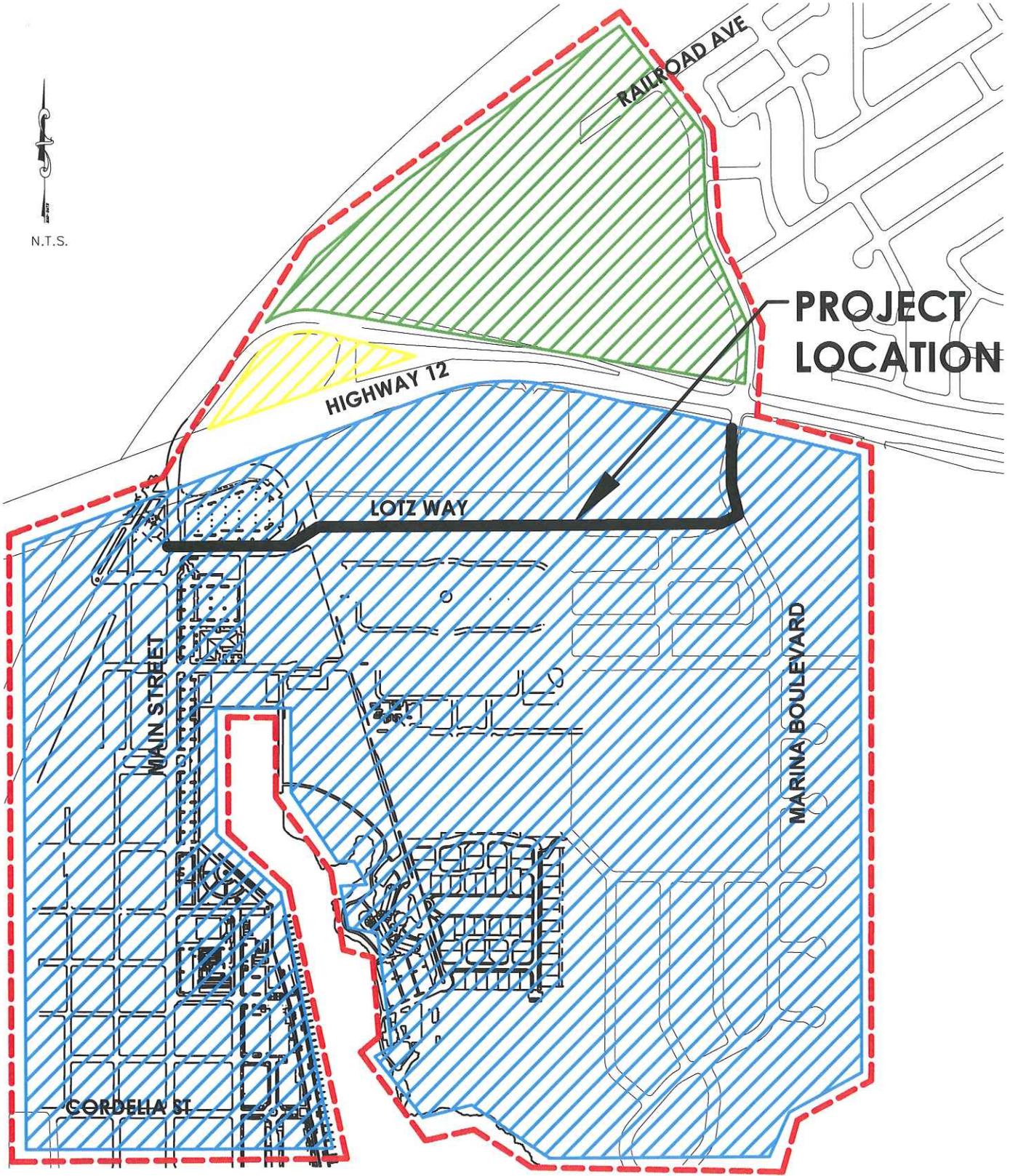
Please see the attached Suisun City Redevelopment Agency Resolution (Attachment 4) dated February 1, 2011. The Suisun City Redevelopment Agency has committed the 20% local match as required by the grant guidelines.



**PROJECT
LOCATION**

CITY OF SUISUN CITY
LOCATION MAP
LOTZ WAY PEDESTRIAN AND BIKE PATH IMPROVEMENTS

ATTACHMENT 1

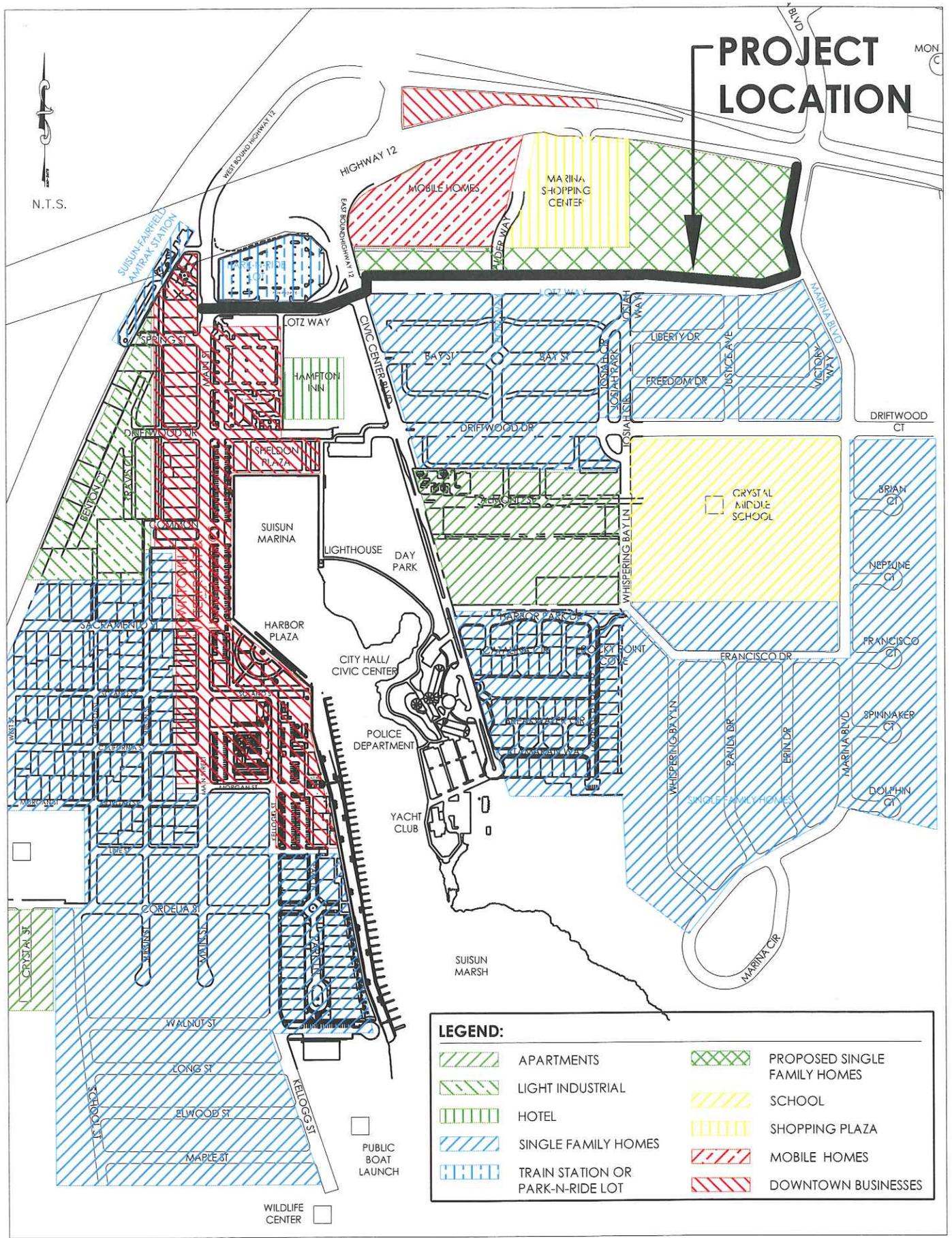


LEGEND:

-  DOWNTOWN WATERFRONT (WF)
-  GENERAL COMMERCIAL (GC)
-  COMMERCIAL SERVICE (CS)
-  PRIORITY DEVELOPMENT AREA

PROJECT LOCATION

N.T.S.



LEGEND:

| | | | |
|--|----------------------------------|--|------------------------------|
| | APARTMENTS | | PROPOSED SINGLE FAMILY HOMES |
| | LIGHT INDUSTRIAL | | SCHOOL |
| | HOTEL | | SHOPPING PLAZA |
| | SINGLE FAMILY HOMES | | MOBILE HOMES |
| | TRAIN STATION OR PARK-N-RIDE LOT | | DOWNTOWN BUSINESSES |

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RESOLUTION NO. RA 2011 - 07

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY
APPROVING THE APPLICATION FOR GRANT FUNDS FROM THE SOLANO
TRANSPORTATION AUTHORITY TRANSPORTATION FOR LIVABLE
COMMUNITIES PROGRAM (TLC) PLANNING GRANT FUNDS FOR THE LOTZ
WAY PEDESTRIAN AND BIKE PATH IMPROVEMENTS PROJECT**

WHEREAS, the Solano Transportation Authority (STA) has set aside \$150,000 of Transportation for Livable Communities (TLC) funds for planning grants intended to advance projects or plans in designated Priority Development Areas (PDAs); and

WHEREAS, the purpose of the STA's TLC planning grants is to plan and design TLC PDA concept projects to be ready for construction and to have the TLC PDA concept projects eligible and competitive for future STA and Metropolitan Transportation Commission's (MTC's) TLC capital funds; and

WHEREAS, the Lotz Way Pedestrian and Bicycle Improvements Project is an eligible project and will help define strategies and preliminary designs for this area within the Suisun City Downtown Waterfront District PDA; and

WHEREAS, said procedures established by the STA require the applicant to certify by resolution the approval of application and commitment of a local non-federal cash match of 20% of the total project cost.

NOW, THEREFORE, BE IT RESOLVED that the Suisun City Redevelopment Agency hereby:

Approves the filing of an application for the Lotz Way Pedestrian and Bicycle Improvements Project, and

1. Certifies that said applicant will develop a Plan that incorporates priority Solano Countywide bicycle and pedestrian projects, MTC parking strategies and Regional TLC Guidelines; and
2. Certifies that the applicant will provide a local non-federal cash match of 20% of the total project cost, not to exceed \$12,000; and
3. Delegates the authority to the City Manager/Executive Director or designee to conduct all negotiations, sign and submit all documents, including, but not limited to applications, agreements, amendments, and payment requests, which may be necessary for the completion of the project.

PASSED AND ADOPTED at a Regular Meeting of the Redevelopment Agency of the City of Suisun City duly held on Tuesday, the 1st day of February 2011, by the following vote:

| | | |
|-----------------|---------------|--|
| AYES: | Boardmembers: | <u>Day, Derting, Hudson, Segala, Sanchez</u> |
| NOES: | Boardmembers: | <u>None</u> |
| ABSENT: | Boardmembers: | <u>None</u> |
| ABSTAIN: | Boardmembers: | <u>None</u> |

WITNESS my hand and the seal of said Agency this 1st day of February 2011.

THIS DOCUMENT IS A TRUE AND CORRECT
COPY OF THE ORIGINAL ON FILE IN THIS
OFFICE

ATTEST: 2/2/11

DONNA POCK, Deputy
In and for the said City

By: Donna Pock Deputy

Donna Pock
Donna Pock, CMC
Deputy City Clerk



DATE: March 24, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) Call for Projects

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals. The RTP is a financially constrained document; only projects that can be funded through reasonably-anticipated revenues can be included in the RTP. Projects that receive federal and/or state financing must be listed in the RTP. In addition, local projects that have no federal or state funds may still be listed in the RTP in order to undergo air quality conformity analysis as part of the RTP review. It is therefore beneficial to have a project included in the RTP.

In order to provide a transportation network for the Sustainable Communities Strategy (SCS) analysis and the next RTP (which will use a horizon year of 2040, and will be known as T2040), MTC has already begun the process of updating the current RTP (T2035). Because of the RTP update schedule, only a short amount of time is allocated by MTC for STA to develop Solano County's RTP project list. All projects must be submitted to MTC by April 29, 2011.

MTC has adopted Performance Measures to be used in development of the RTP. These measures will be used to compare the base case (business as usual) land use development and transportation network with several alternative scenarios. The adopted Performance Measures are included as Attachment A.

On March 9, 2011, the STA Board issued a Call for Projects for the Solano RTP project list. The STA Board will hold a public hearing on the draft project list at its meeting of April 20, 2011.

Discussion:

MTC has provided STA with a preliminary financial projection for the RTP Call for Projects. That projection is \$3.36 billion over the next 25 years. MTC has stated that the projections are based on the foreseeable revenues plus a 75% mark-up. The baseline revenue would therefore be \$1.92 billion. During the last RTP update cycle, MTC provided STA with an initial financial projection of \$1.6 billion, but later revised the projection downward to approximately \$600 million. STA is anticipating a similar lowering of the financial projection in this RTP cycle.

STA is proposing to classify RTP submittals into one of three tiers. Tier 1 are those projects most likely to be delivered in the next 4 years or most critical to the county and regional transportation future, and totaling no more than \$1 billion. Tier 2 are those projects that have a timeframe likely to be longer than 4 years and that total no more than an additional \$0.92 billion. Tier 3 projects are longer term and are those remaining projects that total no more than an additional \$1.44 billion. Projects and programs will also be identified by their ability to meet the performance targets established for the SCS and the RTP.

The RTP submittals also include the Programmatic Categories established by MTC, covering items such as bicycle and pedestrian facility expansion, non-capacity local bridge rehabilitation/replacement/retrofit, and transit operation and maintenance. The Programmatic Categories are shown in Attachment B. STA is not proposing to assign any funds to categories 15 (Non-Capacity Increasing Local Road Intersection Modifications and Channelization, 17 (Freeway/Expressway Incident Management (freeway service patrol, call boxes)) or 23 (Toll Bridge Rehabilitation/Replacement/Retrofit, but is proposing to include some level of funds for other categories to at least be eligible for these funds if they become available. STA is also proposing to add three categories: Senior and Disabled Mobility, Safe Routes to Schools and Safe Routes to Transit.

Attachment C shows STA staff's preliminary listing and tiering of projects and programmatic categories. This list includes input received to date from the Bicycle Advisory Committee and Paratransit Coordinating Council, as well as STA staff assessment of projects. Project descriptions and costs are preliminary, and will need further input from the cities and county.

At the March 30, 2011 TAC meeting, TAC members are asked to bring current cost and funding information on listed or proposed projects in order to help complete the Draft Tiered STA RTP Project List. The list will be the subject of a public hearing at the STA Board meeting of April 20, 2011.

Fiscal Impact:

None at this time. However, the RTP project list will identify those projects and programmatic categories that are covered under the RTP federal air quality attainment conformity analysis and which projects are eligible for state or federal funds, both of which strongly influence STA and member agency spending options.

Recommendation:

Forward a recommendation to the STA Board to hold a public hearing on the Draft Tiered STA RTP Project List.

Attachments:

- A. SCS/RTP Performance Targets
- B. Programmatic Categories
- C. Draft Tiered STA RTP Project List (To be provided under separate cover.)

Date: January 26, 2011
 W.I.: 1121
 Referred by: Planning Committee

Attachment A
 Resolution No. 3987
 Page 1 of 2

Performance Targets for the Sustainable Communities Strategy/Regional Transportation Plan

| GOAL/OUTCOME | # | RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i> |
|----------------------------|----------|--|
| CLIMATE PROTECTION | 1 | Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i> |
| 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 <i>Statutory - Source: ABAG adopted methodology, as required by SB 375</i> |
| HEALTHY & SAFE COMMUNITIES | 3 | Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i> Associated Indicators <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions |
| | 4 | Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i> |
| | 5 | Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i> |

Attachment A
Resolution No. 3987
Page 2 of 2

| GOAL/OUTCOME | # | RECOMMENDED TARGET <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i> |
|--|-----------|---|
| OPEN SPACE AND AGRICULTURAL PRESERVATION | 6 | Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> • Scenarios will be compared to 2010 urban footprint for analytical purposes only. <i>Source: Adapted from SB 375</i> |
| EQUITABLE ACCESS | 7 | Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i> |
| ECONOMIC VITALITY | 8 | Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars) <i>Source: Bay Area Business Community</i> |
| TRANSPORTATION SYSTEM EFFECTIVENESS | 9 | <ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i> |
| | 10 | Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life <i>Source: Regional and state plans</i> |

Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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DATE: March 15, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: City of Dixon's Intermodal Station West B Street Undercrossing
Project Funding Plan

Background:

The City of Dixon's top priority pedestrian and bicycle project is the West B Street Undercrossing project. The Project is located in the vicinity of Dixon's downtown, between N. 1st Street (State Route (SR) 113) and N. Jefferson Street. It involves constructing a pedestrian undercrossing to replace an existing at-grade crossing at the city's future train station location. The current at-grade crossing facilitates an estimated 500 pedestrian trips daily, the majority of which are children accessing schools on either side of the railroad tracks. Two fatalities have been reported at the project location since 1990. The project is designed to improve bike and pedestrian railroad crossing safety and will provide access to the City of Dixon's future train station.

The West B Street Undercrossing project is challenging because it cannot be phased given the tunnel design under the Union Pacific railroad tracks. The estimated cost to complete the project is \$6.1 million.

The project is identified as a top priority project in the Solano Transportation Authority's (STA) Solano Countywide Bicycle and Pedestrian Plans as well as the Solano Safe Routes to School Plan. As a result, the STA Board approved it for Eastern Congestion Mitigation and Air Quality (ECMAQ) Program Funds which was later swapped for Transportation Development Act (TDA) Article 4/8 funds with the City of Vacaville for a total of \$975,000. In addition, the STA also committed \$195,000 from TDA Article 3 funds for allocation in FY 2011-12 for a total of \$1.17 million to assist in attracting other grants and funding opportunities. The City has a remaining funding gap of \$4.93 million.

Over the last 2 years, the STA Board approved funding that completed and/or advanced several major priority pedestrian and bicycle projects in other Solano cities:

Major bicycle projects:

- City of Fairfield's McGary Road Class II Bike Route (Complete)
- City of Benicia's State Park Road/ Rose Drive Overcrossing (Complete)
- City of Suisun's Central County Bikeway (Complete)
- City of Vacaville's Ulatis Creek Bike Class I Route (Fully funded- Construction anticipated in Summer 2011)

Major pedestrian projects:

- City of Rio Vista's Waterfront Project (Demonstration Project Complete)
- City of Vallejo Downtown Renaissance Project (Under Construction)
- City of Suisun's Grizzly Island Trail Project (Fully funded- Construction anticipated Fall 2011)
- Solano County Old Town Cordelia- (Completed)

These projects have been in planning, environmental and design phases for a number of years. Completion of the projects was possible through existing fund sources as well as funding advanced as part of the American Recovery and Reinvestment Act (ARRA). As a result, there are few shovel ready bicycle and pedestrian projects.

Discussion:

STA staff is proposing to create a fund strategy for the City of Dixon's West B Undercrossing Project due to its priority in the STA Countywide Bicycle and Pedestrian and SR2S Plans. The recommended funding strategy will be consistent with the principles approved by the STA Board for the City of Dixon's project. Attachment A outlines the funding strategy principles adopted by the STA Board on March 10, 2010. By creating a fund strategy, the City of Dixon will be provided funding certainty for local match and seed money to leverage discretionary funds for other regional, state and federal fund sources based on the project's progress.

