



**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 a.m., Wednesday, March 30, 2011  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Jeanine Wooley, Vallejo Transit
<b>II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)</b>	
<b>IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:25 a.m.)</b>	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (10:25 – 10:30 a.m.)	
<b>A. Minutes of the Consortium Meeting of February 23, 2011</b> <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of February 23, 2011.</i> <b>Pg. 1</b>	Johanna Masiclat

**CONSORTIUM MEMBERS**

<u>Rob Sousa</u>	<u>Vacant</u>	<u>Philip Kamhi</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Jeanine Wooley</u>	<u>Matt Tuggle</u>
Benicia Breeze	Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

- 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.*  
**Pg.**

**VI. ACTION – FINANCIAL ITEMS**

- A. Transit Fleet and Transit Capital Investment Plans** Liz Niedziela  
*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.*  
(10:30 – 10:40 a.m.)  
**Pg. 11**

- B. 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.*  
(10:40 – 10:50 a.m.)  
**Pg. 27**

**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.*  
(10:50 – 10:55 a.m.)  
**Pg. 33**

**VIII. INFORMATIONAL ITEMS**

- 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 K. Halls  
*Informational*  
(10:55 – 11:05 a.m.)  
**Pg. 39**

- B. Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Status** Elizabeth Richards  
*Informational*  
 (11:05 – 11:10 a.m.)  
**Pg. 41**
- C. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix - Initial** Elizabeth Richards  
*Informational*  
 (11:10 – 11:15 a.m.)  
**Pg. 45**
- D. Intercity Subsidized Taxi Program Annual Report** Elizabeth Richards  
*Informational* Brian McLean  
 (11:15 – 11:20 a.m.)  
**Pg. 49**
- E. Solano County Transit (SolTrans) Transition Status** Elizabeth Richards  
*Informational*  
 (11:20 – 11:25 a.m.)  
**Pg. 55**
- F. SNCI Monthly Issues** Judy Leaks  
*Informational*  
 (11:25 – 11:30 a.m.)  
**Pg. 59**
- NO DISCUSSION**
- G. Legislative Update** Jayne Bauer  
*Informational*  
**Pg. 61**
- H. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2011-12** Susan Furtado  
*Informational*  
**Pg. 115**
- I. STA Funding Opportunities Report** Sara Woo  
*Informational*  
**Pg. 123**
- J. STA Board Meeting Highlights of March 9, 2011** Johanna Masielat  
*Informational*  
**Pg. 129**
- K. STA Board and Advisory Committee Meeting Schedule for 2011** Johanna Masielat  
*Informational*  
**Pg. 133**

**IX. TRANSIT OPERATOR ISSUES**

Group

**X. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, April 27, 2011.**



**INTERCITY TRANSIT CONSORTIUM  
Minutes of the Meeting of  
February 23, 2011**

**I. CALL TO ORDER**

Jeanine Wooley called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:10 a.m. in the Solano Transportation Authority Conference Room.

<b>Consortium Present:</b>	Jeanine Wooley	Vallejo Transit, Chair
	Philip Kamhi	Fairfield and Suisun Transit, Vice Chair
	John Andoh	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach

<b>Also Present:</b>	Daryl Halls	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Robert Guerrero	STA
	Johanna Masiclat	STA

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Jim McElroy	City of Fairfield
	Debbie Whitbeck	City of Fairfield

**II. APPROVAL OF AGENDA**

On a motion by John Andoh, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced that MTC was accepting applications for their Parking Labs sessions. Mr. Guerrero explained that the sessions would focus on implementation of new parking policies, practices, or strategies within selected cities or areas.

Jeanine Wooley provided update to the SolTrans Transition Plan.

#### V. CONSENT CALENDAR

On a motion by Philip Kamhi, and a second by John Andoh, the Solano Express Intercity Transit Consortium unanimously approved consent calendar item A and B.

**A. Minutes of the Consortium Meeting of January 26, 2011**

Recommendation:

Approve Consortium Meeting Minutes of January 26, 2011.

**B. Solano County Clean Air Grant Priorities**

Recommendation:

Forward a recommendation to the STA Board to prioritize 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).

#### VI. ACTION – FINANCIAL ITEMS

**A. None.**

#### 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 9<sup>th</sup>, and approved by the STA Board by April 13<sup>th</sup>. 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.

At an earlier meeting, the STA TAC approved Paul Wiese's request to include the Peabody Road 4-Lanes Expansion to the Draft Solano RTP Project List. The Consortium concurred.

Recommendation:

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

On a motion by Philip Kamhi, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the recommendation.

**B. Solano County Bicycle Locker Study**

Robert Guerrero addressed what policies are in place and reported how each city and the county should require, maintain, and monitor bicycle lockers in Solano County. He requested input from the Consortium members on the Draft Scope of Work for the Solano Countywide Bicycle Locker Study.

Recommendation:

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

On a motion by Brian McLean, and a second by John Andoh, the Solano Express Intercity Transit Consortium approved the recommendation.

**VII. INFORMATIONAL ITEMS**

**A. 10-Year Transit Fleet and Minor Transit Capital Investment Plan Update**

Liz Niedziela provided an update to the 10-Year Transit Fleet and Minor Transit Capital Investment Plan. She noted that STA staff plans to present the operators' 10-Year Transit Fleet and Minor Transit Capital Investment Plans to the STA Board for approval of funding as early as next month but no later than March.

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

Elizabeth Richards reviewed the TDA and STAF FY 2011-12 revenue projections that are in the process of being approved by the Metropolitan Transportation Commission (MTC). She noted that estimates have been approved by MTC's Programming and Allocations Committee (PAC) and are scheduled for Commission approval on February 23<sup>rd</sup>.

**C. Discussion of Intercity Transit Study Update and Schedule**

The Consortium discussed the potential service changes to each of the seven routes. The main purpose of the discussion is to determine if there are service changes that could occur in conjunction with the ITF or if further time and study is needed and should be considered as part of the Transit Corridor Study.

**D. FY 2011-12 Intercity Transit Funding (ITF) Agreement Schedule**

Elizabeth Richards provided update to the development of the FY 2011-12 ITF agreement. She cited that the schedule includes a discussion at the February Consortium meeting of any initially proposed changes to the routes in terms of service and/or fare by the operators that would affect FY 2011-12.

**D. SNCI Monthly Issues**

Judy Leaks provided an update on transit schedule status, marketing, promotions, and events.

**NO DISCUSSION**

**E. Legislative Update**

**F. STA Funding Opportunities Report**

**G. STA Board Meeting Highlights of December 8, 2010**

**H. STA Board and Advisory Committee Meeting Schedule for 2011**

**VIII. OPERATOR COMMENTS**

The Consortium members discussed the major issues regarding the Clipper Program.