The recommended fund strategy includes \$4.949 million of combined committed and anticipated discretionary funding to be dedicated toward the Project. This includes the previous ECMAQ and TDA Article 3 funds plus \$649,000 in available Transportation Enhancement (TE) reserve funds among other funding outlined in Attachment B. A remaining shortfall of \$1.151 million will need to be addressed by the City of Dixon by FY 2012-13; otherwise the STA will need to program the committed funding to other eligible projects or risk being lost to the region.

Fiscal Impact:

No direct impact to the STA budget. Funding committed as part of the fund strategy will be provided by discretionary funds as outlined in Attachment B.

Recommendation:

Forward a recommendation to the STA Board to approve a fund plan committing current and future discretionary funding for the City of Dixon's West B Undercrossing Project as outlined in Attachment B.

Attachments:

- A. STA Funding Strategy Principles and Criteria
- B. City of Dixon's West B Street Bicycle and Pedestrian Undercrossing Fund Strategy

Solano Transportation Authority (STA)

Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

- 1. Minimum of One Top Priority Project Per Agency every 10 years**
 - a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
 - b. Criteria: Developed project phases per member agency per decade.
- 2. Create Funding Certainty**
 - a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
 - b. Criteria: Funded Project Delivery Phases
 - i. Environmental Review
 - ii. Preliminary Engineering and Design
 - iii. Right-of-Way Acquisition
 - iv. Construction
- 3. Reward Project Progress**
 - a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
 - b. Criteria: Completed Project Delivery milestones
 - i. Environmental Document approval, permits obtained, and Project Approval
 - ii. Final Design complete
 - iii. Right-of-Way acquired
- 4. Maximize Countywide Funding through Leveraging**
 - a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
 - b. Provide basic local matches to obligate grant funds**
 - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
 - ii. Criteria: Ratio of STA grants vs. other funding
 - c. Develop projects to compete for “Shovel-Ready” grants**

- i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
 - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
- d. Invest comprehensively in a project area to compete for large grants**
- i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
 - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
 - iii. Criteria: Ratio of STA investments vs. regional grant funding

ATTACHMENT B

City of Dixon’s West B Street Bicycle and Pedestrian Undercrossing Fund Strategy

FUNDING INFORMATION

| Funding Sources | Program Year | Upcoming Deadlines | CON | Fund Sources Total |
|--------------------------|---------------------|-----------------------------|-------------|---------------------------|
| TDA 4/8 | 2011-12 | VV/Dix Fund Swap | \$325,000 | \$325,000 |
| TDA 4/8 | 2012-13 | VV/Dix Fund Swap | \$325,000 | \$325,000 |
| TDA 4/8 | 2013-14 | VV/Dix Fund Swap | \$325,000 | \$325,000 |
| TDA 3 | 2012-13 | Due March 2012 | \$125,000 | \$125,000 |
| YSAQMD CAF | 2012-13 | Due March 2012 | \$100,000 | \$100,000 |
| E-CMAQ, if Cycle 2 | 2012-13 | TBD | \$2,000,000 | \$2,000,000 |
| MTC-STA SR2S, if Cycle 2 | 2012-13 | TBD | \$600,000 | \$600,000 |
| STIP-TE, if reauthorized | 2012-13 | Reprogram, Apr 26 | \$649,000 | \$649,000 |
| State SR2S Grant | 2012-13 | TBD | \$500,000 | \$500,000 |
| | | | Total | \$4,949,000 |
| SHORTFALL | | | \$1,276,000 | \$1,151,000 |
| | | Project Phase Total: | \$6,100,000 | \$6,100,000 |

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DATE: March 17, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Background:

The State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan began in late 2008 through a \$55,000 grant awarded to STA by the San Francisco Ridge Trail Council. The purpose of the Plan was to evaluate the possibility for an off-street bicycle and pedestrian path within the SR 12 West corridor, while providing a basis to update other plans in this area. Key participants of the Technical Working Group that was formed to guide this Plan included staff from Caltrans, City of Fairfield, Napa County, Napa County Transportation and Planning Agency (NCT&PA), San Francisco Ridge Trail Council, and Solano County.

The Plan development was placed on hold for approximately one year, resuming in late 2009, due to state budget restrictions on available funding. Over the past several months, the Plan's Working Group and consultant team has worked to refine the study to finalize the document.

Discussion:

The SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan includes the following chapters:

1. Executive Summary
2. Introduction
3. SR 12 Corridor Bicycle and Pedestrian Partnership
4. Goals, Objectives, and Policies
5. Bicycle and Pedestrian Plans/Projects Inventory
6. Opportunities and Constraints
7. Concept Design and Alignment Options
8. Trail Design Guidelines
9. Cost Analysis, Funding, and Implementation

The planned Caltrans SR 12 Jameson Canyon Road Widening Project will provide Class II bicycle lanes along SR 12 for commuting and utilitarian bicycle-pedestrian travel through the corridor. With the expected construction of Class II bicycle lanes as part of the Caltrans project, the ability for bicyclists to travel through the 6 mile corridor will be acceptable to meet the bicycle transportation needs.

To accommodate pedestrian travel, a separated Class I path or trail route for pedestrian transportation between the two counties was evaluated. Based on this evaluation, a "most feasible" route along the south side of SR 12 with an estimated construction cost of \$8.8 million (not including Right-of-Way (ROW) acquisition costs) has been identified for further study to provide a path beyond the Class II bicycle lanes on SR12. This route is technically the most feasible of five alternative routes considered, but still has considerable challenges.

A benefit-cost analysis was prepared and showed that the cost to develop a Class I facility on the terrain exceeds the benefit based on estimated users. Based on this model, although the most feasible alignment will be relatively expensive to construct, given physical, environmental and ROW challenges, a Class I project would provide a benefit cost ratio of 0.30 at 25 users per day. A positive benefit cost ratio of 1.02 could be achieved at about 90 users per day (32,850 trail users/visitor days annually).

It is possible that as future potential developments in the corridor are completed, an increase in the expected number of users will occur, which would bring a positive benefit-cost ratio. An alternative option is to consider the design and construction of a trail to a lower standard initially, potentially reducing construction costs greatly. For example, the trail could be designed with an 8-foot wide natural surface instead of a 10-foot paved surface, with shoulders, significantly reducing grading, drainage, and paving costs. A positive benefit cost ratio could then be achieved with much lower daily use levels. The trail could then be upgraded at some time in the future when use levels dictate a higher standard is warranted.

Ultimately, the study concludes that since the trail will predominantly be located on or adjacent to private farm and ranch lands, follow-up planning/engineering work should be completed in addition to discussions with key property owners, possibly in cooperation with the Solano Land Trust and the Napa Land Trust and the Ridge Trail. Coordination with the California Department of Fish and Game and the U.S. Fish and Wildlife Service will also be important next steps.

The Bicycle Advisory Committee (BAC) reviewed the Plan at their March 16, 2011 meeting. The BAC comments were as follows:

- Change all references to SR 12 bicycle lane providing “sufficient” accommodation for bicyclists to “acceptable”
- Update the conclusion to clarify/provide a recommendation for the need for a safe crossing of SR 12 at Red Top Road; in the interim, complete a study for an at-grade crossing or other alternate until the long-term interchange improvements can be made.

The BAC unanimously approved the study for STA Board adoption based on the draft approved by the study’s Technical Working Group.

If approved by the TAC, the recommendation would be presented to the STA Board at their April 20, 2011 meeting for a formal adoption of the SR12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan.

Attachments:

- A. SR12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Note: This attachment has been provided to TAC members under separate enclosure.

For immediate review, you may also access by going to the STA Website:

<http://www.sta.ca.gov/cal.php?event=1&oid=1000000205&ogid=1000000006&event=1>



DATE: March 17, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Bicycle Transportation Plan

Background:

The Solano Countywide Bicycle Plan is currently being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Pedestrian Plan, the Solano Countywide Bicycle Plan identifies the short-term and long-term projects needed to complete a countywide bikeway network. Over the last several months, the Bicycle Advisory Committee (BAC) has worked with the Technical Advisory Committee (TAC) to identify priority bicycle projects in each jurisdiction. Through this process, the following key items have been developed and reviewed by the BAC:

1. Draft Solano Countywide Bicycle Network Projects List
2. Draft Solano Countywide Bicycle Network Priority Projects List
3. Chapter 1 – Existing Conditions
4. Chapter 2 – Goals, Objectives, and Policies
5. Chapter 3 – Proposed Bikeway System
6. Chapter 4 – Policies and Programs

Discussion:

For the TAC's review, STA staff has completed the following:

1. Chapter 5 – Cost Analysis and Implementation
2. Chapter 6 – Data Collection
3. Chapter 7 – Performance Measures and Evaluation
4. Bicycle project mapping for each community

Each chapter provides an introduction to the chapter contents, followed by the materials developed through study.

Beginning in late fall 2009, STA staff began a series of planning coordinating meetings with public works and planning staff in each jurisdiction. These meetings included the respective agency's elected BAC and PAC representatives to discuss proposals for projects and to identify priorities. Over the next several months, STA staff worked with local agency staff to review projects to ensure that their projects were fully considered in the Solano Countywide Bicycle Transportation Plan.

Mapping was completed by STA staff with help from BAC members and local agency staff. BAC members were asked to review copies of the SolanoLinks Bike Map to update the existing bikeway network. In addition, STA staff reviewed routes based on Google Maps and available maps and data provided by agency staff. The proposed network shown in Chapter 3, Table 3-5A and 3-5B, was mapped to show a countywide view as well as individualized maps per jurisdiction.

In January 2011, the BAC reviewed the Cost Analysis portion of Chapter 5 – Cost and Implementation. Since the January 20th meeting, the implementation portion has been completed. The implementation section of Chapter 5 discusses STA’s general approach to project delivery and accomplishing the recommendations identified in the Countywide Bicycle Transportation Plan. Chapter 6 details bicyclist counts and commute statistics based on the 2000 Census and 2005-2007 American Community Survey.

Chapter 7 – Performance Measures and Evaluation is a new element to the Solano Countywide Bicycle Transportation Plan. The purpose of this chapter is to provide a platform for STA staff to begin coordinating information regarding current projects and eventually being able to provide a resource to project sponsors and members of the public about the various outcomes of the Countywide Bicycle Transportation Plan. The development of the Performance Measures section was achieved through review of bicycle plans with performance measures and interviews with various transportation professionals.

Based on the nine (9) goals identified in Chapter 2 of the Countywide Bicycle Transportation Plan, a system of measurement for achieving those goals was developed based on quantitative and qualitative analysis. The performance measures have been created based on measurement of outputs and outcomes of the Plan. Whereas *outputs* take a look at physical development of the bikeway network and the amenities described, *outcomes* evaluate the perceived benefit to the community primarily based on user/public feedback. By use of outcome-oriented evaluation, STA staff can also develop qualitative inferences based on quantitative data. The primary party responsible for coordinating the performance measures statistical data is STA, which would assist in further improving STA staff accountability to the general public and project sponsors.

The BAC reviewed the Plan at their April 16, 2011 meeting. The BAC comments were as follows:

- Data collection: add collision statistics and safety information
- Bicycle coalitions in Portland and Seattle are more superior regardless of the difference in weather. Despite having more rain, the infrastructure has been designed and invested upon to provide a large-scale benefit to their communities. This benefit can be observed by the use of the bicycle daily as a form of transportation that is part of the vehicular and transit infrastructure. Add language for recommendation for development of a bicycle coalition in Solano County.

The BAC unanimously approved the Plan for STA Board for adoption based on the approval by the study’s Technical Working Group.

If approved by the TAC, the recommendation would be presented to the STA Board at their April 20, 2011 meeting for a formal adoption of the Solano Countywide Bicycle Transportation Plan.

Fiscal Impact:

None to the STA budget. Projects identified in the Solano Countywide Bicycle Plan are eligible for Caltrans Bicycle Transportation Account grants, Federal funds administered by STA, and other funding sources requiring an adopted bicycle plan of local agencies.

Recommendation:

Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Bicycle Transportation Plan.

Attachments:

- A. Solano Countywide Bicycle Transportation Plan
- B. Note: This attachment has been provided to the TAC members under separate enclosure. For immediate review, you may also access by going to the STA Website:
<http://www.sta.ca.gov/cal.php?event=1&oid=1000000205&ogid=1000000006&event=1>



DATE: March 23, 2010
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2010-11
and Development of FY 2011-12 and 2012-13 OWP

This report will be provided under separate cover.

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DATE: March 17, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Status of Ramp Metering Implementation in Solano County

Background:

Efforts to satisfy public demand for improved travel have shifted from a philosophy of providing additional capacity to one of improving the operations of our existing transportation infrastructure. Ramp metering is effectively implemented in conjunction with other freeway management systems such as High Occupancy Vehicle (HOV) lanes, HOV ramp bypass lanes, surveillance camera and incident detection, and arterial management. Studies have shown ramp management benefits include increased safety by improving the flow and mix of vehicle that enter the freeway, improved mobility and reliability, and environmental benefits from reduced vehicle emissions.

On February 20, 2010, the STA Board approved the Solano Highways Operations Study, which recommended this approach to maximize current infrastructure with operations investments, such as ramp metering and other traffic operations system elements. This study was developed under the guidance of the Solano Highways Partnership (SoHIP), a partnership involving all cities along I-80 as well as Metropolitan Transportation Commission (MTC), Caltrans, and STA staff.

Discussion:

Fairfield I-80 Ramp Metering Under Construction

As part of the I-80 HOV Lane project in Fairfield, Caltrans is installing ramp metering equipment between Red Top Road and Air Base Parkway. This includes highway-to-highway connector metering projects on connectors within the I-80/I-680/SR12 Interchange. Construction is estimated to be complete by early 2012.

\$48M in Federal Funds for Ramp Metering and Other Operations Improvements

In October 2009, MTC adopted federal funding for Fiscal Year (FY) 2009-10 and 2010-11 to be amended into the current 2009 Transportation Improvement Program (TIP). The funding was an extension of the federal Safe Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) for Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Included in this action was \$28 million for 42 ramp metering locations and Traffic Operations System (TOS) elements, such as close circuit television cameras, changeable message signs, and traffic volume loop detection, along I-80 between State Route 37 in Vallejo to I-505 in Vacaville as part of MTC's Freeway Performance Initiative (FPI) (Attachment A). Within Cycle 2, an additional \$20 million for 19 ramp metering locations and 150 TOS elements along I-80 countywide.

Authorization to Build Ramp Metering, But Not to Operate Ramp Metering

Caltrans and MTC are working together to fund and build ramp metering and TOS project elements, but they cannot operate ramp metering lights without approval from local agencies. Santa Clara County and San Mateo County entered into Memorandums of Understanding (MOU) to clarify roles & responsibilities and create a framework for how ramp metering would be studied and how ramp metering would be operated in collaboration with local agencies and Caltrans. These MOUs describe how Caltrans meets quarterly with a Ramp Metering Technical Advisory Committee (RMTAC) to discuss and adjust ramp metering signal timing.

Next Steps: Studying Ramp Metering and Developing an MOU for Ramp Metering Operations

Since December 2010, the STA, MTC, Caltrans staff along with Public Works staff from local agencies along I-80 have held monthly Solano Highways Partnership (SoHIP) meetings discussing highway projects in development, ramp metering study scopes of work, public engagement proposals, and MOU development (Attachment B). SoHIP members routinely focus on issues related to local congestion due to ramp metering, safety related to highway-to-highway connectors, public education and information about ramp metering, and clear modeling data to understand the regional and local benefits of ramp meters prior to beginning ramp meter operations. The SoHIP will review a draft Ramp Metering Presentation at their March 30 meeting (Attachment C).

STA staff estimates that the SoHIP will review and approve of a ramp metering study by early 2012 and potentially enter into MOUs with local agencies and Caltrans at the same time. Prior to Caltrans completing the construction of the I-80 Ramp Metering project in Fairfield, the SoHIP will have reviewed public information material to inform the public about ramp metering. A draft public information presentation is presented in Attachment C.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC Resolution 3924, Appendix A4, Freeway Performance Initiative projects
- B. Solano Highways Partnership (SoHIP) Agenda Covers, 12-15-10, 01-26-11, and 02-23-11
- C. STA Ramp Metering Presentation (Provided Under Separate Cover).

October 28, 2009

Attachment A

MTC Resolution No. 3925

Page 5 of 10

Revised: 12/16/09-C

09/22/10-C

Appendix A-4

**New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010**

PRIOR ARRA COMMITMENTS

(thousands \$)

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Committed ARRA | Cumulative ARRA |
|--------------------------------|---------|--------------------------|---------------------|---------------|---------------|------------|----------------|-----------------|
| 15340 | SM 280 | SB; Route 1 to Route 380 | 9 RMs | \$4,900 | \$2,100 | \$7,000 | \$7,000 | \$7,000 |
| 15130 | SCL 280 | SB; Menker to 11th | 8 Ramp Meters (RMs) | \$5,000 | \$2,000 | \$7,000 | \$7,000 | \$14,000 |
| 15034 | SCL 280 | NB; Vine to Leland | 7 RMs | \$3,400 | \$1,600 | \$5,000 | \$5,000 | \$19,000 |
| Committed ARRA Subtotal | | | | | | | | \$19,000 |

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Cycle 1 Funding * | Cycle 1 Cumulative Funding |
|-------------------------|---------|--|---------------------------|---------------|---------------|------------|-------------------|----------------------------|
| - | - | signal timing, perf. monitoring & implementation | | | | | \$8,558 | \$8,558 |
| 15300 | ALA 92 | EB; SM Bridge to Route 880 | 7 RMs | \$3,872 | \$2,365 | \$6,237 | \$6,237 | \$14,795 |
| 15420 | SCL 85 | Route 280 to Route 101 | 14 RMs + 14 TOS elements | \$8,552 | \$3,135 | \$11,687 | \$4,687 | \$19,482 |
| 15113 | ALA 580 | Route 880 to SCL Co. line | 25 RMs + 69 TOS elements | \$12,425 | \$4,416 | \$16,841 | \$6,841 | \$26,323 |
| 15320 | SCL 680 | Route 101 to ALA co. line | 32 RMs + 23 TOS elements | \$16,295 | \$5,611 | \$21,906 | \$11,906 | \$38,229 |
| 15310 | ALA 680 | CC co. line to SCL co. line | 30 RMs + 67 TOS elements | \$28,112 | \$8,301 | \$36,413 | \$36,413 | \$74,642 |
| 15330 | SCL 101 | 101/85 IC south to SBT co. line | 27 RMs + 46 TOS elements | \$19,215 | \$6,612 | \$25,827 | \$4,290 | \$78,932 |
| 15350 | SOL 80 | SR 37 to I-505 | 42 RMs | \$21,000 | \$7,068 | \$28,068 | \$28,068 | \$107,000 |
| 15160 | MRN 101 | SF Co. Line to SON Co. Line | 43 RMs | \$23,700 | \$5,000 | \$28,700 | \$5,000 | \$112,000 |
| TOS22 | SOL 80 | I-505 to YOL Co. Line | 19 RMs + 150 TOS elements | \$20,000 | \$7,000 | \$27,000 | \$7,000 | \$119,000 |
| 15270 | CC 4 | Alhambra Ave. to Loveridge Road | 4 RMs + 40 TOS elements | \$6,400 | \$2,500 | \$8,900 | \$2,500 | \$121,500 |
| 15148 | ALA 880 | Davis St to SCL co. line | 8 RMs + 60 TOS elements | \$10,000 | \$3,500 | \$13,500 | \$3,500 | \$125,000 |
| Cycle 1 Subtotal | | | | | | | | \$125,000 |

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

| EA | Route | Location | Description | costs | costs | Total Cost | Funding | Cumulative |
|-------------------------|---------|--|---------------------------|----------|---------|------------|----------|-----------------|
| - | - | signal timing, perf. monitoring & implementation | | | | | \$6,000 | \$6,000 |
| 15160 | MRN 101 | SF Co. Line to SON Co. Line | 43 RMs | \$23,700 | \$5,000 | \$28,700 | \$23,700 | \$29,700 |
| TOS22 | SOL 80 | I-505 to YOL Co. Line | 19 RMs + 150 TOS elements | \$20,000 | \$7,000 | \$27,000 | \$20,000 | \$49,700 |
| 15270 | CC 4 | Alhambra Ave. to Loveridge Road | 4 RMs + 40 TOS elements | \$6,400 | \$2,500 | \$8,900 | \$6,400 | \$56,100 |
| 15148 | ALA 880 | Davis St to SCL Co. Line | 8 RMs + 60 TOS elements | \$10,000 | \$3,500 | \$13,500 | \$10,000 | \$66,100 |
| TOS19 | SON 101 | Marin Co. Line to Mendocino Co. Line | 40 RMs + 108 TOS elements | \$24,000 | \$6,900 | \$30,900 | \$30,900 | \$97,000 |
| Cycle 2 Subtotal | | | | | | | | \$97,000 |

J:\TRANSFER\FPI\15325_Attach-A_Appendices.xls\A-4 FPI

GRAND TOTAL \$241,000

* Project adjustments if needed will be taken to the Commission through a TIP amendment

* Project list updated September 22, 2010. Notable revisions include:

- (1) The elimination of SM 101 because we received state funds;
- (2) Addition of SON 101 and;
- (3) Redirected costs based on recent bid prices.