**IX. ADJOURNMENT**

The meeting adjourned at 11:00 a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, March 30, 2011.**



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

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**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. 1<sup>st</sup> 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**

<b>Funding Sources</b>	<b>Program Year</b>	<b>Upcoming Deadlines</b>	<b>CON</b>	<b>Fund Sources Total</b>
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
<b>SHORTFALL</b>			\$1,276,000	\$1,151,000
		<b>Project Phase Total:</b>	\$6,100,000	<b>\$6,100,000</b>

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

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**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
<b>TOTAL</b>	<b>\$1,475,912</b>

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	
		<b>TOTAL PROP 1B</b>	<b>\$ 1,511,502</b>			

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**

<b>Jurisdiction</b>	<b>Project</b>	<b>Year</b>	<b>Preliminary Cost Estimate</b>
<b>Purchased Projects</b>			
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 Project	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
			<b>\$15,128,853</b>

<b>Jurisdiction</b>	<b>Project</b>	<b>Year</b>	<b>Preliminary Cost Estimate</b>
<b>Funded Projects</b>			
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
			<b>\$4,021,550</b>

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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
<b>BENICIA</b>											
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

<b>FAIRFIELD</b>											
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	18 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

<b>VACAVILLE</b>											
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

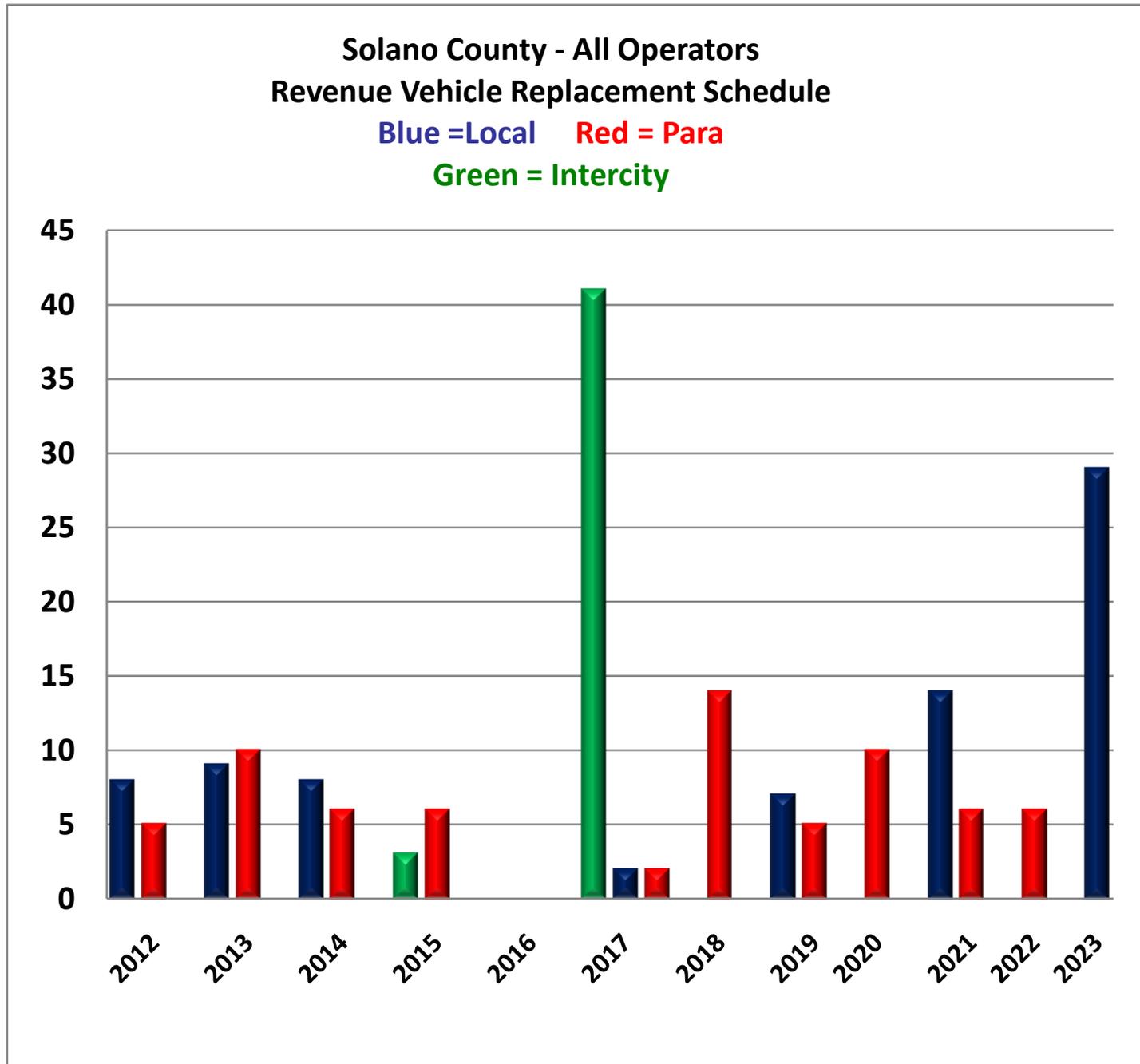
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**Minor Transit Capital Investment Plan  
January 20, 2011**

Jurisdiction	Project	Year	Total Cost	Unfunded
<b>Status January 2011</b>				
Benicia	Bus Stop Improvement at 1st St	2010-11	\$500,000	\$500,000
Benicia	Office Equipment	2010-11	\$25,000	\$25,000
			<b>\$525,000</b>	<b>\$525,000</b>
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
			<b>\$100,000</b>	<b>\$100,000</b>
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
			<b>\$ 1,593,350</b>	<b>\$ 796,675</b>
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
			<b>\$323,000</b>	<b>\$323,000</b>
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
			<b>\$1,140,000</b>	<b>\$640,000</b>

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

<b>Jurisdiction</b>	<b>Project</b>	<b>Year</b>	<b>Total Cost</b>	<b>Unfunded</b>
<b>Status January 2011</b>				
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
			<b>\$7,088,174</b>	<b>\$4,334,974</b>
<b>5 YEAR TOTAL, MINOR CAPITAL</b>			<b>\$10,769,524</b>	<b>\$6,719,649</b>



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

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**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
<b>TOTAL</b>	<b>\$1,475,912</b>

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 Consortium Item No. VI.A 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.

In 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.

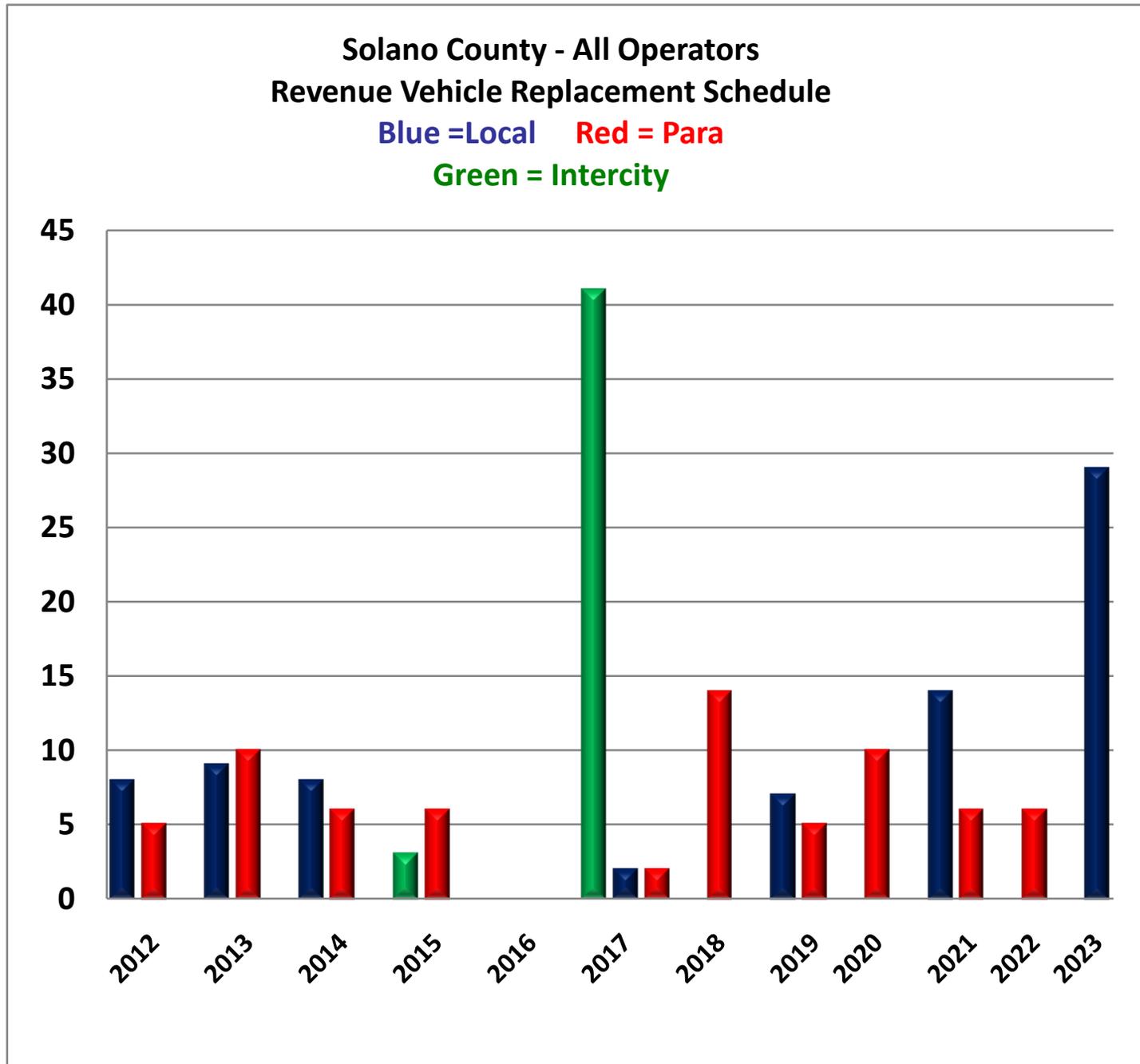
**Recommendation:**

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	Available Lifeline: FY 2007-08 Carryover FY 2008-09 Appropriation (Adjusted for redistribution)
<b>Lifeline</b>															
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**															
<b>Subtotal - Lifeline Program</b>	<b>112,000,000</b>	<b>84,283,437</b>	<b>18,607,987</b>	<b>12,278,000</b>	<b>12,278,000</b>	<b>1,231,399</b>	<b>10,482,412</b>	<b>11,713,817</b>	<b>7,084,885</b>	<b>2,221,759</b>	<b>10,528,943</b>	<b>12,936,117</b>	<b>11,732,219</b>	<b>1,203,898</b>	<b>46,519,968</b>

\*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						
<b>Subtotal - Urban Core</b>	<b>203,000,000</b>	<b>145,993,548</b>	<b>33,726,977</b>	<b>33,726,977</b>		<b>18,999,373</b>		<b>20,687,924</b>	<b>718,628</b>	<b>19,083,709</b>	<b>16,676,535</b>	<b>16,676,536</b>	<b>-</b>	<b>84,317,442</b>

\*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
<b>Subtotal - Small Operators/North Counties</b>	<b>32,000,000</b>	<b>23,393,218</b>	<b>5,316,568</b>	<b>5,316,568</b>		<b>2,994,975</b>		<b>2,318,440</b>	<b>676,534</b>	<b>3,008,269</b>	<b>3,008,269</b>	<b>1,795,838</b>	<b>1,212,432</b>	<b>13,291,419</b>

<b>Population-based Total</b>	<b>347,000,000</b>	<b>253,670,208</b>	<b>57,651,532</b>	<b>56,420,133</b>	<b>1,231,399</b>	<b>32,476,760</b>	<b>11,713,817</b>	<b>30,091,249</b>	<b>3,616,920</b>	<b>32,620,922</b>	<b>32,620,921</b>	<b>30,204,592</b>	<b>2,416,330</b>	<b>144,128,830</b>
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	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	Total Appropriated	Remaining to Appropriate
<b>Total State-wide Appropriate</b>	<b>600,000,000</b>	<b>350,000,000</b>	<b>350,000,000</b>	<b>1,500,000,000</b>	<b>2,800,000,000</b>	<b>800,000,000</b>

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
<b>SUBTOTAL</b>	<b>294,177,728</b>	<b>215,682,779</b>	<b>49,018,144</b>	<b>43,254,431</b>	<b>25,636,297</b>	<b>11,798,058</b>	<b>19,601,952</b>	<b>27,735,899</b>	<b>11,276,856</b>	<b>16,459,043</b>	<b>122,545,358</b>
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
<b>SUBTOTAL</b>	<b>638,731,711</b>	<b>468,300,004</b>	<b>106,430,365</b>	<b>105,230,298</b>	<b>61,932,301</b>	<b>52,712,624</b>	<b>10,419,744</b>	<b>60,221,412</b>	<b>58,176,122</b>	<b>2,045,290</b>	<b>266,075,911</b>
<b>Revenue-based Total</b>	<b>932,909,439</b>	<b>683,982,783</b>	<b>155,448,509</b>	<b>148,484,729</b>	<b>87,568,598</b>	<b>64,510,682</b>	<b>30,021,696</b>	<b>87,957,311</b>	<b>69,452,978</b>	<b>18,504,333</b>	<b>388,621,269</b>

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

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 25, 2011  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) Call for Projects

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**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	<b>1</b>	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
ADEQUATE HOUSING	<b>2</b>	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	<b>3</b>	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>• Achieve greater reductions in highly impacted areas</li> </ul> <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>  Associated Indicators <ul style="list-style-type: none"> <li>• Incidence of asthma attributable to particulate emissions</li> <li>• Diesel particulate emissions</li> </ul>
	<b>4</b>	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>
	<b>5</b>	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	#	<b>RECOMMENDED TARGET</b> <i>Unless noted, all targets are for year 2035 compared to a year 2005 base</i>
OPEN SPACE AND AGRICULTURAL PRESERVATION	<b>6</b>	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> <li>• Scenarios will be compared to 2010 urban footprint for analytical purposes only.</li> </ul> <i>Source: Adapted from SB 375</i>
EQUITABLE ACCESS	<b>7</b>	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	<b>8</b>	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	<b>9</b>	<ul style="list-style-type: none"> <li>• Decrease average per-trip travel time by 10% for non-auto modes</li> <li>• Decrease automobile vehicle miles traveled per capita by 10%</li> </ul> <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	<b>10</b>	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> <li>• Increase local road pavement condition index (PCI) to 75 or better</li> <li>• Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>• Reduce average transit asset age to 50% of useful life</li> </ul> <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<sup>®</sup>, 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 23, 2010  
TO: SolanoExpress Intercity Transit Consortium  
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

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This report will be provided under separate cover.

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DATE: March 21, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Status

---

**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

In FY 2007-08 and FY 2008-09, Solano’s share of all types of STAF funds (revenue-based; population-based/Northern Counties-Solano; Regional Paratransit-Solano; Lifeline STAF) has been about \$3 million per year. STAF funds had been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2011-12 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on February 23rd.

The FY 2009-10 State budget eliminated the funding of STAF. This decision was contested in court and a ruling was made in favor of restoring STAF. In the Spring of 2011, the STAF was funded through a fuel tax swap. The recently released FY 2011-12 State Budget by the Governor proposes the funding of STAF at only a slightly reduced statewide level of \$330m as compared to FY 2010-11’s \$350m. It remains vulnerable as the impact of the passage of Proposition 26 in November 2010 on the fuel tax swap is being analyzed. STA staff will continue to monitor this issue. STAF revenue-based and population-based estimates are shown on Attachments A and B.

**Discussion:**

Given the instability of STAF, in FY 2010-11 all Solano STAF was not programmed. The projects that were approved are shown on Attachment C. The FY 2010-11 allocations are now secure. The FY 2011-12 STAF has not changed in the past month, but the funds are not secured until the State budget is approved.

**Recommendation:**

Informational.