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SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, December 15, 2010

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585



Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.

| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|-------------|---|---|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Janet Adams STA |
| II. | APPROVAL OF AGENDA | |
| III. | ACTION ITEMS | |
| A. | Purpose of the Solano Highways Partnership (SoHIP) <i>Recommendation:</i> <i>Approve the Solano Highways Partnership purpose & membership as discussed on the December 15th SoHIP agenda cover.</i> | Sam Shelton, STA |
| IV. | INFORMATION ITEMS (11:45 a.m. – 1:00 p.m.) | |
| A. | I-80 Project Status & Future Coordination Efforts (10 minutes) | Janet Adams, STA Alan Chow, Caltrans |
| B. | Ramp Metering Intro & Public Information (10-15 minutes) | Joy Lee, MTC Sean Nozzari, Caltrans |
| C. | Ramp Metering MOU Worksheet & Examples (10-15 minutes) | Sam Shelton, STA |
| D. | Ramp Metering Study: Consultant RFP Outline (15 minutes) | Alan Chow, Caltrans Joy Lee, MTC |
| E. | Next Steps & Meeting Schedule | Sam Shelton, STA |
| V. | ADJOURNMENT | |
| | The next SoHIP meeting will be scheduled for January 2011, as discussed under Item IV.E. | |

Solano Highways Partnership (SoHIP) Members, (Proposed)

| | | | | |
|--|--|---|---|--|
| <u>Royce Cunningham</u> City of Dixon | <u>Wayne Lewis</u> City of Fairfield | <u>Paul Wiese</u> County of Solano | <u>Jeff Knowles</u> City of Vacaville | <u>David Kleinschmidt</u> City of Vallejo |
| <u>Alan Chow</u> Caltrans D4 Systems and Ramp Metering | <u>Adrian Levy</u> Caltrans D4 Systems and Ramp Metering | <u>Joy Lee</u> Metropolitan Transportation Commission | <u>Sze Lei Leong</u> Metropolitan Transportation Commission | <u>Janet Adams</u> Solano Transportation Authority |

SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, January 26, 2011

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.



| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|---|--|--------------------------------------|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Sam Shelton, STA |
| II. | APPROVAL OF AGENDA | |
| III. | APPROVAL OF DECEMBER 15, 2011 MEETING MINUTES | Jessica McCabe, STA |
| IV. | ACTION ITEMS | |
| A. | None. | |
| V. | INFORMATION ITEMS (11:45 a.m. – 1:00 p.m.) | |
| A. | Ramp Metering Project Design in Fairfield (15 minutes) | Alan Chow, Caltrans |
| B. | Potential Ramp Metering I-80 FPI Project Scope (20 minutes) | Adrian Levy, Caltrans |
| C. | Revised Ramp Metering Study Scope of Work (30 minutes) | Joy Lee, MTC Dowling & Associates |
| D. | Next Steps: Adopt Ramp Metering Scope of Work and Review Public Information & MOU Development (10-15 minutes) | Sam Shelton, STA |
| VI. | ADJOURNMENT | |
| The next SoHIP meeting will be scheduled for March 30, 2011 at 11:30am at the STA Main Conference Room. | | |

Solano Highways Partnership (SoHIP) Members,

Royce Cunningham
City of Dixon

Steve Hartwig
City of Fairfield

Paul Wiese
County of Solano

Jeff Knowles
City of Vacaville

David Kleinschmidt
City of Vallejo

Alan Chow
Caltrans D4 Systems and
Ramp Metering

Joy Lee
Metropolitan Transportation
Commission

Janet Adams
Solano
Transportation Authority

SoHIP

SOLANO HIGHWAYS PARTNERSHIP MEETING AGENDA

Wednesday, February 23, 2011

11:30 a.m. to 1:00 p.m. in STA Main Conference Room

STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

Purpose: The Solano Highways Partnership, composed of agencies with jurisdiction along the I-80 corridor, serves as a collaborative review committee advising STA, MTC, and Caltrans staff on highway project delivery, including highway project design, MOUs regarding the operation of ramp metering, and Intelligent Transportation System projects.



| <u>ITEM</u> | <u>ACTIVITY</u> | <u>ADMINISTRATOR</u> |
|-------------|---|--|
| I. | LUNCH - CALL TO ORDER—SELF INTRODUCTIONS | Sam Shelton, STA |
| II. | APPROVAL OF AGENDA | |
| III. | APPROVAL OF JANUARY 26, 2011 MEETING MINUTES | Jessica McCabe, STA |
| IV. | ACTION ITEMS None. | |
| V. | INFORMATION ITEMS (11:30 a.m. – 1:00 p.m.) | |
| A. | Revised Ramp Metering Study Scope of Work (30 minutes) | Sze-Lei Leong, MTC Dowling & Associates |
| B. | STA CMP & MTC Joint Traffic Count Project (5 minutes) | Robert Macaulay, STA |
| C. | Highway-to-Highway Ramp Metering (25 minutes) | Alan Chow, Caltrans |
| D. | Review Public Information Elements & MOU Development Schedule (30 minutes) | Sam Shelton, STA |

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DATE: March 24, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Status of Countywide Greenhouse Gas Emission Inventory

Background:

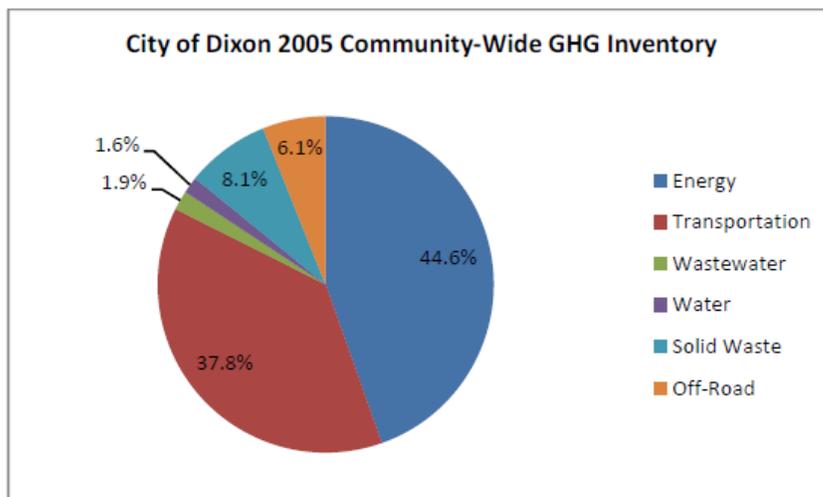
Greenhouse Gases (GHG) are generally believed to be a major human-produced contributor to global warming. AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of GHG. An inventory of baseline emissions is critical to measuring the effectiveness of strategies intended to reduce emissions to a level below that baseline.

On September 8, 2010, the STA Board approved a contract with AECOM to conduct a GHG inventory for the cities of Vallejo, Fairfield, Suisun City, Vacaville, Dixon and Rio Vista. The contract was subsequently amended to remove Vallejo because they are conducting their own GHG inventory, funded by a City-obtained grant.

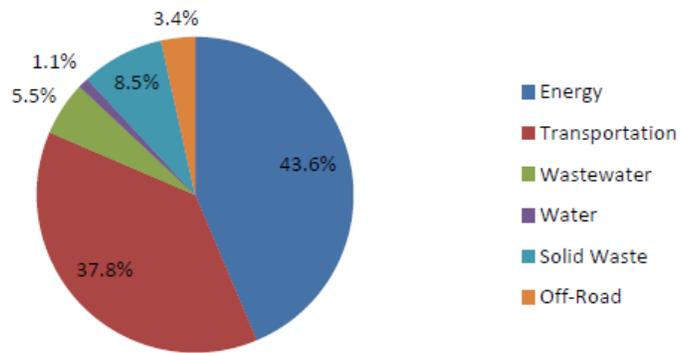
Discussion:

On February 28, 2011, AECOM released the preliminary GHG inventories for Fairfield, Dixon, Suisun City and Vacaville. The preliminary inventory for Rio Vista was released on March 11. Dixon, Fairfield and Vacaville have asked for minor clarifications or updates to information in the inventories, but all of the agencies stated the reports were generally accurate and acceptable.

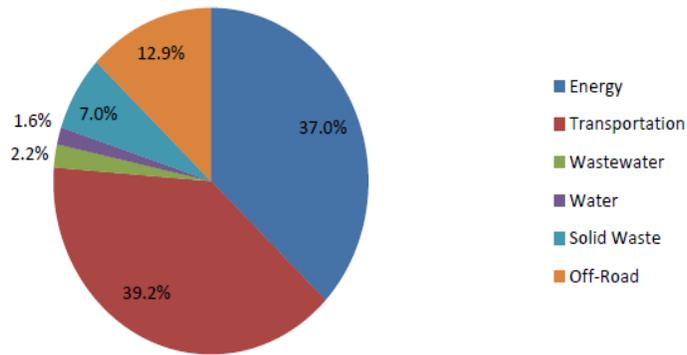
Below are the pie charts from the preliminary GHG inventories. These pie charts are subject to revision as AECOM addresses City comments, but the overall proportions are not likely to change significantly.



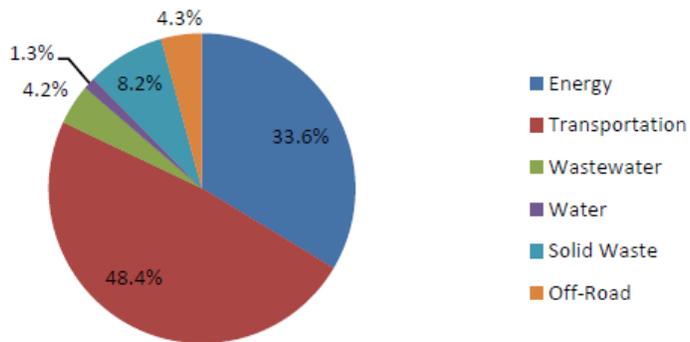
City of Fairfield 2005 Community-Wide GHG Inventory

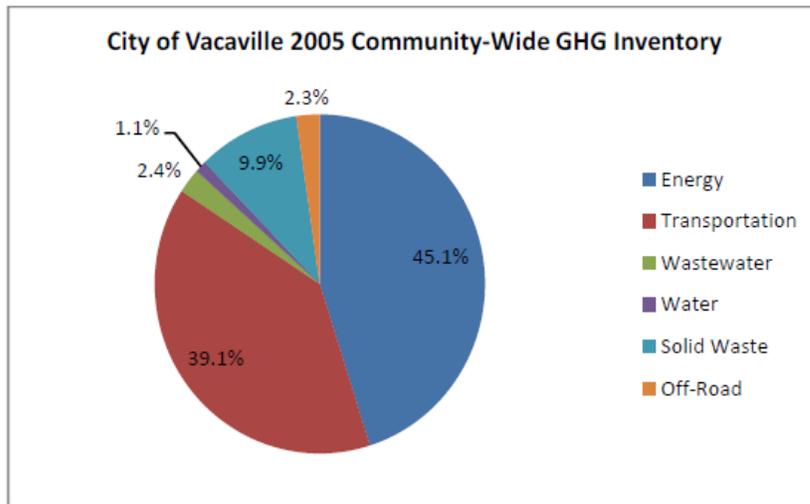


City of Rio Vista 2005 Community-Wide GHG Inventory



City of Suisun City 2005 Community-Wide GHG Inventory





As can be seen from the preliminary inventories, transportation-related GHG emissions account for 37% to 39% of the total emissions for 4 of the 5 cities; for Suisun City, the transportation proportion is 48.4%.

AECOM has also produced a preliminary inventory of “criteria” pollutants for the Yolo-Solano Air Quality Management District portion of the county, as required by the funding agreement. That inventory is still under review.

AECOM is on time and on budget for this contract. The remaining steps in the process are:

Task 2. Prepare 2005 GHG Emissions Inventories

2.1. Prepare Draft 2005 GHG Emissions Inventories February 28, 2011

2.2. Prepare Final 2005 GHG Emissions Inventories April 30, 2011

Task 3. Prepare 2005 Criteria Pollutant Inventories

3.1. Prepare Draft 2005 Criteria Pollutant Inventories March 31, 2011

3.2. Prepare Final 2005 Criteria Pollutant Inventories May 31, 2011

Fiscal Impact:

None at this time.

Recommendation:

Informational.

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DATE: March 21, 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. A matrix listing legislative bills of interest is included as Attachment A.

Discussion:

State

The Governor's Proposed 2010-11 State Budget released on January 10th paints a bleak fiscal picture for California in general, and local government and transportation specifically, as summarized by Gus Khouri of STA's State Legislative Advocacy firm Shaw/Yoder/Antwih (Attachment B). The legislature is tasked to address the \$25.4 billion state budget deficit. Of particular concern is the recent discussion about delaying the next state bond sale from Spring 2011 to the Fall of this year, which would delay the construction of SR 12 Jameson Canyon and the I-80 Eastbound Cordelia Truck Scales Relocation projects. The Governor has asked the legislature to send him the budget by March 10th.

On March 2nd, members of the STA Board met with Solano County's State representatives in Sacramento to urge protection of critical funding for transportation projects in Solano County. The STA delegation focused on urging our State legislators to support the following priorities:

1. Reenactment of the gas tax swap and use of truck weight fees for bond debt service
2. Sale and acceleration of bond allocations
3. Lower the voter threshold for local sales tax measures

The STA also seeks legislative support of the following significant regional construction projects which will *be jeopardized if the reenactment of the gas tax swap does not occur*:

- SR 12 Jameson Canyon Improvements
- I-80 Eastbound Cordelia Truck Scales Relocation
- Jepson Parkway
- I-80 Rehabilitation from Vacaville to Dixon (SHOPP)
- SR 12 Accident Reduction – Rio Vista from Azevedo Rd. to Liberty Island Rd. (SHOPP)

SR 12 Jameson Canyon Improvements faces construction delays of up to 9 months due to the Governor's postponement of bond sales. If the reenactment of the gas tax swap occurs by March, summer bond sales could go forward so that the project would not be further delayed.

STA Board members held meetings with Senator Lois Wolk, Assembly members Mariko Yamada and Mike Allen, Caltrans Director Cindy McKim and staff, and California Transportation Commission staff members: Chief Deputy Director Andre Boutros, Assistant Deputy Director Laurel Jensen and Deputy Director Mitch Weiss. Documents delivered at the meetings are attached for your information (Attachment C).

Federal

On February 11, the House Committee on Transportation & Infrastructure passed the Surface Transportation Extension Act of 2011, proposing to extend SAFETEA-LU through September 2011 at fiscal year 2010 levels. The full House is set to consider the bill early next week.

President Obama released his FY 2012 budget on February 14th. In addition to proposed increases in transportation spending, the President's budget includes a proposal for reauthorizing the surface transportation laws for six years, with increased spending for transit, highways and bridges.

Both House Transportation and Infrastructure Committee and Senate Environment and Public Works Committee are holding a series of field hearings on the surface transportation bill. These hearings and public forums with state and local officials and transportation stakeholders are intended to inform the Committee's development of a long-term reauthorization bill.

For further information, see the February Federal Legislative Update (Attachment D).

Staff is working with STA's federal advocate, Susan Lent, of Akin Gump to schedule meetings with our Congressional representatives in Washington DC on April 13-14. While STA project priorities will remain as outlined in the 2011 STA Legislative Priorities and Platform, funding will likely come through federal agencies (Federal Highway Administration, Federal Transit Authority, Department of Housing and Urban Development), and not from Congressional earmarks. The STA Board will meet with a range of key officials at federal departments and agencies to discuss competitive grant opportunities, public private partnerships, and discretionary funding programs. The focus this year will be to demonstrate local and regional support for STA's priority projects as they reinforce Solano's regionally significant transportation network.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - February (Shaw/Yoder/Antwih)
- C. State Legislative Meeting Documents
- D. Federal Legislative Update – February (Akin Gump)