Attachments:

- A. FY 2011-12 STAF Solano revenue-based fund estimate (MTC Reso 3990, 2/23/11)
- B. FY 2011-12 STAF Solano population-based fund estimate (MTC Reso. 3990, 2/23/11)
- C. FY 2010-11 STAF approved projects applied to secured FY 2010-11 and balances  
(To be provided under separate cover.

**FY 2011-12 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A  
Res No. 3990  
Page 11 of 16  
February 23, 2011*

Apportnment Jurisdictions	A		B		C		F		G=(E+F)	
	6/30/2010	FY 2009-11	FY 2010-11	FY 2011-12	6/30/2011	Revenue Estimate <sup>4</sup>	FY 2011-12	Total	Available For Allocation	
FY 2010-11 Initial Estimate	0	105,599,967						5,338,308		
FY 2010-11 Actual Revenue <sup>3</sup>		105,599,967						87,017,854		
FY 2010-11 Total Revenue Adjustment								92,356,161		
<i>Column</i>										
	Balance <sup>1,3</sup>	Outstanding Commitments <sup>2</sup>	FY 2010-11 Actual Revenue <sup>3</sup>	Projected Carryover	Revenue Estimate <sup>4</sup>	FY 2011-12	Total	Available For Allocation		
Alameda CMA - Corresponding to ACE	1,386,611	(1,379,809)		6,802	196,055		202,857			
Benicia	11,665	-		11,665	9,607		21,272			
Caltrain	7,668,991	(7,487,234)		181,757	4,222,450		4,404,206			
CCCTA	552,899	(552,684)		215	455,420		455,635			
Dixon	5,870	-		5,870	4,624		10,494			
ECCTA	211,635	(211,622)		13	174,296		174,309			
Fairfield	802,483	-		802,483	109,693		912,176			
GGBHTD	4,484,202	(4,482,448)		1,754	3,693,658		3,695,412			
Healdsburg	6,918	(3,811)		3,107	2,247		5,354			
LAVTA	201,806	(201,728)		78	166,226		166,304			
NCPTA	43,466	(41,140)		2,326	35,803		38,129			
SanTrans	4,193,199	(3,390,227)		802,972	3,453,709		4,256,681			
Santa Rosa	152,587	-		152,587	125,683		278,270			
Sonoma County Transit	152,824	(111,345)		41,479	125,865		167,344			
Union City	20,830	(20,822)		8	17,157		17,165			
Vallejo	609,616	-		609,616	464,040		1,073,656			
VTA	14,541,705	(14,536,002)		5,703	11,978,119		11,983,822			
VTA - Corresponding to ACE	341,851	(341,650)		201	273,045		273,246			
WestCAT	250,223	(250,125)		98	206,108		206,206			
Petaluma	42	-		42	-		42			
Rio Vista	3,758	(3,755)		3	3,094		3,097			
<b>SUBTOTAL</b>	<b>35,643,181</b>	<b>(33,014,402)</b>		<b>2,628,779</b>	<b>25,716,899</b>		<b>28,345,678</b>			
AC Transit	9,930,533	(9,894,290)		45,243	8,151,746		8,196,989			
BART	28,224,283	(26,703,601)		1,520,682	23,248,148		24,768,830			
SFMTA	37,488,271	(36,344,667)		1,143,604	29,901,060		31,044,664			
<b>SUBTOTAL</b>	<b>75,652,087</b>	<b>(72,942,558)</b>		<b>2,709,529</b>	<b>61,300,954</b>		<b>64,010,483</b>			
<b>GRAND TOTAL</b>	<b>111,295,268</b>	<b>(105,956,960)</b>		<b>5,338,308</b>	<b>87,017,854</b>		<b>92,356,161</b>			

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. In July 2010 the state paid a lump sum covering STA revenue for both FY 2009-10 and FY 2010-2011. Any STA funds that were not claimed in FY 2009-10 are recorded as part of the balance.  
 4. The FY 2011-12 STA Estimates reflect the \$329.6 million proposed in the Governor's budget

**FY 2011-12 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313)**

*Attachment A*  
Res No. 3990  
Page 12 of 16  
February 23, 2011

FY 2010-11 Original Revenue Estimates FY 2010-11 Actual Base Revenue FY 2010-11 Revenue Adjustment <i>Column</i>	0 FY 2010-11 Projected Carryover				I=Sum(G:J) Total
	A 6/30/2010 Balance <sup>1,3</sup>	B FY 2009-11 Outstanding Commitments <sup>2</sup>	D FY 2010-11 Actual Revenue <sup>3</sup>	F=Sum(A:E) 6/30/2011 Projected Carryover	
<b>Appointment Jurisdictions</b>					<b>Available For Allocation</b>
<b>Northern Counties/Small Operators</b>					
Marin	1,139,279	(1,157,652)		1,627	949,961
Napa	836,362	(928,191)		8,171	506,295
Solano <sup>4</sup>	3,262,792	(30,976)		3,241,816	1,559,282
Sonoma	2,792,986	(1,775,639)		1,017,347	1,797,812
CCCTA	2,994,140	(2,987,971)		6,169	1,846,771
ECCTA	1,761,970	(1,758,485)		3,485	1,081,606
LAVTA	1,229,111	(1,236,944)		2,170	750,523
Union City	329,480	(328,611)		869	273,570
WestCAT	422,084	(421,216)		868	255,822
Vallejo <sup>4</sup>	105,093	-		105,093	<i>Included in Solano</i>
<b>SUBTOTAL</b>	<b>14,893,297</b>	<b>(10,505,682)</b>		<b>4,387,615</b>	<b>9,021,639</b>
<b>Regional Paratransit</b>					
Alameda	1,668,409	(1,765,720)		102,689	1,154,363
Contra Costa	974,296	(972,294)		2,002	596,548
Marin	161,639	(161,394)	FY 2010-11 STA Revenue is recorded in the Column A (Balance)	245	133,520
Napa	142,148	(141,415)		733	87,034
San Francisco	1,106,298	(1,103,827)		2,471	911,400
San Mateo	612,562	(611,118)		1,444	504,645
Santa Clara	1,822,065	(1,817,775)		4,290	1,045,570
Solano	496,924	-		496,924	248,274
Sonoma	381,016	(233,483)		147,563	276,034
<b>SUBTOTAL</b>	<b>7,565,387</b>	<b>(6,807,026)</b>		<b>758,361</b>	<b>4,957,343</b>
<b>Lifeline</b>					
Alameda	3,503,762	(513,000)		2,990,762	2,544,730
Contra Costa	2,121,360	(664,402)		1,456,958	1,160,917
Marin	307,955	(306,195)		1,760	250,758
Napa	264,694	(380,844)		(116,150)	157,885
San Francisco	4,657,131	(3,071,710)		1,585,421	1,402,388
San Mateo	2,191,963	(1,823,040)		368,923	659,401
Santa Clara	4,102,827	-		4,102,827	2,015,352
Solano	1,152,997	(222,685)		930,312	510,804
Sonoma	1,646,505	(594,824)		1,051,681	585,102
<b>SUBTOTAL</b>	<b>19,949,104</b>	<b>(7,576,700)</b>		<b>12,372,494</b>	<b>9,287,337</b>
<b>BART to Warm Springs</b>	<b>322,247</b>	<b>-</b>		<b>322,247</b>	<b>-</b>
<b>eBART</b>	<b>322,247</b>	<b>-</b>		<b>322,247</b>	<b>-</b>
<b>SanTrans</b>	<b>37,985</b>	<b>-</b>		<b>37,985</b>	<b>-</b>
<b>MTC Regional Coordination Program<sup>5</sup></b>	<b>22,135,362</b>	<b>(5,701,509)</b>		<b>16,433,793</b>	<b>8,543,593</b>
<b>GRAND TOTAL</b>	<b>65,225,719</b>	<b>(30,590,977)</b>		<b>34,634,742</b>	<b>31,809,712</b>

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.  
 3. In July 2010 the state paid a lump sum covering STA revenue for both FY 2009-10 and FY 2010-2011. Any STA funds that were not claimed in FY 2009-10 are recorded as part of the balance.  
 4. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 3837.  
 5. Committed to TransLink® and other MTC Customer Service projects.  
 6. The FY 2011-12 STA Estimates reflect the \$328.6 million proposed in the Governor's budget



DATE: March 21, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix - Initial

---

**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. With the economic downturn of the last couple years, TDA revenues have been decreasing.