STA Matrix as of 3/23/2011

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>AB 57 Beall D</p> <p>Metropolitan Transportation Commission.</p> | <p>ASSEMBLY L. GOV. 3/22/2011 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0.) (March 21). Re-referred to Com. on L. GOV.</p> <p>4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p> | <p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 2/2/2011</p> | |
| <p>AB 105 Committee on Budget</p> <p>Transportation.</p> | <p>ASSEMBLY ENROLLMENT 3/17/2011 - Enrolled text released</p> | <p>Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of \$761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 3/16/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 147 Dickinson D</p> <p>Subdivisions.</p> | <p>ASSEMBLY L. GOV. 2/3/2011 - Referred to Com. on L. GOV.</p> <p>4/6/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair</p> | <p>The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.</p> | |
| <p>AB 286 Berryhill, Bill R</p> <p>Streets and highways.</p> | <p>ASSEMBLY PRINT 2/9/2011 - From printer. May be heard in committee March 11.</p> | <p>Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway. This bill would make a technical, nonsubstantive change to those provisions.</p> | |
| <p>AB 294 Portantino D</p> <p>Design-sequencing contracts.</p> | <p>ASSEMBLY APPR. 3/22/2011 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 13. Noes 0.) (March 21). Re-referred to Com. on APPR.</p> | <p>Until January 1, 2010, the Department of Transportation was authorized to conduct a pilot project to let design-sequencing contracts, as defined, for design and construction of not more than 12 transportation projects. These provisions are now repealed. This bill would reenact similar provisions, authorizing the department to let design-sequencing contracts for the design and construction of not more than 5 transportation projects, to be effective until January 1, 2015. The bill would require the department to compile data on the transportation projects pursuant to the design-sequencing contracts awarded under these provisions and to include that material in a report to the Legislature each year during which the projects are underway, as specified.</p> | |
| <p>AB 296 Skinner D</p> <p>Global warming: urban heat island effects pavement.</p> | <p>ASSEMBLY PRINT 2/10/2011 - From printer. May be heard in committee March 12.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to address global warming caused by the emission of greenhouse gases by reducing the emission of those gases to certain specified levels. This bill would state the intent of the Legislature to enact legislation that would regulate the reflectivity (albedo) of pavement to reduce the urban heat island effect.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 320 Hill D</p> <p>Environmental quality: California Environmental Quality Act (CEQA): determination: dispute.</p> | <p>ASSEMBLY JUD. 3/22/2011 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 3.) (March 21). Re-referred to Com. on JUD.</p> <p>4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, which includes a local agency, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to file a notice of approval or a notice of determination containing specified information with the Office of Planning Research or the county clerk of each county in which the project is located, as appropriate. CEQA provides a procedure by which a party may attack, review, set aside, void, or annul the determination, finding, or decision of a public agency on specified grounds and requires that a petitioner or plaintiff name, as a real party in interest, a recipient of an approval that is the subject of an action or proceeding challenging the determination, finding, or decision of a public agency pursuant to CEQA. This bill would require that the named recipient be as identified by the public agency in its notice of determination or notice of exemption. The bill would require that a petition or complaint be subject to dismissal if a petitioner or plaintiff fails to serve any recipient of an approval within the statute of limitations period. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 333 Grove R</p> <p>California Global Warming Solutions Act of 2006: unemployment.</p> | <p>ASSEMBLY NAT. RES. 2/24/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would require the state board to exempt from an emission reduction requirement adopted pursuant to the act an emissions source located within a county that on January 1, 2012, has an unemployment rate of 7% or greater, until that county's unemployment rate drops below 7% for 6 consecutive months.</p> | |
| <p>AB 348 Buchanan D</p> <p>Highways.</p> | <p>ASSEMBLY PRINT 2/11/2011 - From printer. May be heard in committee March 13.</p> | <p>Existing law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation. This bill would make technical, nonsubstantive changes to that provision.</p> | |
| <p>AB 365 Galgiani D</p> <p>State highways: route locations.</p> | <p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p> | <p>Existing law authorizes the California Transportation Commission to adopt a location for a state highway on a route established by law. Existing law also authorizes the commission to alter or change the location of a state highway if the alteration is in the best interest of the state. This bill would make nonsubstantive changes to these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 381 Alejo D</p> <p>Department of Transportation.</p> | <p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p> | <p>Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency. This bill would make a nonsubstantive, grammatical change to that provision.</p> | |
| <p>AB 385 Harkey R</p> <p>High-speed rail.</p> | <p>ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.</p> | <p>Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of high-speed train service. This bill would state the intent of the Legislature to enact legislation relative to the implementation of high-speed rail.</p> | |
| <p>AB 516 V. Manuel Pérez D</p> <p>Safe routes to school.</p> | <p>ASSEMBLY TRANS. 3/21/2011 - Set, first hearing. Hearing cancelled at the request of author. (Refers to 3/11/2011 hearing)</p> | <p>Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a disadvantaged community, as defined.</p> | |
| <p>AB 522 Bonilla D</p> <p>Vacation of public streets, highways, and public service easements.</p> | <p>ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.</p> | <p>Existing law establishes the processes and procedures necessary for vacation of public streets, highways, and public service easements, and defines "vacation" for these purposes to mean the complete or partial abandonment or termination of the public right to use a public street, highway, or public service easement. Under these provisions, proof of publication of a required notice is made by affidavit. This bill would make a nonsubstantive change to these provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 535 Morrell R</p> <p>Regulations: 5-year review and report.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>The Administrative Procedure Act generally sets forth the requirements for the adoption, publication, review, and implementation of regulations by state agencies. This bill would additionally require a state agency to review and report on regulations that it adopts or amends on and after January 1, 2012, 5 years after adoption, as specified. The bill would require that the review and report include 10 specified factors, including a summary of the written criticisms of the regulation received by the agency within the immediately preceding 5 years and the estimated economic, small business, and consumer impact of the regulation. The bill would require the Office of Administrative Law to make the review and report available on the office's Internet Web site.</p> | |
| <p>AB 551 Campos D</p> <p>Public contracts: prevailing wage requirements: violations.</p> | <p>ASSEMBLY L. & E. 3/3/2011 - Referred to Coms. on L. & E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</p> | <p>Existing law generally requires that not less than the general prevailing rate of per diem wages, as specified, be paid to workers employed on a public work, as defined. Existing law requires a contractor or subcontractor to submit, to the state or political subdivision on whose behalf a public work is being performed, a penalty of not more than \$50 per calendar day, and not less than \$10 per calendar day, as provided and determined by the Labor Commissioner, for violations of these prevailing wage provisions. This bill would increase that maximum penalty to \$100 for each calendar day and would increase the minimum penalty to no less than \$40 for each calendar day. The bill would also increase the penalty assessed to contractors and subcontractors with prior violations from \$20 to \$80, and from \$30 to \$120 for willful violations. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 567 Valadao R</p> <p>Transportation funds: capital improvement projects.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified. This bill would make nonsubstantive changes to these provisions.</p> | |
| <p>AB 570 Smyth R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical and nonsubstantive changes to the above requirements.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 595 Norby R</p> <p>State highways: naming and designation by the Legislature.</p> | <p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p> | <p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system. Existing law, when the Legislature, by concurrent resolution, has designated names for certain districts and state highway bridges and requested the placement of name plaques, authorizes the department to expend reasonable sums on those plaques. This bill would revise the existing provisions to also apply to designation of other transportation facilities owned and operated by the department, and would authorize the department to expend reasonable sums on plaques or signs for designated districts, highways, highway bridges, or other facilities only upon receipt of nonstate funds sufficient to cover the cost.</p> | |
| <p>AB 598 Grove R</p> <p>Environmental quality: environmental impact report.</p> | <p>ASSEMBLY PRINT 2/17/2011 - From printer. May be heard in committee March 19.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes.</p> | |
| <p>AB 605 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: transportation impacts.</p> | <p>ASSEMBLY NAT. RES. 3/3/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 650 Blumenfield D</p> <p>Blue Ribbon Task Force on Public Transportation for the 21st Century.</p> | <p>ASSEMBLY TRANS. 3/7/2011 - Referred to Com. on TRANS.</p> | <p>Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.</p> | |
| <p>AB 676 Torres D</p> <p>Transportation funds.</p> | <p>ASSEMBLY TRANS. 3/3/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 710 Skinner D</p> <p>Local planning: infill and transit-oriented development.</p> | <p>ASSEMBLY H. & C.D. 3/14/2011 - Referred to Coms. on H. & C.D. and L. GOV.</p> <p>4/6/2011 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, TORRES, Chair</p> | <p>The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 819 Wieckowski D</p> <p>Bicycles.</p> | <p>ASSEMBLY PRINT 2/18/2011 - From printer. May be heard in committee March 20.</p> | <p>Existing law provides that every person riding a bicycle upon a highway has all the rights applicable to the driver of a vehicle and is subject to specified provisions in the Vehicle Code, including the rules of the road and specified equipment requirements. Existing law also governs minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. This bill would declare the intent of the Legislature to enact legislation relating to bicycle lanes and transportation, as specified.</p> | |
| <p>AB 845 Ma D</p> <p>Transportation: bond funds.</p> | <p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS.</p> | <p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 890 Olsen R</p> <p>Environment: CEQA exemption: roadway improvement.</p> | <p>ASSEMBLY NAT. RES. 3/14/2011 - Referred to Com. on NAT. RES.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 892 Carter D</p> <p>Department of Transportation: environmental review process: federal pilot program.</p> | <p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, L OWENTHAL, Chair</p> | <p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.</p> | |
| <p>AB 912 Gordon D</p> <p>Local government: organization.</p> | <p>ASSEMBLY L. GOV. 3/14/2011 - Referred to Com. on L. GOV.</p> | <p>The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency formation commission, where the commission is considering a change of organization that consists of a dissolution, disincorporation, incorporation, establishment of a subsidiary district, consolidation, or merger, to either order a change of organization subject to confirmation of the voters, as specified, or order the change of organization without an election if the change of organization meets certain requirements. This bill would authorize the commission, where the commission is considering a change of organization that consists of the dissolution of a district with zero sphere of influence, to immediately order the dissolution if the dissolution was initiated by the district board, or to, within 30 days following the approval of the application by the commission, hold at least one noticed public hearing on the proposal, and order the dissolution without an election, unless a majority protest exists, as specified.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 957 Committee on Transportation</p> <p>Transportation omnibus bill.</p> | <p>ASSEMBLY TRANS. 3/10/2011 - Referred to Com. on TRANS.</p> <p>4/4/2011 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</p> | <p>Existing law authorizes the impoundment of a vehicle operating as a taxicab or other passenger vehicle for hire in violation of licensing requirements adopted by a local authority for a period of 30 days or less. Existing law requires an impoundment agency to release to the registered owner or his or her agency a vehicle so impounded prior to the expiration of the impoundment period under specified circumstances. This bill would additionally require the release of an impounded vehicle operating as a taxicab or other passenger vehicle for hire in violation of the licensing requirements if the vehicle is a rental car. Because a violation of this provision is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 988 Grove R</p> <p>Prevailing wages.</p> | <p>ASSEMBLY L. & E. 3/10/2011 - Referred to Coms. on L. & E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</p> | <p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers' compensation for public works projects. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations as specified, be paid to workers employed on public works projects, and imposes misdemeanor penalties for certain violations of this requirement. This bill would revise the manner in which the director determines the rate of general prevailing wages, including deleting the requirement that he or she consider the applicable wage rates established by collective bargaining agreements and the rates that may have been predetermined for federal public works, and deleting the requirement that the director consider further data from labor organizations and employers or employer associations and concerns where the rates do not constitute the rates actually paid in the locality. The bill would also revise the methodology that the director is required to use in determining the general prevailing rate of per diem wages in the locality in which the public work is to be performed, including deleting certain requirement, and requiring the director to conduct a survey of the wages paid for work performed in each locality in which the public work is to be performed. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1097 Skinner D</p> <p>Transit projects: domestic content.</p> | <p>ASSEMBLY TRANS. 3/14/2011 - Referred to Com. on TRANS.</p> | <p>Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1105 Gordon D</p> <p>High-occupancy toll lanes.</p> | <p>ASSEMBLY TRANS. 3/17/2011 - Referred to Com. on TRANS.</p> | <p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. This bill would provide that one or both of the corridors selected may be a corridor that extends into an adjacent county, subject to agreement of the congestion management agency or countywide agency responsible for preparation of the county transportation plan in that county. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1126 Calderon, Charles D</p> <p>Sales and use taxes.</p> | <p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</p> | <p>The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The State Board of Equalization administers the collection of taxes as imposed under those laws. Existing law requires every seller, certain retailers, and every person storing, using, or otherwise consuming in this state tangible personal property purchased from a retailer to keep any records, receipts, invoices, and other pertinent papers in any form as the board may require. This bill would make various technical, nonsubstantive changes to this requirement.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1134 Bonilla D</p> <p>Department of Transportation: project study reports.</p> | <p>ASSEMBLY TRANS. 3/22/2011 - Re-referred to Com. on TRANS.</p> | <p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would instead authorize the department to prepare project study reports for any project on the state highway system. The bill would require project study reports to include specified project-related factors, including, among other things, cost estimates, schedule, and other information deemed necessary to form a sound basis for commitment of future state funding and project delivery. The bill would require an entity performing a project study report to reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program. The bill would authorize a local entity to request the department to prepare a project study report for a state highway project that is being proposed for inclusion in a future state transportation improvement program or for funding from a regional or local funding source and would authorize the local entity to prepare the report at its own expense if the department determines that it cannot complete the report. The bill would require open and continuous communication between the department, a local entity requesting a project study report, and the regional transportation planning agency or county transportation commission. The bill would require the department, in consultation with representatives of cities, counties, regional transportation planning agencies, and county congestion management agencies, to prepare draft revised guidelines for the preparation of project study reports, as specified, and would require the department to submit the draft revised guidelines to the California Transportation Commission by July 1, 2012. The bill would require the California Transportation Commission to adopt final guidelines by October 1, 2012, and would make the guidelines applicable to project study reports upon adoption of the guidelines.</p> <p>Last Amended on 3/21/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1229 Feuer D</p> <p>California Transportation Financing Authority Fund: subsidies: local agency revenue bonds.</p> | <p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p> | <p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments, or approving their issuance by various local or regional agencies. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things. This bill would authorize the authority to direct the Treasurer to utilize unrestricted moneys in the fund to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions.</p> | |
| <p>AB 1242 Achadjian R</p> <p>Vehicles: toll highways.</p> | <p>ASSEMBLY PRINT 2/20/2011 - From printer. May be heard in committee March 22.</p> | <p>Existing law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make a technical, nonsubstantive change to these provisions.</p> | |
| <p>AB 1287 Buchanan D</p> <p>Local government: audits.</p> | <p>ASSEMBLY L. GOV. 3/21/2011 - Referred to Com. on L. GOV.</p> | <p>Existing law requires school districts to comply with General Accounting Office standards for financial and compliance audits, as specified, and prohibits an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards. This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, within 3 years of commencing the first of the audits, and every 3 years thereafter, the auditor completes a quality control review in accordance with General Accounting Office standards.</p> | |
| <p>AB 1298 Blumenfield D</p> <p>High-occupancy vehicle lanes.</p> | <p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p> | <p>Existing law authorizes the Department of Transportation to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles and requires that, prior to constructing those lanes, the department conduct competent engineering estimates of the effect of those lanes on safety, congestion, and highway capacity. This bill would require the department to conduct those engineering estimates with respect to the effect on congestion mitigation and would make grammatical, nonsubstantive changes to those provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1308 Miller R</p> <p>Highway Users Tax Account: appropriation of funds.</p> | <p>ASSEMBLY TRANS. 3/21/2011 - Referred to Com. on TRANS.</p> | <p>Article XIX of the California Constitution requires revenues from state excise taxes on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the cost of collection and any refunds authorized by law, to be used for various street and highway purposes and for certain mass transit guideway purposes. Existing law requires state excise fuel tax revenues to be deposited in various accounts and to be allocated, in part, for various purposes, including the cost of collection and authorized refunds. Existing law requires the balance of these funds remaining after authorized deductions to be transferred to and deposited monthly in the Highway Users Tax Account in the Transportation Tax Fund. Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature. This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.</p> | |
| <p>AB 1332 Donnelly R</p> <p>State Air Resources Board: abolishment.</p> | <p>ASSEMBLY NAT. RES. 3/21/2011 - Referred to Com. on NAT. RES.</p> | <p>Existing law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution, including greenhouse gas emissions. Existing law creates the state board within the California Environmental Protection Agency with prescribed membership. This bill would abolish the State Air Resources Board and transfer its authority, duties, powers, purposes, responsibilities, and jurisdiction to the California Environmental Protection Agency.</p> | |
| <p>AB 1335 Lara D</p> <p>Local government: officials: salary increases.</p> | <p>ASSEMBLY PRINT 2/22/2011 - From printer. May be heard in committee March 22.</p> | <p>Existing law makes certain findings and declarations relating to the prohibition against the availability of state surplus or state loan funds, in the 1978-79 fiscal year, to any local public agency that provides an increase in salary in that fiscal year to any elected or appointed official, and cost-of-living increase for other individuals. This bill would make technical, nonsubstantive changes to these findings and declarations.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 1388 Wieckowski D Earnings withholding orders. | ASSEMBLY JUD. 3/15/2011 - Re-referred to Com. on JUD. 4/5/2011 9 a.m. - State Capitol, Room 4202 ASSEMBLY JUDICIARY, FEUER, Chair | Existing law requires an employer to withhold the amounts required by an earnings withholding order from all earnings of the employee payable for any pay period of the employee that ends during the withholding period. Under existing law, the portion of the judgment debtor's earnings that the judgment debtor proves is necessary for the support of the judgment debtor or the judgment debtor's family supported in whole or in part by the judgment debtor is exempt from the levy of an earnings withholding order. This exemption is not available if the debt was incurred for the common necessities of life furnished to the judgment debtor or the family of the judgment debtor. This bill would delete that restriction on the exemption from the levy of an earnings withholding order. Last Amended on 3/14/2011 | |
| AJR 5 Lowenthal, Bonnie D Transportation revenues. | ASSEMBLY THIRD READING 3/22/2011 - From committee: Be adopted. (Ayes 9. Noes 2.) (March 21). 3/23/2011 #17 ASSEMBLY ASSEMBLY THIRD READING FILE | This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. | |
| SB 125 Emmerson R Vehicles: toll highways or vehicular crossings: evading toll payments: penalties. | SENATE T. & H. 3/22/2011 - Set, first hearing. Hearing canceled at the request of author. 4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman | Existing law makes it unlawful for a person to evade or attempt to evade the payment of tolls or other charges on a vehicular crossing or toll highway and imposes a civil penalty for violation of this law. This bill would authorize a law enforcement officer to impound, or cause to be impounded, a vehicle that is registered to a chronic evader of toll payments, as defined, until all outstanding tolls and all required penalties are paid to the issuing agency. Last Amended on 3/14/2011 | |
| SB 126 Steinberg D California Transportation Commission: guidelines. | SENATE T. & H. 3/10/2011 - Set, first hearing. Hearing canceled at the request of author. | Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws. | |

| Bill ID/Topic | Location | Summary | Position |
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| <p><u>SB 211</u> <u>Emmerson</u> R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation: enforcement.</p> | <p>SENATE T. & H. 3/14/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>3/29/2011 Upon adjournment of session SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill would authorize a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi) . The bill would limit penalties for a violation of the requirements of the regulation to a civil penalty of not more than \$20 for the first offense and not more than \$50 for each subsequent offense. The bill would prohibit the imposition of a civil or criminal penalty upon a customer of an automobile service provider for a violation of the requirements of the regulation.</p> <p>Last Amended on 3/14/2011</p> | |
| <p><u>SB 241</u> <u>Cannella</u> R</p> <p>Environment: California Environmental Quality Act (CEQA).</p> | <p>SENATE E.Q. 3/22/2011 - Set for hearing April 4.</p> <p>4/4/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for the judicial review of a lead agency's decision to certify an EIR. The bill would enact the CEQA Litigation Protection Pilot Program of 2011 and would require the Business, Transportation and Housing Agency to select projects that meet specified requirements from specified regions for each calendar year between 2012 and 2016. The bill would exempt from judicial review, pursuant to CEQA, a lead agency's decision to certify the EIR of, or to adopt a mitigated negative declaration based on an initial study for, the selected projects, a lead agency's and responsible agency's approval of the selected project, and the Business, Transportation and Housing Agency' s selection of the projects. The bill would require the Business, Transportation and Housing Agency, by December 31 of each year, to submit an annual report to the Governor and to the Legislature summarizing the designation of projects, and the job creation and investment attributable to the designated projects. This bill contains other related provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 316 Emmerson R</p> <p>Meal periods: exemption: transportation industry.</p> | <p>SENATE L. & I.R. 2/24/2011 - Referred to Com. on L. & I.R.</p> | <p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the order is consistent with the health and welfare of affected employees. This bill would add employees employed in the transportation industry, as defined, to the list of employees exempt from the above provisions. This bill contains other existing laws.</p> | |
| <p>SB 468 Kehoe D</p> <p>Department of Transp: capacity- increasing state hwy projects: coastal zone.</p> | <p>SENATE T. & H. 3/15/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose additional requirements on the department with respect to proposed capacity-increasing state highway projects in the coastal zone. The bill would also make legislative findings and declarations.</p> | |
| <p>SB 475 Wright D</p> <p>Infrastructure financing.</p> | <p>SENATE G. & F. 3/21/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on Gov. & F.</p> <p>4/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</p> | <p>Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years. This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by, the private entity for a term of up to 50 years, after which time the project would revert to the governmental agency.</p> <p>Last Amended on 3/21/2011</p> | |
| <p>SB 522 Walters R</p> <p>Public employees' retirement: additional service credit.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>Existing law authorizes certain members of the Public Employees' Retirement System, the State Teachers' Retirement System, and county, city, and district retirement systems that have adopted specified provisions, to make additional contributions to the retirement system and receive up to 5 years of additional retirement service credit for time that does not qualify for public service, as specified. The bill would repeal the provisions that authorize these additional contributions and service credit, and would make related technical changes.</p> <p>Last Amended on 3/22/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 523 Walters R</p> <p>Public employees' retirement: elected local officials.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>Existing law authorizes the creation of retirement systems for public employees by counties, cities, and districts. Existing law creates the Public Employees' Retirement System and the State Teachers' Retirement System, which provide a defined benefit to their members based on age at retirement, service credit, and final compensation. Existing law establishes the criteria for membership in the various public employee retirement systems and may exclude certain employment classifications from membership. The California Constitution provides for the division of the state into counties and requires that a county have an elected sheriff, elected district attorney, elected assessor, and elected governing body. Existing law provides for the incorporation of cities in various forms and requires that certain city offices be filled pursuant to elections, as prescribed. Existing law provides for the creation of districts, the governing bodies of which may be elected. This bill would prohibit a person who is publicly elected to a local office of any kind, on and after January 1, 2012, from becoming a member of a retirement system by virtue of that service or from acquiring any retirement right or benefit for serving in that elective local office. The bill would also apply these prohibitions to a person who is appointed to fill the term of a person so elected, but would not apply them to a person who obtained membership by virtue of holding an elective local office prior to January 1, 2012, for so long as he or she holds that office or is reelected to that office.</p> <p>Last Amended on 3/22/2011</p> | |
| <p>SB 524 Walters R</p> <p>Public employees' retirement: retroactive benefits.</p> | <p>SENATE P.E. & R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>The Meyers-Miliias-Brown Act, the Ralph C. Dills Act, provisions commonly referred to as the Educational Employment Relations Act, the Higher Education Employer-Employee Relations Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act each provide for the representation of state or local public employees by recognized employee organizations, and provide that the scope of this representation includes negotiations concerning wages, hours, and other terms and conditions of employment between the state or local public employer and representatives of those employee organizations. This bill would exclude matters relating to the retroactive effect of pension benefit increases from the scope of representation of public employees by recognized employee organizations, and would thereby prohibit these employee organizations from negotiating for a retroactive effect of pension benefit increases with public employers. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 3/22/2011</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 545 Anderson R</p> <p>Transportation.</p> | <p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p> | <p>Existing law creates various transportation programs to develop and implement improvements to transportation systems. This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.</p> | |
| <p>SB 582 Emmerson R</p> <p>Commute benefit policies.</p> | <p>SENATE T. & H. 3/9/2011 - Set for hearing April 5.</p> <p>4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, would authorize a metropolitan planning organization, in partnership with the local air quality management district, to adopt a commute benefit ordinance that requires covered employers operating within the common jurisdiction of the organization and district with 20 or more covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.</p> | |
| <p>SB 624 Harman R</p> <p>Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.</p> | <p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p> | <p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board, on or before January 1, 2011, to adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in emissions of greenhouse gases, in furtherance of achieving the statewide greenhouse gas emissions limit, with the regulations to become operative beginning January 1, 2012. This bill would make technical, nonsubstantive changes to the above requirements.</p> | |
| <p>SB 659 Hernandez D</p> <p>Toll bridges.</p> | <p>SENATE RLS. 3/3/2011 - Referred to Com. on RLS.</p> | <p>Existing law authorizes the Transportation Commission to direct the Department of Transportation to build or acquire toll bridges and other transportation facilities related to toll bridges, as specified. This bill would make a nonsubstantive, grammatical change to those provisions.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 683 Correa D</p> <p>Environment: California Environmental Quality Act: noncompliance allegations: public comment.</p> | <p>SENATE E.Q. 3/22/2011 - Set for hearing April 4.</p> <p>4/4/2011 1:30 p.m. - Room 112 SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for a public review period for the public to review a draft EIR, proposed negative declaration, or proposed mitigated negative declaration. CEQA requires a lead agency to evaluate and respond to comments on a draft EIR, proposed negative declaration, or proposed mitigated negative declaration made during the public review period and authorizes a lead agency to evaluate and respond to comments made on a draft EIR when the comments are submitted after the public review period. CEQA requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency orally or in writing by any person unless the person objected to the approval of the project orally or in writing, during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the issuance of the notice of determination. This bill instead would prohibit these actions or proceedings unless the oral or written presentation or objection occurs during the public comment period provided under CEQA or prior to the close of the public hearing on the project before the filing, rather than issuance, of the notice of determination.</p> | |
| <p>SB 693 Dutton R</p> <p>Public contracts: local agencies.</p> | <p>SENATE T. & H. 3/10/2011 - Set for hearing April 12.</p> <p>4/12/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</p> | <p>Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation. This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting.</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 775 Walters R</p> <p>Bonds.</p> | <p>SENATE PRINT 2/20/2011 - From printer. May be acted upon on or after March 22.</p> | <p>The existing State General Obligation Bond Law contains procedures for use in authorizing the issuance and sale and providing for the repayment of state general obligation bonds. Existing law also requires prescribed accountability measures to be included in local bond measures. This bill would incorporate a requirement into the State General Obligation Bond Law that would require a committee created by a bond act to periodically prepare a report on, among other topics, the amount of bonds that the committee has issued in the past five years and the likelihood that the committee will issue any additional bonds in the future. This bill would require that this report is submitted to standing committees in the Legislature with responsibility for budget and fiscal affairs. This bill would specifically authorize house committees to recommend to the Legislature, based upon the contents of that report, that the amount of bonds authorized by the act should be reduced if they conclude either that it is unlikely that the bond committee will issue any additional bonds in the future or that the amount of bonds authorized by the act is excessive or unnecessary in relation to the purpose for which the bond act was passed. This bill contains other related provisions.</p> | |
| <p>SB 783 Dutton R</p> <p>Environment: CEQA.</p> | <p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to the term "project" for the purposes of CEQA. This bill contains other existing laws.</p> | |
| <p>SB 785 Dutton R</p> <p>Environmental quality CEQA: compliance: environmentally mandated projects.</p> | <p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make a technical, nonsubstantive change in those provisions relating to the requirements imposed on a lead agency for the compliance project. This bill contains other existing laws.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>SB 832 Strickland R</p> <p>California Global Warming Solutions Act of 2006.</p> | <p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. This bill would make a technical, nonsubstantive change to a provision of the California Global Warming Solutions Act of 2006.</p> | |
| <p>SB 851 Anderson R</p> <p>Transportation.</p> | <p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p> | <p>Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified. This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.</p> | |
| <p>SB 862 Lowenthal D</p> <p>Southern California Goods Movement Authority.</p> | <p>SENATE T. & H. 3/10/2011 - Referred to Com. on T. & H.</p> | <p>Existing law requests the California Marine and Intermodal Transportation System Advisory Council, a federal entity, to compile data on, among other issues, air pollution caused by the movement of goods through the state's maritime ports and proposed methods of mitigating or alleviating that pollution. This bill would establish the Southern California Goods Movement Authority consisting of representatives from specified entities. The bill would require the authority to establish a priority list of goods movement projects in southern California. The bill would require the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority, thereby imposing a state-mandated local program. The bill would authorize the authority to enter into a memorandum of understanding with PierPass, a not-for-profit company, for funding the list of goods movement projects. This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 864 Fuller R</p> <p>Emissions of greenhouse gases: market-based compliance mechanisms.</p> | <p>SENATE RLS. 3/10/2011 - Referred to Com. on RLS.</p> | <p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating greenhouse gas emission sources. The act requires the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. The act also requires the state board to adopt regulations to provide for a statewide greenhouse gas emissions limit to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. Existing law authorizes the state board to include market-based compliance mechanisms, as defined, to comply with the regulations. This bill would make technical, nonsubstantive changes to this authorization.</p> | |

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| SB 867 Padilla D Build California Bonds. | SENATE PRINT 2/19/2011 - From printer. May be acted upon on or after March 21. | Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012. The bill would enact other related provisions. | |

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

February 25, 2011

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

RE: STATE LEGISLATIVE UPDATE- FEBRUARY

The legislature has been making steady progress in addressing a state budget deficit of \$25.4 billion. Ongoing efforts to reenact the gas tax swap seem to be progressing well, as the Budget Committees in both houses took conforming actions to approve the retention of \$2.5 billion gas tax revenue stream that essentially is a replacement source for Proposition 42. As a result, the item does not need to be considered during the Budget Conference Committee hearings which commenced on February 23rd. Therefore, the next step is to have the gas tax swap considered in the context of a deal on the entirety of the state budget on the Floor of each house. The Governor is pushing for the legislature to send him the budget by March 10th in order to comply with the Proposition 58 Session (60-day emergency Session that the Governor called on January 10th to address the budget), and to provide the Secretary of State with time to prepare materials for consideration of the tax extension on the June ballot. 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, maintains 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.

These tax extensions are the linchpin to funding the Governor's realignment proposal and staving off additional cuts in June. If the ballot measures fail, the legislature will need to make \$12.5 billion worth of cuts and pass a budget by June 15th as required by Proposition 25. Tax receipts for the month of January were up \$1.6 billion more than anticipated, which could be a good sign of things to come, yet the state accumulated \$3.4 billion in additional receipts last year before that total fizzled by the time the May Revision was released.

Redevelopment

In an attempt to close a \$25.4 billion deficit, the Governor has proposed to eliminate redevelopment agencies to save \$1.7 billion and help fund schools and public safety programs. The League of Cities, which is adamantly opposed, suggests that the \$1.7 billion is ambitious and is threatening litigation to retain the funds. A coalition referred to as the “Big 8 Cities” states that only \$861 million could be made available for General Fund relief due to current debt obligations. The Legislative Analyst’s Office (LAO), however, has challenged the Big 8’s assertion that only \$861 million can be scored because the methodology ignores all other sources of revenues that redevelopment agencies (or their successor agencies) could use to pay redevelopment debt, such as revenues from land sales, rent payments, assessments, reserves, and interest earnings. Furthermore, the LAO states that the Big 8’s approach implicitly assumes that property tax increment revenues would be the only source of revenues to pay redevelopment debt. The same concern is expressed with the Governor’s approach. The Budget Conference Committee is in the process of deliberating what to do on the issue.



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

March 2, 2011

California State Legislators:

- Senator Noreen Evans, District 2
- Senator Lois Wolk, District 5
- Assembly Member Mariko Yamada, District 8
- Assembly Member Michael Allen, District

Re: **Solano County's Transportation Legislative Priorities**

On behalf of the Solano Transportation Authority (STA), we want to provide you with information that will help inform you in decisions which affect your constituents in Solano County. The STA Board approved the following priorities at the February 9th Board meeting:

1. Reenactment of the gas tax swap and use of truck weight fees for bond debt service
2. Sale and acceleration of bond allocations
3. Lower the voter threshold to 55% for local sales tax measures

The STA requests your support of the following significant regional state funded construction projects which will *be jeopardized if the reenactment of the gas tax swap does not occur*:

- SR 12 Jameson Canyon Improvements
- I-80 Eastbound Cordelia Truck Scales Relocation
- Jepson Parkway
- I-80 Rehabilitation from Vacaville to Dixon (SHOPP)
- SR 12 Accident Reduction – Rio Vista from Azavedo Rd. to Liberty Island Rd. (SHOPP)

We are already facing construction delays of up to 9 months with SR 12 Jameson Canyon Improvements due to the decision to delay State bond sales, but we are hopeful that with the reenactment of the gas tax swap by March, summer bond sales could go forward so that the project would not be further delayed.

We look forward to continuing to work with you on issues of mutual interest and concern.

Sincerely,

Harry Price, Chair
Mayor, City of Fairfield

HP/jb



Solano Transportation Authority 2011 Legislative Priorities and Platform

(Adopted by STA Board 12/8/10)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
 - A. New Authorization in surface transportation legislation
 1. I-80/I-680/SR 12 Interchange (Phase 2)
 2. Jepson Parkway Project
 3. Vacaville Intermodal Station (Phase 2)
 - B. Appropriations as proposed for Federal Fiscal Year (FFY) 2012
 1. Dixon Intermodal/B Street Pedestrian Undercrossing (SR2S)
 2. Curtola Transit Center (Phase 1)
 3. Fairfield/Vacaville Multimodal Train Station
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lanes network, or as a demo project if the regional express lanes network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor.
8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
9. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS) and ensure that local initiatives are included as part of the development of regional SCS.
10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

2011 STA Legislative Priorities and Platform (Adopted by STA Board 12/8/10)

11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transit.
13. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
14. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A).
15. Support federal and state legislation framed by California Consensus Principles (Item XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
4. Support legislation that increases employers' opportunities to offer commuter incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)
7. Support or sponsor Express Lanes on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor. (Priority #7)
8. Support federal legislation that authorizes funding for livable communities projects and programs.

2011 STA Legislative Priorities and Platform (Adopted by STA Board 12/8/10)

II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. (Priority #8)
3. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)
4. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). (Priority #10)
5. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
6. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
7. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
8. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
9. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
10. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
11. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
12. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies. (Priority #11)

2011 STA Legislative Priorities and Platform

(Adopted by STA Board 12/8/10)

13. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
14. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

2011 STA Legislative Priorities and Platform (Adopted by STA Board 12/8/10)

2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure appropriate level of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transit. (*Priority #12*)
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. (*Priority #3*)
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. (*Priority #5*)
10. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (*Priority #6*)
11. Support federal and state legislation framed by California Consensus Principles (Item #XIII, Attachment A) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). (*Priority #15*)

2011 STA Legislative Priorities and Platform

(Adopted by STA Board 12/8/10)

12. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.
13. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIII, Attachment A), focusing efforts on securing funding for high priority regional transportation projects.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
16. Monitor the distribution of State and regional transportation demand management funding.
17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)
18. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VIII. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

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(Adopted by STA Board 12/8/10)

IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Monitor the implementation of the High Speed Rail project.
7. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

X. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XI. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.

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(Adopted by STA Board 12/8/10)

3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority # 13)*
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

XII. Movement of Goods

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
2. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
3. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Monitor legislation to establish a national freight policy and fund freight-related projects.

2011 STA Legislative Priorities and Platform (Adopted by STA Board 12/8/10)

XIII. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
 - Rebuilding America – state of good repair
 - Global Competitiveness – gateways and goods movement
 - Metropolitan Mobility – regions greater than 1 million population
 - Connecting America – connections to smaller cities and towns
 - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
 - Highway Safety – incentives to save lives
 - Environmental Stewardship – both human and natural environments
 - Energy Security – development of alternative transportation fuels
 - Federal Lands – providing public access on federal property
 - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
 - a. Oversee various aspects of the development of the outcome-based performance standards.
 - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

2011 STA Legislative Priorities and Platform (Adopted by STA Board 12/8/10)

4. Major revenue reform is necessary:
 - a. All levels of government and the private sector must contribute their appropriate shares.
 - b. User financing must be implemented.
 - c. Budgetary protections for the Highway Trust Fund must be put in place.
 - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.

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California Alliance for Leadership in Mobility



California Consensus on Federal Transportation Authorization for 2009

In 2008, Congress will have an opportunity to pass legislation that can meaningfully affect the concerns Americans care about most. The economy and jobs, national security, energy policy, gas prices, environmental stewardship and climate change. That opportunity is Congressional action on new transportation legislation.

Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, transportation officials from across California have united on a basic set of principles that we ask our delegation in Washington D.C. to consider in the upcoming debate on a future of this nation's transportation policies.

Above all, we urge California's Congressional Delegation to be bold and set forth a new and comprehensive agenda to meet the needs of everyday Americans on the issues that affect their daily lives.

Five decades ago, Congress created an age of prosperity while also meeting the national defense and security interest at that time when it approved the Interstate Highway System, the largest and most effective public works project in the history of the world. With the Interstate system now substantially completed, and with new challenges facing America, its time again for bold

action to create a new era in America.

California urges Congress to pass comprehensive legislation that reinforces the strong federal role and outlines a clear strategic vision to guide transportation policy making at the national level that focuses on these major themes:

- Restoring our neglected infrastructure to a good state of repair.
- Ensuring efficient goods movement, particularly at global gateways, as a national economic priority.

- Establishing reliable mobility within and between congested metropolitan areas.
- Appropriate pricing of certain transportation facilities is encouraged.
- All citizens have efficient travel options - from cities to small town to rural areas.
- A balanced national system of roads, rails and public transit as a national priority.
- Safety is assured; a reduction of highway injuries and fatalities and appropriate security on our nation's public transit systems.
- A national transportation policy that integrates climate change and renewed environmental stewardship.
- Rational and streamlined regulatory policies prevail.

California has invested heavily at the state and local level in a transportation system is responsible for benefits that ripple throughout the economies of every other state in the nation. Over 40 percent of containers moving into and out of America use California's highways, railroads, ports and airports. With 12 percent of the nation's population, California is responsible for almost 14 percent of nation's Gross Domestic Product.



However, California cannot do it alone. We urge Congress to enact visionary legislation, with a bold funding plan that meets the challenges of today. The federal Highway Trust Fund is barely solvent enough to fund currently authorized funding levels. And the National Surface Transportation Policy and Revenue Study Commission has reported that the nation faces a \$140 B annual investment shortfall to maintain existing transportation assets and expand our road and transit systems to handle future growth. If we want a better transportation system, we are going to have to pay for it. That's what our grandparents and parents did for us in building the Interstate system. We owe our children and grandchildren no less.





Under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation and Housing Agency, and the California Department of Transportation, stakeholders from across California have united on a basic set of principles that we ask our delegation in Washington, DC to adopt in the upcoming debate on the future of this nation's transportation policies.

1. Ensure the financial integrity of the Highway and Transit Trust Funds.

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement, as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

Leadership in Mobility



4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in and between the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries, and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, and road sharing – through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

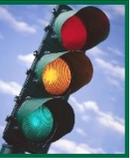
- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water, and other environmental impacts of transportation projects.

7. Streamline project delivery.

Extended processing time for environmental clearances, federal permits and reviews, adds to the cost of projects. Given constrained resources, it is critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for National Environmental Policy Act, air quality conformity, and transit projects.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

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SR 12 East Rehab Ribbon-Cutting in Rio Vista

2010 Was a Good Year for Transportation Construction

While California's economic crisis continued and as State and Federal transportation funds became more scarce in 2010, the Solano Transportation Authority (STA) worked successfully with its transportation partners to advance and complete critically needed mobility and safety projects with limited funds available.

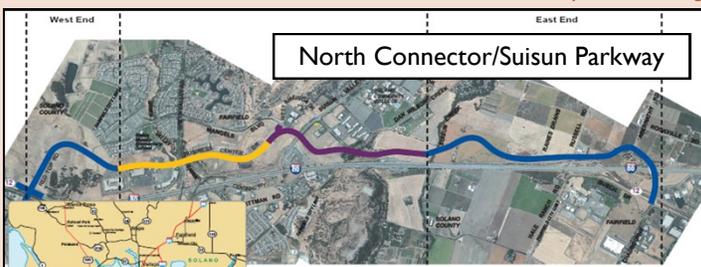
Caltrans completed \$25 million in important safety improvements to a 13-mile stretch of **State Route (SR) 12 East** between Suisun City and SR 113. This has helped improve travel on this narrow 2 lane goods movement and travel corridor with wider shoulders, better view lines, and rehabilitated pavement. This project was combined with heightened traffic enforcement by the California Highway Patrol and local law enforcement and improved signage, temporary median barriers and channelizers provided by Caltrans. This has resulted in a noticeable reduction in traffic fatalities and accidents the past two years.

In October, the **North Connector/Suisun Parkway**, a new, attractive 1.7 miles local roadway, was constructed that parallels Interstate 80 and connects Abernathy Road in Solano County to Business Center Drive in Fairfield. This corridor opened to traffic, bicyclists and pedestrians to provide an important local connection between central Fairfield and the Green Valley and Suisun Valley area. It also improves access to Solano Community College

(Continued on page 2)



North Connector/Suisun Parkway Ribbon-Cutting



Executive Director's Message

Executive Director, Daryl Halls



Solano County Transportation and Land Use: A Hidden Story Worth Sharing

Every 3 or 4 years, the Bay Area revises its regional transportation priorities through the update of its Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) is the agency responsible for this worthwhile endeavor and the Solano Transportation Authority (STA) takes the lead for Solano County's RTP submittals. While the RTP updates help guide the nine county Bay Area region in updating its vision for future transportation investment, the crux of this planning exercise is that only projects included in the RTP will be eligible to receive state and federal funds over the next 4 to 5 years.