**Discussion:**

The new TDA and STAF FY 2011-12 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2011.

After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9m and then modestly declined for two years. In FY2008-09 it made its first significant drop of nearly 5% to \$14.7m and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1m. For FY2011-12, the current projection is that TDA will remain flat and result in \$12.9 for Solano transit operators. See Attachment A for draft Solano FY 2011-12 TDA fund estimate by jurisdiction.

The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2010-11 estimated obligations have been added to the TDA matrix in the initial column after the estimates. In addition, a TDA/ECMAQ swap between Dixon and Vacaville has been added. Other shared-cost project to be added include the Intercity Taxi program, the STA Planning funds and the Intercity Transit Funding agreement.

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

**Recommendation:**

Informational.

Attachments:

- A. FY 2011-12 TDA Fund Estimate for Solano
- B. Draft FY 2011-12 Solano TDA matrix – initial (To be provided under separate cover.)

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

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C	D	E	F	G	H	I	J
	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) <sup>1</sup>	Interest	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	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										
<b>SUBTOTAL</b>	<b>427,945</b>	<b>9,323</b>	<b>437,268</b>	<b>(642,350)</b>	<b>-</b>	<b>266,498</b>	<b>(8,908)</b>	<b>52,509</b>	<b>257,591</b>	<b>310,100</b>
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
<b>SUBTOTAL<sup>3</sup></b>	<b>9,904,482</b>	<b>127,699</b>	<b>10,032,181</b>	<b>(8,714,321)</b>	<b>-</b>	<b>13,058,424</b>	<b>(436,479)</b>	<b>13,939,805</b>	<b>12,621,945</b>	<b>26,561,750</b>
<b>GRAND TOTAL</b>	<b>10,332,427</b>	<b>137,023</b>	<b>10,469,450</b>	<b>(9,356,671)</b>	<b>-</b>	<b>13,324,923</b>	<b>(445,387)</b>	<b>13,992,315</b>	<b>12,932,045</b>	<b>26,871,850</b>

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 Intercity Transit Funding Agreement.

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DATE: March 21, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
Brian McLean, Vacaville City Coach  
RE: Intercity Subsidized Taxi Program Annual Report

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**Background/Discussion:**

In February 2010, Solano transit operators began implementing a countywide subsidized taxi program for American for Disabilities Act (ADA) riders. With one year of operations, the new program's performance has been reviewed. Initial program data is attached. Brian McLean will present further information at the Consortium meeting.

**Recommendation:**

Informational.

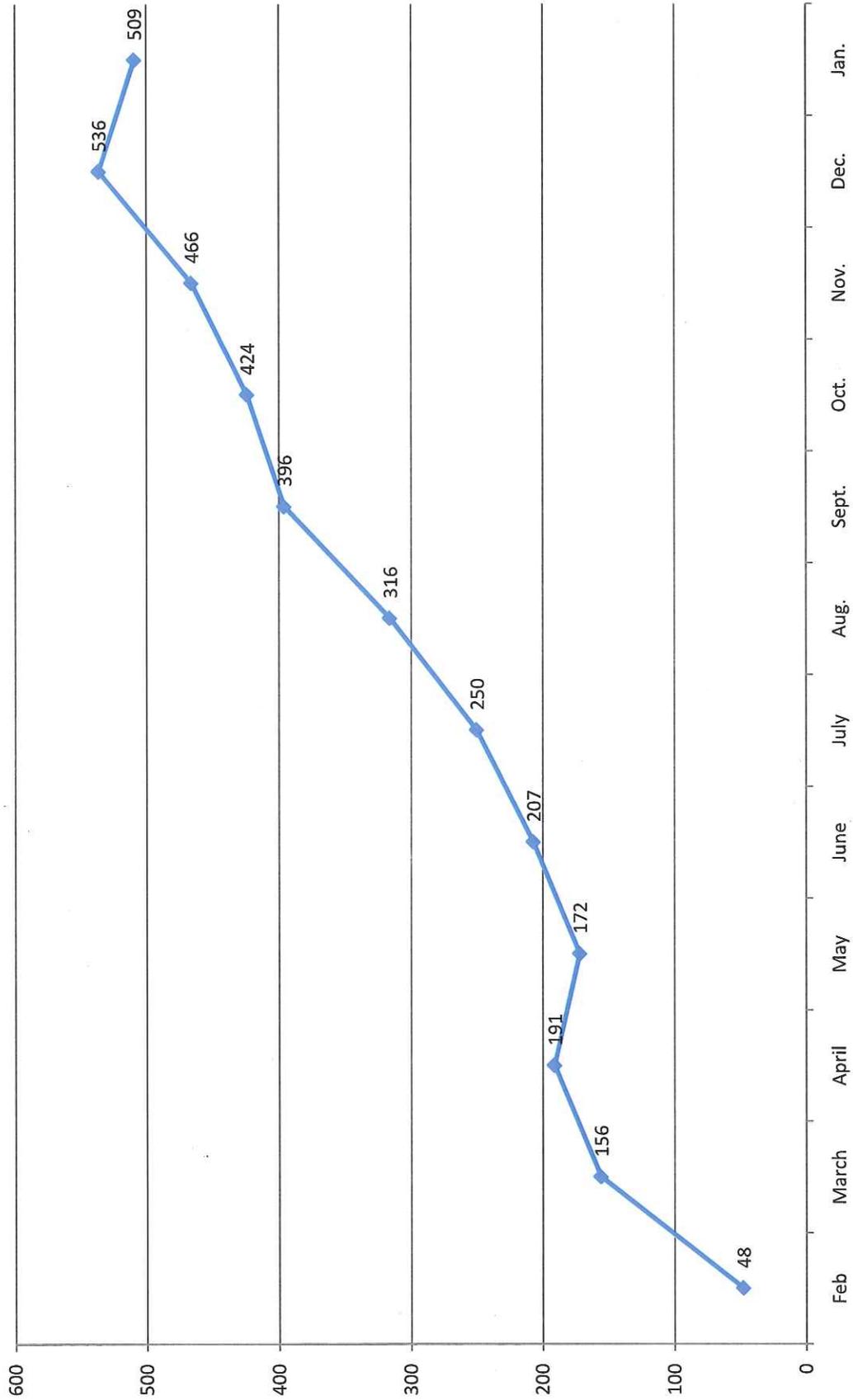
Attachments:

- A. Intercity Taxi Scrip Program Statistics

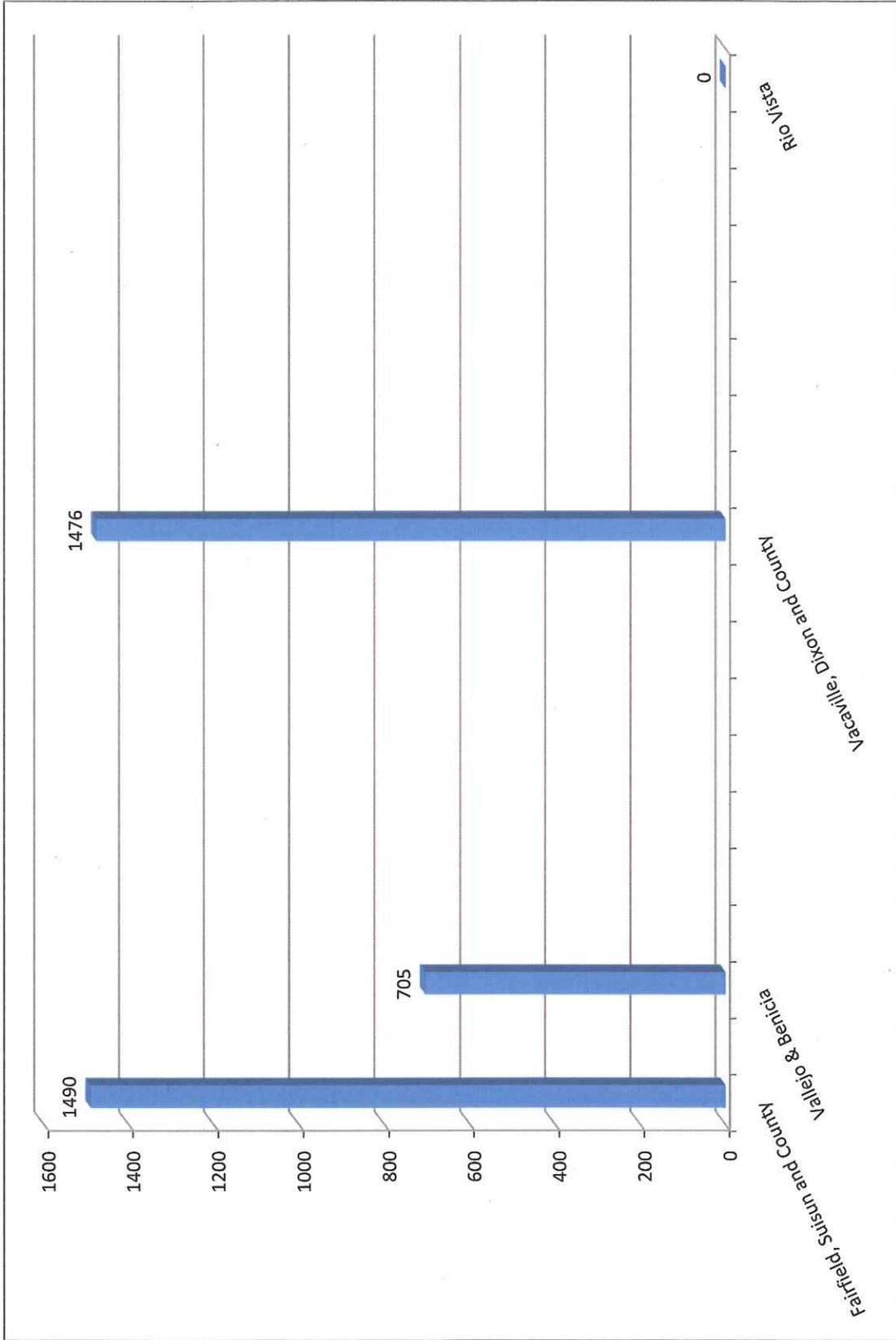
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# Intercity Taxi Scrip Program - Year One Operating Stats

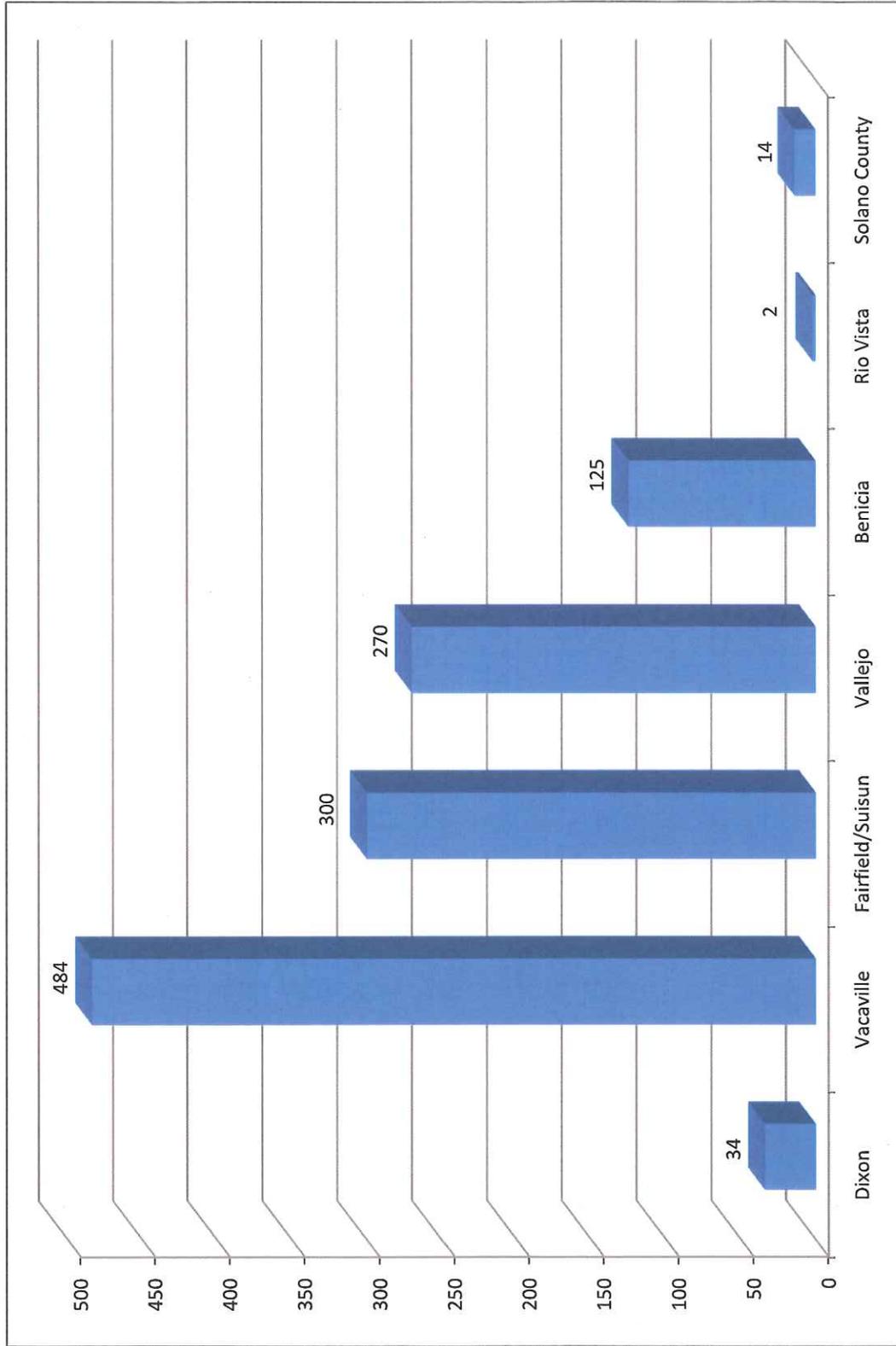
## Passenger Trips by Month



**Intercity Taxi Scrip Program - Year One Operating Stats**  
**Passenger Trips by Jurisdiction**



**Intercity Taxi Scrip Program - Year One Operating Stats  
ITX Booklets Sold by Jurisdiction**



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DATE: March 21, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano County Transit (SolTrans) Transition Status

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**Discussion:**

The STA has worked with the Cities of Benicia and Vallejo for the past 18 months with a goal of consolidating the two Cities' transit services. This effort has resulted in the formation of the SolTrans JPA. Numerous STA staff and consultants, as well as staff from Benicia and Vallejo, have worked under the guidance of the SolTrans Coordinating Committee. With the formation of the SolTrans JPA, significant work remains to be completed to create a fully functioning organization as outlined in the SolTrans Transition Plan

The SolTrans Board began meeting in December 2011 and will hold its third Board meeting March 24. The SolTrans Board approved a Transition Team of STA staff and consultants as well as Vallejo and Benicia staff. The SolTrans Transition Plan included an Implementation Schedule with the goal to complete the major tasks of consolidation by July 2011. This coincides with the transition of the Baylink Ferry from the City of Vallejo to the Water Emergency Transportation Authority (WETA).