The current RTP update will now incorporate the Sustainable Communities Strategies (SCS) components of Senate Bill (SB) 375 passed in 2008. The SCS focuses growth into urban areas that can be supported by transit. MTC is working closely with the Association of Bay Area Governments (ABAG) to develop the Bay Area's SCS and to incorporate its goals and objectives into the RTP and other regional documents.

For Solano County (and the other 8 Bay Area counties), this will result in a far greater scrutiny of transportation projects submitted for the RTP. What is not commonly understood outside of Solano County's suburban and rural borders is that Solano County is not new to the concepts of focusing its land use and transportation investments in its seven urban areas (cities) and preserving agriculture and open space outside these seven distinct communities. As we in Solano County know (but the rest of the region apparently does not), Solano County voters passed its Orderly Growth Initiative in the mid 1980s and a couple of years ago extended the Orderly Growth Initiative by another 25 years. This has resulted in Solano County having the highest percentage of its residents living in its cities of any county in the Bay Area (other than San Francisco which as a city/county is an anomaly).

When MTC, under the leadership of its Chair and Solano's MTC Commissioner Jim Sperring, established the innovative Transportation for Livable Communities (TLC) program in 1998, STA was the first to receive a TLC grant to plan a multi-modal corridor which resulted in the State Tranny Award-winning Jepson Parkway Concept Plan in 2000.

Planning focused around the seven cities and along the I-80 corridor has resulted in three current or under construction transit hubs. These hubs provide access to Solano-

(Continued on page 4)

In this Issue:

- 2010 Construction
- Transportation and Land Use
- SolTrans Formation
- Funding: Federal Strategy
- Strategies: Rail Crossing Study
- Ride On: Commute Challenge

2010 Construction

(continued)

and new emerging job centers and retail opportunities. This was the first local project managed by the STA through the project development (environmental, design, and right of way) and construction phases and is the first new local roadway constructed in the County unincorporated area in over 25 years.

In September, the STA joined with the cities of Fairfield, Vallejo and Solano County in celebrating the reopening of **McGary Road** adjacent to I-80. A segment of this road was



closed due to the Red Top Slide that took place after a season of heavy rains in 1998. This 3.5-mile local road that connects the Hiddenbrooke neighborhood in Vallejo to Cordelia in Fairfield, was identified as the top bikeway connection by the STA's Bicycle Advisory Committee (BAC), provides improved access to the Lynch Canyon Open Space Area, and is an important local I-80 access for law enforcement. Thanks to federal stimulus funds and a grant provided by the Metropolitan Transportation Commission (MTC), STA was able to compile the funding from a variety of sources. This enabled the City of Fairfield to successfully rehabilitate and reopen the roadway.

In preparation for widening SR 12 Jameson Canyon, the STA relocated the **Gordon Waterline** to a location adjacent to Rockville Road.

In October, STA joined with the City of Benicia in celebrating Benicia's completion of the **Rose Drive Bicycle/Pedestrian Bridge**. A high priority of the STA's BAC and Pedestrian Advisory Committees (PAC), the project will provide safer access from the City of Benicia, over I-780 to the Benicia State Park and other trail and recreational areas. STA played an important role in assisting Benicia to obtain the funding for the project.

2010 was also a year for STA to continue to **prepare projects for future construction** and funding opportunities.

(Continued on page 3)



Rose Drive Bicycle/Pedestrian Bridge Ribbon-Cutting, Benicia

SolTrans Formed to Provide Transit Service to Southern Solano

The first board meeting of Solano County Transit (SolTrans) was held in December 2010. SolTrans was formed through a partnership of the Cities of Benicia and Vallejo and the STA to merge the Benicia Breeze and Vallejo Transit services into one transit service provider to deliver bus and paratransit services in Benicia and Vallejo.

The new, six member SolTrans Board consists of Benicia Mayor Elizabeth Patterson and Vice Mayor Mike Ioakimedes, Vallejo Mayor Osby Davis and Council-member Erin Hannigan, County Supervisor Jim Spering (who serves as Solano's representative to the Metropolitan Transportation Commission), and Fairfield Mayor Harry Price, who was appointed to serve as the STA's ex-officio, non-voting member.



L to R: SolTrans Board members Erin Hannigan, Osby Davis, Elizabeth Patterson, Mike Ioakimedes, Jim Spering, Harry Price

Initially, SolTrans plans to engage residents of both Benicia and Vallejo through development of a Short Range Transit Plan (SRTP) to evaluate the current transit services and identify short and long range transit services, and consider service options and priorities for the future. Over the next year, both the Benicia Breeze and Vallejo Transit services will be transitioned to the new SolTrans Board.

The formation of SolTrans follows many years of transit consolidation studies conducted by the STA whose Board includes all 7 Mayors in Solano County and a County Supervisor. The cities of Benicia and Vallejo and STA worked together to provide a seamless and stable transit system to better serve the residents and employers of both communities. ❖



MARCH

- 2 STA Board State Lobby Trip
- 3 BAC, 6:30 pm, STA Office
- 9 *STA Board
- 17 PCC, 1:00 pm, Fairfield, Solano Community College
- 17 SolTrans, 4:00 pm, Benicia City Hall
- 17 PAC, 6:00 pm, STA Office
- 30 +Consortium/TAC

APRIL

- 13-14 STA Board Federal Lobby Trip
- 20 *STA Board—special tentative date
- 21 SolTrans, 4:00 pm, Vallejo City Hall
- 27 +Consortium/TAC

MAY

- 5 BAC, 6:30 pm, STA Office
- 11 *STA Board
- 19 PCC, 1:00 pm, Vacaville, Ulatis Ctr.
- 19 SolTrans, 4:00 pm, Benicia City Hall
- 19 PAC, 6:00 pm, STA Office
- 25 +Consortium/TAC

Meeting Information:

*STA Board meets the 2nd Wed. of the month at Suisun City Hall Council Chamber at 6:00 pm

+These meetings are held the last Wed. of the month at the STA Office, One Harbor Center, Suite 130 in Suisun City:

- 10:00 am Consortium
- 1:30 pm TAC

Acronyms:

- BAC:** Bicycle Advisory Committee
- Consortium:** SolanoExpress Consortium
- PAC:** Pedestrian Advisory Committee
- PCC:** Paratransit Coordinating Council
- SolTrans:** Solano County Transit
- TAC:** Technical Advisory Committee

NOTE:

Dates, times & locations of meetings may change. Please confirm by contacting STA's Clerk of the Board at (707) 424-6008. Agendas, meeting packets & updated meeting schedules are posted on STA's website:

www.solanolinks.com

2010 Construction

(continued)

STA advanced the I-80/I-680/SR 12 Interchange by selecting the preferred alternative, successfully obtaining \$24 million in Corridor Mobility Investment Account savings from the California Transportation Commission (CTC) and \$15 million in bridge tolls from MTC to help fund the next phase of the project.

STA celebrated with the City of Vacaville the groundbreaking for the first phase of the Vacaville Intermodal Station slated to open in early 2011, and with the City of Vallejo the groundbreaking for the Vallejo Station slated to open in 2012.



Despite challenging economic times, STA's partnership with Solano's seven cities, Solano County, Caltrans, MTC, the CTC and others continues to result in completed projects, provision of critically needed jobs, and improvements for mobility and safety at a time when we need it most. ❖

Congressman George Miller at Vallejo Station Groundbreaking

STRATEGIES

Transportation Plans, Programs and Studies



Director of Planning, Bob Macaulay

Rail transportation moves commuters and goods into and out of Solano County every day, relieving pressure on our congested freeways. But every time a train moves thorough our communities, roadways are closed down and cars back up on streets that cross the rails. Occasionally, a car or pedestrian finds themselves on the tracks when a train comes through, and the resulting accidents are often fatal.

STA worked with the Capitol Corridor passenger rail service to develop a complete study of rail crossings in Solano County, with a focus on at-grade road crossings of railroad tracks in the urban areas. A list was compiled of all rail-related accidents in Solano County since January 1st of 2000. The study shows that accidents are clustered in downtown Dixon, in Fairfield-Suisun City from Tabor Avenue to Highway 12, and in Vallejo near Broadway Street and Sereno Avenue. The study recommends making the Dixon West B Street and Peabody Road crossings the priority for improvements due to the volume of traffic using those crossings. Since Peabody Road will be improved when the Fairfield-Vacaville train station is built, the Dixon crossing is recommended to be the focus of efforts to build a new grade-separated crossing.



The Draft Solano Rail Crossing Inventory and Improvement Plan can be viewed on the STA website: www.solanolinks.com. The STA Board is scheduled to act on the Plan adoption at the March Board meeting. The goal of the study is to make both road and rail movement faster, safer and more efficient. ❖

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FUNDING

Transportation Funding Update

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. The STA did, however submit two Appropriations earmark requests to Congressman John Garamendi:



- Fairfield/Vacaville Intermodal Station, \$2 million
- Dixon Station: West B Street Bicycle and Pedestrian Undercrossing Project, \$2 million

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.

The STA Board will meet in April with key Congressional and federal agency officials in Washington DC to discuss competitive grant opportunities, public private partnerships, and discretionary funding programs. The focus will be to demonstrate local and regional support for STA's priority projects as they reinforce Solano's regionally significant transportation network.

Since 1998, \$46.8 M has been obtained as a direct result of STA advocacy efforts with Washington, D.C. ❖

HIGHLIGHTS

Recent STA Board Action



December 8, 2010

- Approved 2012 SHOPP Priorities for Solano
- Established Local Preference Policy for services/contracts

January 19, 2011

- Approved Harry Price (Fairfield) as STA Board Chair and Jack Batchelor, Jr. (Dixon) as Vice Chair
- Swore in new STA Board Member Steve Hardy (Vacaville) and Alternates Ron Rowlett (Vacaville) and John Vasquez (Solano County)
- Awarded 3 contracts totaling \$16.4 million for environmental document phase of the I-80 Express Lanes Project.
- Conducted public hearing and adopted a Resolution of Necessity to acquire property for the I-80 Eastbound Cordelia Truck Scales Relocation Project



Above: Harry Price.

Below: Steve Hardy



February 9, 2011

- Approved support of State Gas Tax Swap Reenactment
- Approved initiation of Safe Routes to Transit Plan



Commuter Update

Express bus service along the I-80 corridor, the expanding Vallejo Station to support the Baylink Ferry Service, one current rail station in Suisun City and two planned stations to serve growing ridership on the Capitol Corridor. It has resulted in an I-80 Smart Growth Study that laid the blueprint for planning future growth along a major corridor connecting the Sacramento and Bay Area regions into a mega-region served by I-80 and the Capitol Corridor.

Solano County is well positioned to continue to implement goals of the SCS for the region that coincide with decades of work already underway in Solano. When ABAG asked the region to focus future development in Priority Development Areas (PDAs), Solano County's cities submitted 9 potential PDAs. Solano County is already a model for ABAG's Priority Conservation Areas as highlighted by the Solano Open Space (formerly Tri-City Open Space Planning Area) and the Vaca-Dixon Open Space areas.

Benicia was one of the first Bay Area cities to adopt a Sustainable Communities Strategy. Vacaville has already converted its transit fleet to alternative fuels and has led in the implementation of electric vehicles and charging stations. STA has the most proactive and established ride-share program in the region in Solano Napa Commuter Information, and over 40 employers actively encourage their employees to take alternative modes of transportation. All seven school districts and the County Office of Education participate in STA's Safe Routes to School Program. Solano Economic Development Corporation actively promotes the attraction of businesses that help improve the environment and expand the options for alternative energies.

This legacy of linking land use and transportation could serve Solano County well in this current update of the RTP. A strong and continued regional investment in Solano County by MTC would greatly aid regional efforts to incorporate the SCS provisions of SB 375 into this process and build upon the documented and successful efforts already underway in Solano County. ❖

Daryl K. Hall

46 major employers totaling 620 employees participated in the fourth annual countywide **2010 Solano Commute Challenge**, a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, van-pool, bike, or walk to work at least 30 workdays from August to October.

350 participants earned the title "Commuter Champion" by meeting or passing the goal. An additional 86 were dubbed "Commuter Contenders" for attempting to meet the goal.

Employer Awards include:

Most Outstanding Workplace (employer with highest number of Commute Champions)
County of Solano – 53 Champions (3rd time in a row!)

Commuter Champion Workplace (employers with 20+ Commute Champions)

- State Compensation Insurance Fund, Vacaville – 43 Commute Champions
- Genentech, Vacaville – 33 Commute Champions
- AAA Northern Calif./Nevada/Utah, Fairfield – 28 Commute Champions
- California Vegetable Specialties, Rio Vista – 27 Commute Champions

Commuter Contender Workplaces (employers with 10-20 Commute Champions)

- Travis Air Force Base
- Goodrich, Fairfield
- Kaiser Permanente Medical Center, Vallejo
- Vallejo Sanitation & Flood Control District, Vallejo

Gabriel Montoya (California Vegetable Specialties) used a commute alternative more workdays than any other Solano participant by riding his bike to work 80 days during the Challenge period!

Congratulations to all who participated!



County of Solano—Most Outstanding Workplace—53 Champions

For more information, or to register for the Solano Commute Challenge, call Sorel Klein, Assistant Program Manager, at (707) 427-5101 or sklein@sta-snci.com, or go to our website: www.commuterinfo.net. ❖

CONFUSED BY OUR ALPHABET SOUP??
CHECK OUT THE GUIDE TO TRANSPORTATION ACRONYMS ON OUR WEBSITE!
www.solanolinks.com




Aerial Photos of the North Connector/Suisun Parkway Project



2011 Board Members

- Harry Price, Chair**
Mayor, City of Fairfield
- Jack Batchelor, Jr., Vice Chair**
Mayor, City of Dixon
- Elizabeth Patterson**
Mayor, City of Benicia
- Jan Vick,**
Mayor, City of Rio Vista
- Pete Sanchez**
Mayor, City of Suisun City
- Steve Hardy,**
Mayor, City of Vacaville
- Osby Davis**
Mayor, City of Vallejo
- Jim Spering**
Supervisor, District 3 Solano County



Solano Transportation Authority
... working for you!

One Harbor Center, Suite 130
Suisun City CA 94585 (707) 424-6075

March
2011

STATE FUNDED PROJECTS IN SOLANO

SR 12 Jameson Canyon Improvements



The STA in partnership with Caltrans and the Napa County Transportation and Planning Agency (NCTPA) have worked together to deliver the Phase I Jameson Canyon improvement project on State Route (SR) 12. After over a decade of planning and working together to secure \$139 million of funds, construction is ready to begin in summer 2011. This Phase I Project will widen 6 miles of SR 12. Safety and operational improvements include constructing two new lanes, median concrete barrier, and standard inside and outside shoulders. The existing two-lane roadway will be rehabilitated and used as the eastbound two lanes. At the easterly end of the project limits, the project will conform to improvements recently completed by the Red Top Truck Climbing Lane Project. This project requires \$73.99M CMIA and \$31.71M STIP to be allocated for construction.

I-80 Eastbound Cordelia Truck Scales Relocation



The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to several interchanges, including SR 12 East, Suisun Valley Road, I-680, Green Valley Road and SR 12 West. In addition, the Cordelia Truck Scales, which were constructed in 1958, are seriously undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The new scales will be able to process up to 900 trucks per hour, compared to the current processing rate of 400 trucks per hour. This project is scheduled to begin construction in 2011. This project requires \$50M in Trade Corridor Improvement Fund (SHOPP) to be allocated for construction.

Jepson Parkway



The Jepson Parkway project is a north-south I-80 reliever route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide local residents an alternative to I-80. The project will complete a continuous 12-mile four-lane roadway from the SR 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville. A gateway to Travis Air Force Base, Jepson Parkway will provide local residents an alternative route to access this major Solano County employer. The overall estimated construction cost of the remaining segments is \$186 million. The project will be built in phases in partnership with the Cities of Fairfield, Suisun City and Vacaville, and Solano County. Over \$30 million of State Transportation Improvement Program (STIP) funds have been programmed towards this project. This project requires \$3.8M in R/W STIP to be allocated in order to be ready for the next phase of construction in 2013.

I-80 Rehabilitation from Vacaville to Dixon



Starting in Fiscal Year (FY) 2007-08, Caltrans began to resurface I-80 in Solano County. Currently, over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects have been completed from Vallejo to the Yolo County Line. The last remaining section to be resurfaced on I-80 is between Meridian Road in Vacaville to State Route 113 in Dixon. This last project will place 5 inches of asphalt concrete on I-80. Completing the I-80 rehabilitation will provide a 20-year life to the roadway. This project requires \$50M in SHOPP to be allocated for construction.

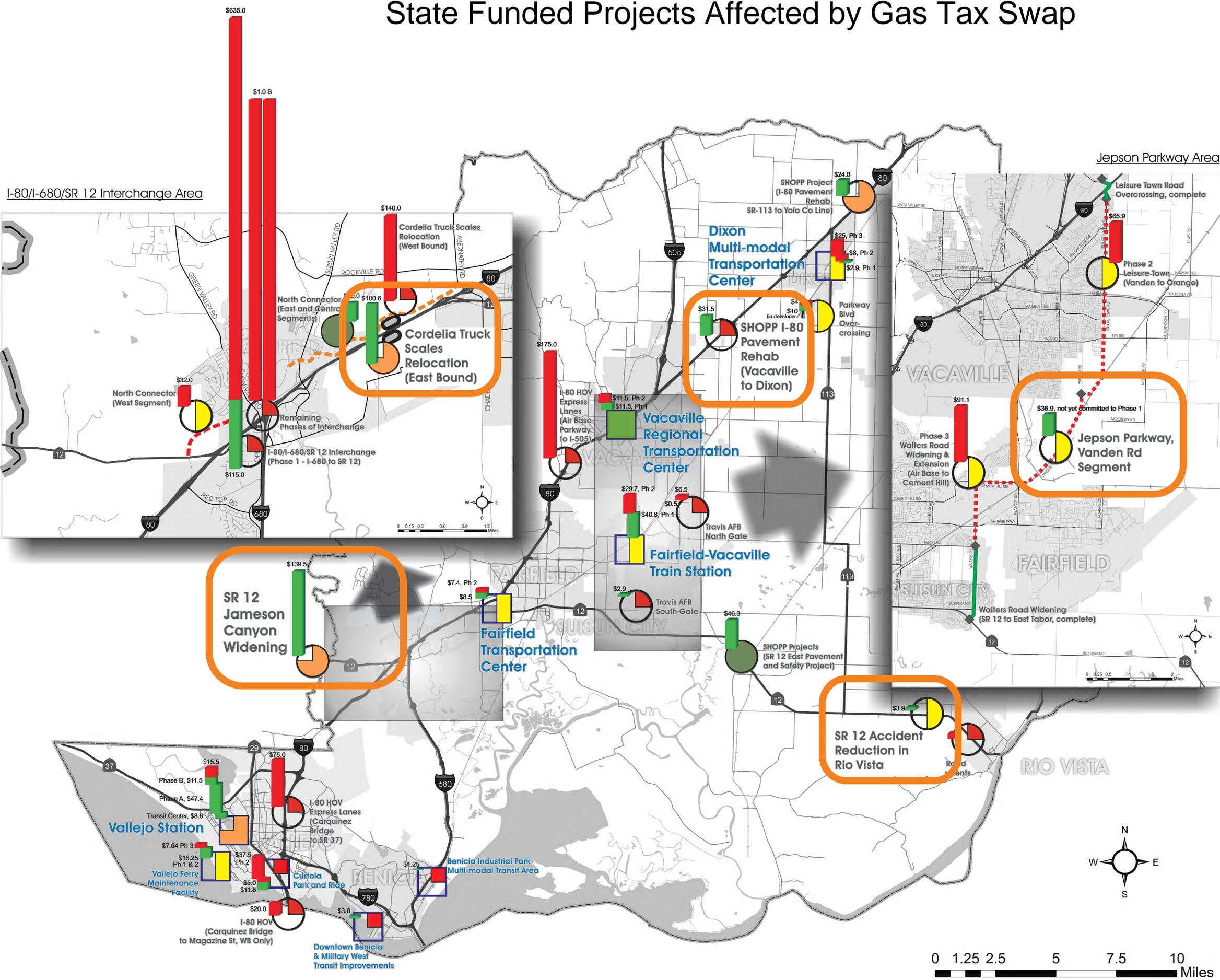
SR 12 Accident Reduction – Rio Vista from Azavedo Rd. to Liberty Island Rd.