One of the Transition Team tasks is to administer contracts on behalf of SolTrans until the organization has the financial and organizational capability to do so. Requests for Proposals (RFPs) have been released for three major tasks: joint Benicia/Vallejo Short Range Transit Plan (SRTP), SolTrans Logo, Branding and Marketing Services, and SolTrans Financial Services and Benefits Management/Human Resources Services. A status of these solicitations and other major activities are summarized on the attached March SolTrans Project Summary provided by the Transition Team's Project Manager, John Harris.

**Recommendation:**

Informational.

Attachments:

- A. March 2011 SolTrans Project Status

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## Solano County Transit (SolTrans)

### Transition Team Monthly Status Report (March 2011)

#### A. WORK THIS MONTH

##### Soltrans Marketing, Logo and Brand RFP

Transition Team staff received 12 proposals and selected 5 for interviews. The firm, Page Design Group, has been selected and an agreement is being prepared. A meeting will be scheduled with the Board's Marketing Subcommittee and the consultant(s) to initiate the project activities shortly.

##### Short Range Transit Plan (SRTP) Status

Four proposals were received for the SRTP engagement. The respondents were interviewed by a panel consisting of Jeanine Wooley (Vallejo), Rob Sousa (Benicia) and Elizabeth Richards (STA). The recommended firm of Moore & Associates will go to the Vallejo City Council for approval on April 12. Once a notice to proceed is issued, staff will schedule a kick-off meeting with selected staff participants and the consultant team.

##### STA Budget

The Transition Team (Daryl Halls, Elizabeth Richards, and Nancy Whelan) met with MTC staff to discuss the transfer of Benicia and Vallejo's transit funds to the SolTrans JPA by July 1, 2011. A budget workshop is scheduled for April with the FY 2011-12 budget scheduled for review and approval May 2011. Nancy Whelan is developing an updated draft budget for FY 2011-12 based on current year actuarials.

##### Financial Services/Human Resources Services RFP Status

The RFP was issued and one respondent, the City of Vacaville, was received. A meeting was held with the City of Vacaville on March 17<sup>th</sup> to discuss the contract.

##### Securing SolTrans FTA Grantee Status

A request letter was sent and formally received by the FTA in February. Numerous certifications and compliance requirements are anticipated during the next three to four months.

##### CEO Recruitment Subcommittee Meeting

A CEO Recruitment and Benefits Subcommittee meeting has been scheduled for 3 p.m. Thursday March 24 at Benicia City Hall just prior to the 4 p.m. SolTrans Board meeting. The CEO selection process and SolTrans employee benefits options and proposed salary ranges will be discussed prior to developing recommendations to the full SolTrans Board. This is scheduled for the April SolTrans Board meeting.

##### Transit Grants

Liz Niedziela, STA, is working with the City of Vallejo to assess the status of all current transit grants. An update will be provided to the SolTrans Board in April.

##### Contract Negotiations

The SolTrans Negotiations Team is continuing contract negotiations with MV based on the Board direction provided in February. An update will be provided under separate cover.

The Tentative MARCH 24 SolTrans Board meeting agenda includes:

- Action on Bylaws
- Adoption of SolTrans Budget Policy and FY 2012 Budget Schedule
- Discussion/action on proposed SolTrans procurement policies
- Status of marketing brand/logo RFP and process
- SRTP consultant selection and schedule
- Brief update of relevant SolTrans capital projects

**B. ITEMS CURRENTLY SCHEDULED FOR APRIL SolTrans BOARD**

- Action on completing employee benefits package (PARS/401(a) considerations, health benefits, leave policies)
- 1<sup>st</sup> Draft FY12 SolTrans budget workshop including updated 10-year financial projections
- Action on certain FTA compliance requirements

**C. STATUS OF CRITICAL TRANSITION PLAN GOALS**

<b>Current Fiscal Year</b>	<b>July through December 2011</b>
<ul style="list-style-type: none"><li>• Begin recruitment process for CEO</li><li>• Obtain FTA grantee status by July 1, 2011 or ASAP</li><li>• Transfer a consolidated budget to SolTrans by July 1, 2011 or ASAP (to include transfer of agreements/contracts)</li><li>• Obtain use agreement for Broadway facility by July 1, 2011</li></ul>	<ul style="list-style-type: none"><li>• Selection of permanent CEO</li><li>• Transfer or hiring of staff (4.5 FTE)</li><li>• Complete transfer of assets</li><li>• Complete SRTP by December</li></ul>



DATE: March 22, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SNCI Monthly Issues

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**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

**Discussion:**

**Transit Schedules:**

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of March 21. Based on the response received, an updated transit matrix will be provided at the meeting.

**Marketing/Promotions:**

State Compensation Insurance Fund (State Fund) is relocating the majority of their San Francisco employees to Vacaville and Pleasanton this summer. SNCI staff is working with the Vacaville site for the relocation of nearly 500 employees. Staff will participate in the Transportation Fair that will take place in San Francisco in May and will provide employees with transit, vanpooling and carpooling options. Additionally, staff will provide commute alternative information to Vacaville State Fund employees who will be relocating to Pleasanton.

Staff is preparing for Bike to Work Day which is Thursday, May 12 this year. Marketing materials are being produced and will be ready to distribute on March 29. Energizer station locations have been confirmed. Tote bags and t-shirts have been designed and will be available in May. The nomination period for the Solano County Bike Commuter of the Year is open now with a deadline of April 14. Nominations can be placed at [www.youcanbikethere.com](http://www.youcanbikethere.com).

**Events:**

SNCI staff conducted the first Vacaville Vanpool Promotion workshop at Genentech. Genentech staff who was interested in forming vanpools gathered for two workshops to learn about the nuts and bolts of vanpooling.

**Recommendation:**

Informational.

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DATE: March 21, 2011  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**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 10<sup>th</sup> 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 10<sup>th</sup>.