The eastern segment of SR 12 from Suisun City to Rio Vista has been a particularly dangerous roadway, with rates for injury and fatality accidents more than one and a half times greater than the rate for similar state highways. The project is designed to reduce accidents and minimize accident severity involving fixed objects, and provide a clear recovery zone off the roadway between Azavedo Road and Liberty Island Road. This process involves removing trees to widen the shoulders, correcting the vertical curves to meet the stopping sight distance for a 55 mph design speed, constructing left-turn pockets, adding 8 foot shoulders and installing a 6" asphalt overlay. Caltrans has obtained environmental clearance and initiated right-of-way acquisition with construction on track to begin in 2012. This project requires \$9M in SHOPP to be allocated for construction.

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State Funded Projects Affected by Gas Tax Swap



Legend

Project Locations

- Highway Projects (Circle)
- Transit Projects (Square)

Project Status

- Preliminary Engineering / Environmental Analysis (Pie chart with red/green)
- Approved Project / Final Design / Right-of-Way (Pie chart with yellow/green)
- Under Construction (Pie chart with orange/green)
- Project Complete (Green circle)

Project Funds and Shortfalls

\$ 3,147 M
Total Cost of Priority Projects

Project Funding Sources

| | | | |
|---------|----------|---------|--------|
| State | Regional | Federal | Local |
| \$483 M | \$235 M | \$38 M | \$57 M |

59% State
29% Regional
5% Federal
7% Local

Total Funding for Projects \$ 813 M



STA Priority Projects

Roadway & Transit Projects

March 1, 2011

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M E M O R A N D U M

February 23, 2011

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

During the month of February, Akin Gump monitored developments in Washington regarding transportation funding and policy and worked with STA staff to develop a strategic plan for the annual Board trip to Washington in April.

Fiscal Year 2012 Budget Request

President Obama released his fiscal year 2012 budget on February 14, calling for \$3.7 trillion in spending. The President's budget would cut funding by \$20 billion from fiscal year 2010 levels; however, the budget would increase spending for infrastructure, including highways, transit, high speed rail, broadband and clean energy. President Obama has said that his budget would reduce the federal debt from \$1.6 trillion or 10.9 percent of gross domestic product (GDP) to \$607 billion or 3.2 percent of GDP, by 2015. Congress will consider the recommendations in the President's budget, but will reach its own conclusions regarding funding for fiscal year 2012.

Funding for Transportation

The President's budget includes \$129 billion for fiscal year 2012, a 66 percent increase over fiscal year 2010. The budget proposes to frontload transportation spending, doubling transit funding to \$22 billion from \$10.7 billion. The budget includes \$70.5 billion for bridges and highways, up from \$41.7 billion in fiscal year 2010, and \$8.3 billion for high speed and inter-city passenger rail, up from \$2.5 billion in fiscal year 2010.

The budget would consolidate funding under the transit bus and bus facilities and rail modernization programs and create a \$10.7 billion state of good repair program for rail and bus systems, which would be targeted to transit systems with the oldest equipment in the greatest need of repair. The budget includes \$7.7 billion under the transit formula programs and would allow funding of operating expenses for four years for certain transit agencies in urban areas over 200,000 in population. The capital investment grants (new starts) program would be funded at \$3.2 billion. Livability planning grants would be funded at \$140 million and a new livable communities' demonstration program would be funded at \$50 million.

The National Infrastructure Investments grant program, similar to the TIGER program, would distribute \$2 billion in grants to state and local transit agencies for capital investment in road, highways, transit, port, freight and passenger rail projects. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program would be funded at \$450 million.

Surface Transportation Reauthorization

The President's budget includes a proposal for reauthorizing the surface transportation laws, which the Department of Transportation will follow with a detailed bill. The proposal is for six years of funding totaling \$556 billion, including: \$119 billion for transit (a 128 percent increase over SAFETEA-LU); \$336 billion for highways and bridges (a 48 percent increase over SAFETEA-LU); and \$53 billion for intercity passenger rail.

The proposal would make outlays under the trust fund mandatory but cap spending at the amount collected by the trust fund and subject the trust fund to the PAYGO Rules, as recommended by the National Commission on Fiscal Responsibility and Reform. The proposal does not identify any new revenue sources, but states that the Administration is committed to working with Congress to ensure that the bill is fully paid for and will not increase the deficit.

The proposal recommends recasting the Highway Trust Fund as a Transportation Trust Fund that would include four accounts: Highway; Transit; Rail; and an Infrastructure Bank.

The proposal recommends consolidating the transit program into four programs: state of good repair; transit formula; transit expansion and livability (including new starts); and transit safety. The 55 different highway programs would be consolidated into five core programs: highway safety improvement program; national highway program; livable communities program; federal allocation program (federal lands); and research technology and education program.

The proposal includes a national infrastructure bank authorized at \$30 billion over six years to support grants and loans for multimodal projects for highway, transit, rail and aviation. The President's budget includes a request for \$5 billion in fiscal year 2012.

The proposal also includes \$32 billion for a "race-to-the-top" incentive program, called the Transportation Leadership Awards, which would make awards to states and regions that adopt reforms for planning, building and managing transportation systems.

SAFETEA-LU Reauthorization

February 11, 2011, the House Committee on Transportation & Infrastructure passed the Surface Transportation Extension Act of 2011, which would extend SAFETEA-LU through September 30, 2011 at fiscal year 2010 levels. The current extension expires on March 4. The House plans to consider the bill early next week, and send it to the Senate for approval.

Both the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee are holding hearings on the surface transportation bill, including a joint hearing in Los Angeles on February 23. The field hearing was part of House Chairman Mica's 14 city listening tour. These hearings and public forums with state and local officials and

transportation stakeholders are intended to inform the Committee's development of a long-term reauthorization bill. The Chairman is seeking input on how to consolidate and improve the performance of transportation programs, streamline the project delivery process, increase private sector investment in infrastructure and identify creative financing alternatives.

The Senate Environment and Public Works Committee is holding a series of hearings that have emphasized infrastructure investment as a means of job creation. On February 16, the Committee heard testimony from U.S. Chamber of Commerce President Tom Donohue and AFL-CIO President Richard Trumka, who endorsed the President's plan to create jobs and accelerate the economic recovery through investment in the nation's infrastructure. During the hearing, Chairman Boxer expressed her intention to work with Chairman Mica and Sen. Inhofe, the Environment and Public Works Ranking Member, to develop a multiyear bill.

Fiscal Year 2011 Continuing Resolution

Next week, Congress must act on a continuing resolution to fund the government through the end of the fiscal year or adopt another temporary measure to allow continued negotiations between the House and Senate on fiscal year 2011 funding. The current continuing resolution expires on March 4.

The Senate left for the President's Day recess without any action on the CR, while the House voted along party lines to adopt H.R. 1, a bill that would reduce federal spending in fiscal year 2011 by \$61 billion from fiscal year 2010 enacted levels and represents spending reductions \$100 billion below the President's fiscal year 2011 budget.

The bill was adopted after a nearly week long freewheeling debate that allowed consideration of hundreds of amendments to cut or redirect federal spending. House Republicans are calling the bill "a massive down payment" on their commitment to drastically decrease discretionary funding and have stated that it will be the first of many appropriations bills that will significantly reduce spending this year to begin a pattern of cuts that will bring the federal budget back into balance and end unsustainable deficit spending and increasing debt.

Highway and transit formula programs would remain at their current levels in the House-passed CR. However, discretionary programs would be subject to reductions and rescissions. Funding for new starts would be reduced by \$431 million below fiscal year 2010 levels and an additional \$280 million in fiscal year 2010 funding would be rescinded. The fiscal year 2011 funding for both the TIGER II grant program (\$600 million) and Transit Investments in Greenhouse Gas Emission Reduction (TIGGER) program would be eliminated and fiscal year 2010 funds also would be rescinded, \$600 million and \$75 million, respectively.

The House-passed CR would eliminate funding for the Partnership for Sustainable Communities, the collaboration among the Departments of Transportation, Housing and Urban Development, and the Environmental Protection Agency, as well as \$130 million in funding for the grants that are jointly administered by the Partnership.

The bill would rescind \$3.72 billion in American Recovery and Reinvestment Act (ARRA) funds and \$2.47 billion in fiscal year 2010 funds for the high-speed rail program.

Negotiations have begun between the House and the Senate Leadership to reach an agreement before the March 4 deadline. Senate Majority Leader Harry Reid (D-NV) is expected to offer a one month continuing resolution that continues spending at fiscal year 2010 levels and has asked his staff to begin discussions with the House on a year-long funding bill. House Speaker John Boehner (R-OH) has stated that he will not accept a continuing resolution that does not include reductions in federal spending and has stated that he will produce a short term bill that will include spending cuts. Senate Minority Leader Mitch McConnell (R-KY) has indicated that he will back the House position that the short term continuing resolution must contain spending cuts. Both Democrats and Republicans have stated their intention to avoid a government shut down, but the outcome is far from clear.



DATE: March 18, 2011
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2011-12

Background

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

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

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

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

Discussion:

Attachment A is the FY 2011-12 Local TDA Funds and Contributions from Member Agencies. The TDA contribution to STA for FY 2011-12 is increased by 4.5% (16,506) from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2011-12 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2011-12 Fund Estimate (Attachment C).

The Members Contribution has a reduction of 10.5% (\$26,528). This calculation reflects an adjustment from the prior year estimates (Attachment B). The Members Contributions estimates for FY 2011-12 are based on actual Gas Tax Revenues received by each agency in Solano County for the calendar year 2010 (Attachment D).

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

Fiscal Impact

FY 2011-12 local TDA Funds is \$380,265 and the Members Contributions is \$226,147. In the aggregate, the total TDA and members contribution from the member agencies for the FY 2011-12 has been reduced by 1.6% (\$10,021).

Recommendation

Informational.

Attachments

- A. FY 2011-12 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2011-12.
- C. MTC FY 2011-12 Fund Estimate TDA Funds Solano County (February 23, 2011)
- D. Calendar Year 2010 Gas Tax Revenues for Solano County Agencies

TDA Contributions

| AGENCY | FY 2011-12 TDA | FY 2010-11 Adjustment | FY 2011-12 Total TDA to STA | FY 2010-11 TDA to STA | % Change |
|---------------|-------------------|--------------------------|-----------------------------------|--------------------------|-------------|
| Benicia | 24,298 | 633 | 24,931 | 23,847 | 4.5% |
| Dixon | 15,262 | 397 | 15,659 | 14,982 | 4.5% |
| Fairfield | 92,442 | 2,400 | 94,842 | 90,994 | 4.2% |
| Rio Vista | 7,141 | 190 | 7,331 | 6,879 | 6.6% |
| Suisun City | 25,061 | 672 | 25,733 | 24,031 | 7.1% |
| Vacaville | 83,766 | 2,170 | 85,936 | 82,601 | 4.0% |
| Vallejo | 105,135 | 2,739 | 107,874 | 103,222 | 4.5% |
| Solano County | 17,505 | 455 | 17,960 | 17,203 | 4.4% |
| TOTAL | 370,610 | 9,656 | 380,265 | 363,759 | 4.5% |

Members Contributions

| AGENCY | FY 2011-12 Members Contribution | FY 2010-11 Adjustment | FY 2011-12 Total Members Contribution Claim | FY 2010-11 Members Contribution | % Change |
|---------------|---------------------------------------|--------------------------|--|---------------------------------------|---------------|
| Benicia | 15,978 | (1,151) | 14,827 | 16,565 | -10.5% |
| Dixon | 10,036 | (723) | 9,313 | 10,406 | -10.5% |
| Fairfield | 60,787 | (4,379) | 56,408 | 63,207 | -10.8% |
| Rio Vista | 4,696 | (339) | 4,357 | 4,778 | -8.8% |
| Suisun City | 16,480 | (1,187) | 15,293 | 16,692 | -8.4% |
| Vacaville | 55,082 | (3,968) | 51,114 | 57,376 | -10.9% |
| Vallejo | 69,134 | (4,980) | 64,154 | 71,700 | -10.5% |
| Solano County | 11,511 | (830) | 10,681 | 11,950 | -10.6% |
| TOTAL | 243,703 | (17,557) | 226,147 | 252,674 | -10.5% |

Total Contributions from Member Agencies

| AGENCY | TDA | Member Contribution | FY 2011-12 TOTAL | FY 2010-11 TOTAL | % Change |
|---------------|----------------|------------------------|---------------------|---------------------|--------------|
| Benicia | 24,931 | 14,827 | 39,757 | 40,412 | -1.6% |
| Dixon | 15,659 | 9,313 | 24,972 | 25,388 | -1.6% |
| Fairfield | 94,842 | 56,408 | 151,250 | 154,201 | -1.9% |
| Rio Vista | 7,331 | 4,357 | 11,687 | 11,657 | 0.3% |
| Suisun City | 25,733 | 15,293 | 41,026 | 40,723 | 0.7% |
| Vacaville | 85,936 | 51,114 | 137,050 | 139,977 | -2.1% |
| Vallejo | 107,874 | 64,154 | 172,028 | 174,922 | -1.7% |
| Solano County | 17,960 | 10,681 | 28,641 | 29,153 | -1.8% |
| TOTAL | 380,265 | 226,147 | 606,412 | 616,433 | -1.6% |

FY 2011-12 TDA and Members Contributions Indexing Policy

Local Transportation Development Act (TDA) Funds

| | | | | | |
|-------------------|-----------------------|---------------------|-------------------|-----------------------|---------------------|
| TDA | Total TDA to County | \$13,058,424 | TDA | Total TDA to County | \$13,416,183 |
| FY 2010-11 | STA Operations (2.7%) | \$352,577 | FY 2011-12 | STA Operations (2.7%) | \$362,237 |

February 2010 Estimate

| | Agency TDA | Percent | FY 11-12 Claim | TDA Adjustment | Total TDA | Percent | Revised FY 2010-11 | FY 2010-11 Adjustment |
|---------------|----------------------|---------|-------------------|--------------------|---------------------|---------|-----------------------|--------------------------|
| Benicia | 856,129 | 0.066 | \$23,115 | (28,615) | \$827,514 | 0.066 | 23,749 | 633 |
| Dixon | 537,755 | 0.041 | 14,519 | (17,977) | 519,778 | 0.041 | 14,917 | 397 |
| Fairfield | 3,257,193 | 0.249 | 87,944 | (109,185) | 3,148,008 | 0.249 | 90,345 | 2,400 |
| Rio Vista | 251,603 | 0.019 | 6,793 | (8,255) | 243,348 | 0.019 | 6,984 | 190 |
| Suisun City | 883,029 | 0.068 | 23,842 | (28,835) | 854,194 | 0.068 | 24,514 | 672 |
| Vacaville | 2,951,487 | 0.226 | 79,690 | (99,113) | 2,852,374 | 0.226 | 81,860 | 2,170 |
| Vallejo | 3,704,430 | 0.284 | 100,020 | (123,856) | 3,580,574 | 0.284 | 102,759 | 2,739 |
| Solano County | 616,798 | 0.047 | 16,654 | (20,643) | 596,155 | 0.047 | 17,109 | 455 |
| | \$ 13,058,424 | 1.000 | \$352,577 | (\$436,479) | \$12,621,945 | 1.000 | \$ 362,237 | 9,656 |

| TDA | Total TDA to County | \$13,726,282 | | | |
|------------------------|-----------------------|--------------|------------------------|--------------------------|-------------------------------|
| FY 2011-12 | STA Operations (2.7%) | \$370,610 | | | |
| February 2010 Estimate | | | FY 2011-12 Estimate | FY 2010-11 Adjustment | Total TDA Funds FY 2011-12 |
| Benicia | 828,586 | 0.066 | \$24,298 | 633 | 24,931 |
| Dixon | 519,379 | 0.041 | 15,262 | 397 | 15,659 |
| Fairfield | 3,125,859 | 0.249 | 92,442 | 2,400 | 94,842 |
| Rio Vista | 245,573 | 0.019 | 7,141 | 190 | 7,331 |
| Suisun City | 854,430 | 0.068 | 25,061 | 672 | 25,733 |
| Vacaville | 2,870,669 | 0.226 | 83,766 | 2,170 | 85,936 |
| Vallejo | 3,582,546 | 0.284 | 105,135 | 2,739 | 107,874 |
| Solano County | 594,903 | 0.047 | 17,505 | 455 | 17,960 |
| | \$12,621,945 | 1.000 | \$370,610 | \$9,656 | 380,265 |

Members Contribution

| | | | | | |
|----------------------|-------------------------|---------------------|----------------------|-------------------------|---------------------|
| Contribution: | Total Gas Tax to County | \$12,440,742 | Contribution: | Total Gas Tax to County | \$11,604,904 |
| FY 2010-11 | STA Operations (2.1%) | \$261,256 | FY 2011-12 | STA Operations (2.1%) | \$243,703 |

Estimate based on Calendar Year 2009

| | FY 10-11 Claim | |
|---------------|-------------------|------------------|
| Benicia | 0.066 | \$17,128 |
| Dixon | 0.041 | 10,759 |
| Fairfield | 0.249 | 65,166 |
| Rio Vista | 0.019 | 5,034 |
| Suisun City | 0.068 | 17,666 |
| Vacaville | 0.226 | 59,049 |
| Vallejo | 0.284 | 74,113 |
| Solano County | <u>0.047</u> | <u>12,340</u> |
| | 1.000 | \$261,256 |

Estimate based on Calendar Year 2010

| | FY 10-11 Adjustment | |
|---------------|------------------------|------------------|
| Benicia | 0.066 | \$15,978 |
| Dixon | 0.041 | 10,036 |
| Fairfield | 0.249 | 60,787 |
| Rio Vista | 0.019 | 4,696 |
| Suisun City | 0.068 | 16,480 |
| Vacaville | 0.226 | 55,082 |
| Vallejo | 0.284 | 69,134 |
| Solano County | <u>0.047</u> | <u>11,511</u> |
| | 1.000 | \$243,703 |

| Contribution: | Total Gas Tax to County | \$11,604,904 | | | |
|--------------------------------------|-------------------------|------------------|--------------------------|-----------------|------------------|
| FY 2011-12 | STA Operations (2.1%) | \$243,703 | | | |
| Estimate based on Calendar Year 2010 | | | FY 2010-11 Adjustment | | |
| Benicia | 0.066 | \$15,978 | (\$1,151) | \$14,827 | |
| Dixon | 0.041 | 10,036 | (723) | 9,313 | |
| Fairfield | 0.249 | 60,787 | (4,379) | 56,408 | |
| Rio Vista | 0.019 | 4,696 | (339) | 4,357 | |
| Suisun City | 0.068 | 16,480 | (1,187) | 15,293 | |
| Vacaville | 0.226 | 55,082 | (3,968) | 51,114 | |
| Vallejo | 0.284 | 69,134 | (4,980) | 64,154 | |
| Solano County | <u>0.047</u> | <u>11,511</u> | (830) | 10,681 | |
| | 1.000 | \$243,703 | (\$17,557) | 156 | \$226,147 |

FY 2011-12 FUND ESTIMATE
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 SOLANO COUNTY

| FY 2010-11 TDA Revenue Estimate Adjustment | | FY 2011-12 TDA Estimate | |
|---|------------|--|------------|
| FY 2010-11 Generation Estimates Adjustment | | FY 2011-12 County Auditor's Generations Estimate | |
| 1. Original County Auditor Estimate (Feb, 10) | 13,880,128 | 13. County Auditor's Estimate | 13,416,183 |
| 2. Revised County Auditor Estimate (Feb, 11) | 13,416,183 | 14. MTC Administration (0.5% of line 13) | 67,081 |
| 3. Revenue Adjustment (Line 2-1) | (463,945) | 15. County Administration (0.5% of line 13) | 67,081 |
| 4. MTC Administration (0.5% of line 3) | (2,320) | 16. MTC Planning (3.0% of line 13) | 402,485 |
| 5. County Administration (0.5% of line 3) | (2,320) | 17. Total Charges (Lines 14+15+16) | 536,647 |
| 6. MTC Planning (3.0% of line 3) | (13,918) | 18. TDA Generations Less Charges (Line 13-17) | 12,879,536 |
| 7. Total Charges (Lines 4+5+6) | (18,558) | 19. Article 3.0 (2.0% of line 18) | 257,591 |
| 8. Adjusted Generations Less Charges (Line 3-7) | (445,387) | 20. Funds Remaining (Line 18-19) | 12,621,945 |
| 9. Article 3 Adjustment (2.0% of line 8) | (436,479) | 21. Article 4.5 (5.0% of line 20) | 12,621,945 |
| 10. Funds Remaining (Line 8-9) | (8,908) | 22. TDA Article 4 (Line 20-21) | |
| 11. Article 4.5 Adjustment (5.0% of line 10) | | | |
| 12. Article 4 Adjustment (Line 10-11) | (436,479) | | |

TDA APPORTIONMENT BY JURISDICTIONS

| Column | A | B | C | D | E | F | G | H=Sum(C;G) | I | J=H+I |
|-----------------------------|-------------------------------------|------------|-----------------------------------|--------------------------------------|--------------------|-------------------|--------------------|---------------------|------------------|--------------------------|
| | 6/30/2010 | FY 2009-10 | 6/30/2010 | FY 2009-11 | FY 2010-11 | FY 2010-11 | FY 2010-11 | 6/30/2011 | FY 2011-12 | Total |
| Apportionment Jurisdictions | Balance (w/o interest) ¹ | Interest | Balance (w/interest) ¹ | Outstanding Commitments ² | Transfers/ Refunds | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate | Available For Allocation |
| Article 3 | 427,945 | 9,323 | 437,268 | (642,350) | - | 266,498 | (8,908) | 52,509 | 257,591 | 310,100 |
| Article 4.5 | 427,945 | 9,323 | 437,268 | (642,350) | - | 266,498 | (8,908) | 52,509 | 257,591 | 310,100 |
| SUBTOTAL | | | | | | | | | | |
| Article 4/8 | | | | | | | | | | |
| Benicia | - | 3,939 | 3,939 | (36,597) | - | 856,130 | (28,615) | 794,857 | 828,586 | 1,623,443 |
| Dixon | - | 340 | 340 | (299,140) | - | 537,755 | (17,977) | 220,977 | 519,379 | 740,356 |
| Fairfield | 5,262,415 | 66,523 | 5,328,938 | (2,807,956) | - | 3,257,193 | (109,185) | 5,668,990 | 3,125,859 | 8,794,849 |
| Rio Vista | 138,742 | 3,374 | 142,116 | (216,700) | - | 251,603 | (8,255) | 168,764 | 245,573 | 414,337 |
| Suisun City | - | 401 | 401 | (24,031) | - | 883,029 | (28,835) | 830,563 | 854,430 | 1,684,993 |
| Vacaville | 2,850,482 | 41,674 | 2,892,156 | (5,157,865) | - | 2,951,487 | (99,113) | 586,665 | 2,870,669 | 3,457,334 |
| Vallejo | 1,652,843 | 10,473 | 1,663,316 | (147,179) | - | 3,704,430 | (123,856) | 5,096,711 | 3,582,546 | 8,679,257 |
| Solano County | - | 976 | 976 | (24,853) | - | 616,798 | (20,643) | 572,278 | 594,903 | 1,167,181 |
| SUBTOTAL ³ | 9,904,482 | 127,699 | 10,032,181 | (8,714,321) | - | 13,058,424 | (436,479) | 13,939,805 | 12,621,945 | 26,561,750 |
| GRAND TOTAL | 10,332,427 | 137,023 | 10,469,450 | (9,356,671) | - | 13,324,923 | (445,387) | 13,992,315 | 12,932,045 | 26,871,850 |

1. Balance as of 6/30/10 is from MTC FY 2009-10 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2010, and FY 2010-11 allocations, transfers and refunds as of December 31, 2010.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Inercity Transit Funding Agreement.

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Gas Tax to Solano County

January to December 2010

| <u>Allocation:</u> | <u>Jan-10</u> | <u>Feb-10</u> | <u>Mar-10</u> | <u>Apr-10</u> | <u>May-10</u> | <u>Jun-10</u> | <u>Jul-10</u> | <u>Aug-10</u> | <u>Sep-10</u> | <u>Oct-10</u> | <u>Nov-10</u> | <u>Dec-10</u> | <u>Total</u> |
|--------------------------------|-------------------|---------------------|-------------------|-------------------|---------------------|---------------------|-------------------|-------------------|-------------------|---------------------|---------------------|---------------------|----------------------|
| Solano County | 387,801.06 | 490,945.29 | 429,794.14 | 457,721.56 | 528,574.48 | 495,785.83 | 240,105.77 | 114,128.81 | 367,972.36 | 480,517.85 | 841,699.08 | 538,371.34 | 5,373,417.57 |
| City: | | | | | | | | | | | | | |
| Benicia | 31,281.80 | 39,512.47 | 34,613.62 | 33,146.29 | 42,415.50 | 39,507.95 | 22,399.25 | 9,118.11 | 33,024.99 | 37,348.55 | 66,468.18 | 43,246.63 | 432,083.34 |
| Dixon | 19,875.24 | 25,065.81 | 21,976.43 | 21,051.07 | 26,896.58 | 25,062.97 | 14,255.29 | 5,771.34 | 20,827.41 | 23,530.39 | 41,904.91 | 27,316.80 | 273,534.24 |
| Fairfield | 118,232.75 | 149,637.73 | 130,945.66 | 125,346.92 | 160,714.55 | 149,620.51 | 78,392.77 | 34,331.71 | 124,917.97 | 141,450.58 | 251,520.72 | 163,257.12 | 1,628,368.99 |
| Rio Vista | 9,475.35 | 11,894.13 | 10,454.49 | 10,023.28 | 12,747.26 | 11,892.80 | 6,882.32 | 2,784.18 | 9,940.49 | 11,196.99 | 19,980.98 | 13,098.69 | 130,370.96 |
| Suisun City | 32,250.92 | 40,739.89 | 35,687.31 | 34,173.92 | 43,734.02 | 40,735.23 | 23,001.19 | 9,398.87 | 34,048.27 | 38,507.78 | 68,528.84 | 44,583.00 | 445,389.24 |
| Vacaville | 107,362.63 | 135,870.50 | 118,902.78 | 113,820.51 | 145,925.49 | 135,854.86 | 70,689.65 | 31,303.53 | 113,881.52 | 128,947.80 | 229,295.70 | 148,843.73 | 1,480,698.70 |
| Vallejo | 134,427.53 | 170,148.78 | 148,887.68 | 142,519.45 | 182,747.98 | 170,129.20 | 88,481.51 | 39,037.45 | 142,068.40 | 160,879.65 | 286,057.96 | 175,655.27 | 1,841,040.86 |
| City SubTotal | 452,906.22 | 572,869.31 | 501,467.97 | 480,081.44 | 615,181.38 | 572,803.52 | 304,101.98 | 131,745.19 | 478,709.05 | 541,861.74 | 963,757.29 | 616,001.24 | 6,231,486.33 |
| Total County & City | 840,707.28 | 1,063,814.60 | 931,262.11 | 937,803.00 | 1,143,755.86 | 1,068,589.35 | 544,207.75 | 245,874.00 | 846,681.41 | 1,022,379.59 | 1,805,456.37 | 1,154,372.58 | 11,604,903.90 |
| FY 2009 | 885,084.16 | 1,087,587.00 | 944,501.56 | 1,015,076.89 | 1,141,328.39 | 1,009,959.26 | 918,719.52 | 1,282,997.42 | 1,124,042.71 | 900,771.48 | 1,085,024.26 | 1,045,649.84 | 12,440,742.49 |
| Variance | (44,376.88) | (23,772.40) | (13,239.45) | (77,273.89) | 2,427.47 | 58,630.09 | (374,511.77) | (1,037,123.42) | (277,361.30) | 121,608.11 | 720,432.11 | 108,722.74 | (835,838.59) |

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DATE: March 21, 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 polices (Attachment A). Those projects that have been highlighted are either experiencing delays or do not have a clear delivery schedule and/or funding strategy, and therefore are at risk of losing funding. Conversely, projects not highlighted, are on schedule.

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for FY 2010-11 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606), including the Request for Authorization (E-76) submittal deadline of February 1st and the obligation deadline of April 30th. In order to ensure funds are obligated or transferred to Federal Transit Administration (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. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1st of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30th of the fiscal year programmed in the TIP.

Projects programmed in the State Transportation Improvement Program (STIP) for FY 2010-11 and are required to submit an allocation request to MTC and Caltrans Local Assistance. Projects programmed in the STIP must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next share period. In order to receive an allocation at the June 23, 2011 CTC meeting, an allocation request must be submitted by April 25, 2011, which is the last chance to submit a request for this fiscal year.

Projects which have earmark funding with a remaining unobligated balance are also listed. As a reminder, Congress continues to be interested in rescinding unobligated federal funds, including earmarks, from prior years. It may not be a matter of if, but rather when Congress will rescind these remaining unobligated balances, and given this risk of funds being lost, project sponsors are reminded to stay on track with the timely delivery of these projects.

MTC's project delivery policies are also attached (Attachment 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 fewer options available and may risk losing these funds. STA has also recently implemented projects delivery policies, which were adopted by the STA Board on March 9, 2011. The goal of the STA project delivery policies is to protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, and FHWA.

Recommendation:

Informational.

Attachments:

- A. Programmed funding in Solano County, 3-21-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)

Project Delivery Update, 3-21-2011

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) | | | | | Shortfall | Status | Next Task and Deadlines |
|---------------|-----------|---|--------------------------|-----------------|--|----------|--------------|--------------|-----------|-----------|-------------------------------|-------------------------|
| | | | | | Preliminary Engineering (PE) | | | | | | | |
| | | | | | Environmental | Design | Right-of-Way | Construction | | | | |
| Benicia | SOL070045 | State Park Road Bridge Widening | CMAQ/ARRA | 2010 | | | | \$ 2,406 | \$ - | Complete | Closeout Project | |
| Benicia | SOL10031 | 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 (SR25) | 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 11/12 | |
| 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 (SAFETE-LU) | 2010 | \$ - | \$ 11 | \$ - | \$ 261 | \$ - | PE | Request E76 for CON | |
| Rio Vista | SOL050062 | SR 12 Rio Vista Bridge Study | Earmark (SAFETE-LU) | 2010 | \$ 453 | \$ - | \$ - | \$ - | \$ - | Complete | Adopted, Closeout project | |
| Suisun City | SOL110012 | Grizzly Island Trail | CMAQ (Bike/SR25) | 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 | \$ - | CON | 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 | \$ - | CON | 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 (all phases) | 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/Earmark | 2012 | \$ 200 | \$ 5,800 | \$ 9,000 | \$ 64,128 | \$ - | CON | Invoice every 6 months | |
| Vallejo | SOL990018 | I-80/American Canyon Rd overpass Improv | Local Impact Fee | Future | \$ - | \$ - | \$ - | \$ 5,230 | \$ - | PE | Complete PSR | |
| Vallejo | SOL991032 | Vallejo Ferry Maintenance Facility | STIP-PTA | 2012 | \$ - | \$ - | \$ - | \$ 4,300 | \$ - | PE | CTC Allocation by Apr 2011 | |
| 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 (SAFETE-LU) | 2010 | \$ 1,400 | \$ 2,359 | \$ - | \$ - | \$ - | Complete | Study Complete | |

| 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) | | | | | | |
| | | | | | Environmental | Design | Right-of-Way | Construction | Shortfall | | |
| 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 | CTC Allocation by Apr 2011 |
| 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 | \$ 507,183 | \$ 626,920 | | |
| | | | | | \$773,685 | | | | | | |

* 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: March 17, 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. | Caltrans Community-Based Transportation Planning Grants* | Budget is \$3 million , each project not to exceed \$300,000 for 2011/12 | Due March 30, 2011 |
| 6. | Caltrans Environmental Justice: Context-Sensitive Planning* | Budget is \$3 million , each project not to exceed \$250,000 for 2011/12 | Due March 30, 2011 |
| 7. | Partnership Planning Grant* | Budget is \$1,000,000 , each project not to exceed \$300,000 for 2011/12 | Due March 30, 2011 |
| 8. | Transit Planning Grant (FTA 5304): Statewide or Urban Transit Planning Studies* | Budget is \$2,000,000 , each project not to exceed \$300,000 for 2011/12 | Due March 30, 2011 |
| 9. | Transit Planning Grant (FTA 5304): Rural or Small Urban Transit Planning Studies* | Budget is \$1,000,000 , each project not to exceed \$100,000 for 2011/12 | Due March 30, 2011 |
| 10. | Program for Arterial System Synchronization* | Approximately \$1,250,000 | Due April 12, 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 |

| 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/ |

| 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 |

| Fund Source | Application/Program Contact Person** | Application Deadline/Eligibility | Amount Available | Program Description | Additional Information |
|---|---|--|---|--|--|
| Program for Arterial System Synchronization (PASS) | Vamsi Tabjulu MTC (510)817-5936 vtabjulu@mtc.ca.gov | April 12, 2011 Eligible Applicants: Cities and counties in the Bay Area | Approximately \$1,250,000 , with a maximum of \$10,000 per project | Provides funding for technical assistance to Bay Area jurisdictions with retiming traffic signal systems that include signals from multiple jurisdictions, interact with freeways and state highways, operate on corridors with established regional significance, provide transit priority, or have been developed in conjunction with other regional programs. | Eligible Projects: Technical assistance and financial support will be focused on traffic signal system projects that: 1) interact with freeways and state highways; 2) involve traffic signals from multiple jurisdictions; 3) operate on corridors with established regional significance; 4) provide priority for transit vehicles; 5) have been developed in conjunction with other regional programs http://www.mtc.ca.gov/services/arterial_operations/downloads/PASS_Guidelines_2010-11.pdf |



**STA Board Meeting Highlights
6:00 p.m., March 9, 2011**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the March 9, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of March 9, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

| | |
|----------------------------|---------------------|
| Harry Price, Chair | City of Fairfield |
| Jack Batchelor, Vice Chair | City of Dixon |
| Elizabeth Patterson | City of Benicia |
| Jan Vick | City of Rio Vista |
| Pete Sanchez | City of Suisun City |
| Steve Hardy | City of Vacaville |
| Osby Davis | City of Vallejo |
| Jim Spering | County of Solano |

BOARD MEMBERS ABSENT:

| | |
|------------|-----------------|
| Osby Davis | City of Vallejo |
|------------|-----------------|

ACTION – FINANCIAL ITEMS

A. Solano County Clean Air Grant Priorities

Recommendation:

Approve the allocation of Bay Area Transportation for Clean Air Funds (TFCA) and prioritization of Yolo Solano County Clean Air Funds as follows:

1. \$200,000 from Bay Area TFCA for Solano Napa Commuter Information (SNCI) Program; and
2. \$30,000 from Bay Area TFCA and Prioritization of \$30,000 from the Clean Air Program for the Solano Safe Routes to School (SR2S) Program (\$60,000 total).

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

B. Transfer of Land for the I-80/I-680/State Route (SR) 12 Interchange Project

Recommendation:

Adopt Resolution No. 2011-05 authorizing the Executive Director to negotiate with the City of Fairfield and the Fairfield Redevelopment Agency for the transfer of those parcels necessary for the I-80/I-680/SR12 Interchange Project.

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

ACTION – NON-FINANCIAL ITEMS

A. Regional Transportation Plan (RTP) Update and Solano Call for Projects Draft List

Recommendation:

Approve the following:

1. Release the Draft Solano RTP Project List for public review; and
2. Issue a call for projects to be included in the Solano RTP Project List.

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

B. STA Project Delivery Policy

Recommendation:

Adopt the STA Project Delivery Policy as shown in Attachment B.

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

C. Agricultural Land and Open Space Preservation

Recommendation:

Authorize the STA Chair to forward a letter to MTC and ABAG supporting financial incentives for preservation of agricultural and open space lands.

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

CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Spring, the STA Board approved Consent Calendar Items A through F.

A. STA Board Meeting Minutes of February 9, 2011

Recommendation:

Approve STA Board Meeting Minutes of February 9, 2011.

- B. Draft TAC Meeting Minutes of February 23, 2011**
Recommendation:
Approve Draft TAC Meeting Minutes of February 23, 2011.
- C. Comprehensive Transportation Plan (CTP) Consultant Scope of Work**
Recommendation:
Authorize the Executive Director to release a Request for Proposal (RFP) for consultant services for the STA's CTP update and enter into an agreement in an amount not-to-exceed \$125,000.
- D. Solano Countywide Bicycle Locker Study**
Recommendation:
Approve STA to conduct a Solano Countywide Bicycle Locker Study.
- E. Solano Rail Crossing Inventory and Improvement Plan**
Recommendation:
Adopt the Solano Rail Crossing Inventory and Improvement Plan.
- F. 2011 STA SR2S Countywide Plan Update & Mapping Project Scope of Work**
Recommendation:
Approve the following:
1. Approve the Scope of Work for the SR2S 2011 Plan Update & Mapping Project in Attachment A; and
 2. Authorize the Executive Director to release a Request for Proposals not-to-exceed \$335,000 for the SR2S 2011 Plan Update & Mapping Project as shown in Attachment A, upon authorization of federal funding.

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

- A. MTC Report:**
None presented.
- B. Caltrans Report:**
Doanh Nguyen provided a status report on construction projects in Solano County.
- C. STA Reports:**
Directors Report:
- a. Planning
 - b. Projects
 - c. Transit/Rideshare

INFORMATIONAL ITEMS –NO DISCUSSION

- A. Legislative Updates**
- B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fund Estimates**
- C. Project Delivery Update**
- D. Funding Opportunities Summary**
- E. STA Board Meeting Schedule for Calendar Year 2011**

BOARD MEMBER COMMENTS

ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled a **Special Time and Date** for **Wednesday, April 20, 2011, 4:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



Johanna Masielat **January 31, 2011**
Clerk of the Board **Date**



DATE: March 21, 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.

Attachment:

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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**
(Last Updated: February 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 <i>Odd</i> Month |
| PAC: | Meets 3 rd Thursday of every <i>Odd</i> Month |
| PCC: | Meets 3 rd Thursdays of every <i>Odd</i> Month |

| DATE | TIME | DESCRIPTION | LOCATION | STATUS |
|------------------------------|---------------|--|------------------------|-----------|
| 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 20 th | 4:00 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) | Ulatis 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 |