On March 2<sup>nd</sup>, 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 14<sup>th</sup>. 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><a href="#">AB 57</a> <a href="#">Beall D</a></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><b>Last Amended on 2/2/2011</b></p>	
<p><a href="#">AB 105</a> <b>Committee on Budget</b></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><b>Last Amended on 3/16/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 147 Dickinson</a> <b>D</b></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><a href="#">AB 286 Berryhill</a>, <a href="#">Bill R</a></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><a href="#">AB 294 Portantino</a> <b>D</b></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><a href="#">AB 296 Skinner</a> <b>D</b></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
<p><a href="#">AB 320</a> <a href="#">Hill D</a></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><a href="#">AB 333</a> <a href="#">Grove R</a></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><a href="#">AB 348</a> <a href="#">Buchanan D</a></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><a href="#">AB 365</a> <a href="#">Galgiani D</a></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
<a href="#">AB 381</a> <a href="#">Alejo D</a>  Department of Transportation.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	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.	
<a href="#">AB 385</a> <a href="#">Harkey R</a>  High-speed rail.	ASSEMBLY PRINT 2/15/2011 - From printer. May be heard in committee March 17.	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.	
<a href="#">AB 516</a> <a href="#">V. Manuel</a> <a href="#">Pérez D</a>  Safe routes to school.	ASSEMBLY TRANS. 3/21/2011 - Set, first hearing. Hearing cancelled at the request of author. (Refers to 3/11/2011 hearing)	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.	
<a href="#">AB 522</a> <a href="#">Bonilla D</a>  Vacation of public streets, highways, and public service easements.	ASSEMBLY PRINT 2/16/2011 - From printer. May be heard in committee March 18.	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.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 535</a> <a href="#">Morrell</a> 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><a href="#">AB 551</a> <a href="#">Campos</a> D</p> <p>Public contracts: prevailing wage requirements: violations.</p>	<p>ASSEMBLY L. &amp; E. 3/3/2011 - Referred to Coms. on L. &amp; 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><a href="#">AB 567</a> <a href="#">Valadao</a> 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><a href="#">AB 570</a> <a href="#">Smyth</a> 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
<p><a href="#">AB 595</a> <a href="#">Norby R</a></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><a href="#">AB 598</a> <a href="#">Grove R</a></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><a href="#">AB 605</a> <a href="#">Dickinson D</a></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
<p><a href="#">AB 650</a> <a href="#">Blumenfield D</a></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><a href="#">AB 676</a> <a href="#">Torres D</a></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
<p><a href="#">AB 710</a> <a href="#">Skinner D</a></p> <p>Local planning: infill and transit-oriented development.</p>	<p>ASSEMBLY H. &amp; C.D. 3/14/2011 - Referred to Coms. on H. &amp; 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><a href="#">AB 819</a> <a href="#">Wieckowski D</a></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><a href="#">AB 845</a> <a href="#">Ma D</a></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
<p><a href="#">AB 890</a> <a href="#">Olsen R</a></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><a href="#">AB 892</a> <a href="#">Carter D</a></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><a href="#">AB 912</a> <a href="#">Gordon D</a></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
<p><a href="#">AB 957</a>  <b>Committee on Transportation</b></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  <b>ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair</b></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><a href="#">AB 988</a>  <b>Grove R</b></p> <p>Prevailing wages.</p>	<p>ASSEMBLY L. &amp; E.  3/10/2011 - Referred to Coms. on L. &amp; E. and JUD.</p> <p>4/13/2011 1:30 p.m. - State Capitol, Room 447  <b>ASSEMBLY LABOR AND EMPLOYMENT, SWANSON, Chair</b></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><a href="#">AB 1097</a>  <b>Skinner D</b></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
<p><a href="#"><u>AB 1105</u></a> <a href="#"><u>Gordon D</u></a></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><a href="#"><u>AB 1126</u></a> <a href="#"><u>Calderon,</u></a> <a href="#"><u>Charles D</u></a></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
<p><a href="#">AB 1134</a> <a href="#">Bonilla D</a></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><b>Last Amended on 3/21/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1229</a> <a href="#">Feuer D</a></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><a href="#">AB 1242</a> <a href="#">Achadjian R</a></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><a href="#">AB 1287</a> <a href="#">Buchanan D</a></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><a href="#">AB 1298</a> <a href="#">Blumenfield D</a></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
<p><a href="#">AB 1308</a> <a href="#">Miller R</a></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><a href="#">AB 1332</a> <a href="#">Donnelly R</a></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><a href="#">AB 1335</a> <a href="#">Lara D</a></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
<a href="#">AB 1388</a> <a href="#">Wieckowski D</a>  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.  <b>Last Amended on 3/14/2011</b>	
<a href="#">AJR 5</a> <a href="#">Lowenthal, Bonnie D</a>  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.	
<a href="#">SB 125</a> <a href="#">Emmerson R</a>  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.  <b>Last Amended on 3/14/2011</b>	
<a href="#">SB 126</a> <a href="#">Steinberg D</a>  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
<p><a href="#">SB 211</a> <a href="#">Emmerson</a> R</p> <p>California Global Warming Solutions Act of 2006: tire inflation regulation: enforcement.</p>	<p>SENATE T. &amp; H. 3/14/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>3/29/2011 Upon adjournment of session <b>SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman</b></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><b>Last Amended on 3/14/2011</b></p>	
<p><a href="#">SB 241</a> <a href="#">Cannella</a> 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 <b>SENATE ENVIRONMENTAL QUALITY, SIMITIAN, Chairman</b></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
<a href="#">SB 316</a> <a href="#">Emmerson R</a>  Meal periods: exemption: transportation industry.	SENATE L. & I.R. 2/24/2011 - Referred to Com. on L. & I.R.	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.	
<a href="#">SB 468</a> <a href="#">Kehoe D</a>  Department of Transp: capacity- increasing state hwy projects: coastal zone.	SENATE T. & H. 3/15/2011 - Set for hearing April 5.  4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman	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.	
<a href="#">SB 475</a> <a href="#">Wright D</a>  Infrastructure financing.	SENATE G. & F. 3/21/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on Gov. & F.  4/6/2011 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	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.  <b>Last Amended on 3/21/2011</b>	
<a href="#">SB 522</a> <a href="#">Walters R</a>  Public employees' retirement: additional service credit.	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.	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.  <b>Last Amended on 3/22/2011</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 523</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: elected local officials.</p>	<p>SENATE P.E. &amp; R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. &amp; 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><b>Last Amended on 3/22/2011</b></p>	
<p><a href="#">SB 524</a> <a href="#">Walters R</a></p> <p>Public employees' retirement: retroactive benefits.</p>	<p>SENATE P.E. &amp; R. 3/22/2011 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. &amp; 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><b>Last Amended on 3/22/2011</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 545</a> <a href="#">Anderson R</a>  Transportation.	SENATE RLS. 3/3/2011 - Referred to Com. on RLS.	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.	
<a href="#">SB 582</a> <a href="#">Emmerson R</a>  Commute benefit policies.	SENATE T. & H. 3/9/2011 - Set for hearing April 5.  4/5/2011 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman	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.	
<a href="#">SB 624</a> <a href="#">Harman R</a>  Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.	SENATE RLS. 3/3/2011 - Referred to Com. on RLS.	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.	
<a href="#">SB 659</a> <a href="#">Hernandez D</a>  Toll bridges.	SENATE RLS. 3/3/2011 - Referred to Com. on RLS.	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.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 683</a> <a href="#">Correa D</a></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><a href="#">SB 693</a> <a href="#">Dutton R</a></p> <p>Public contracts: local agencies.</p>	<p>SENATE T. &amp; 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
<p><a href="#">SB 775</a> <a href="#">Walters</a> 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><a href="#">SB 783</a> <a href="#">Dutton</a> 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><a href="#">SB 785</a> <a href="#">Dutton</a> 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><a href="#">SB 832</a> <a href="#">Strickland</a> <b>R</b></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><a href="#">SB 851</a> <a href="#">Anderson</a> <b>R</b></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><a href="#">SB 862</a> <a href="#">Lowenthal</a> <b>D</b></p> <p>Southern California Goods Movement Authority.</p>	<p>SENATE T. &amp; H. 3/10/2011 - Referred to Com. on T. &amp; 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><a href="#">SB 864</a> <a href="#">Fuller</a> <b>R</b></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
<a href="#">SB 867</a> <a href="#">Padilla D</a>  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 23<sup>rd</sup>. 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 10<sup>th</sup> in order to comply with the Proposition 58 Session (60-day emergency Session that the Governor called on January 10<sup>th</sup> 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 30<sup>th</sup> 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 15<sup>th</sup> 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

## SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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 9<sup>th</sup> 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

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# 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.

**2011 STA Legislative Priorities and Platform**  
*(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.

## 2011 STA Legislative Priorities and Platform

*(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.

# 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.**

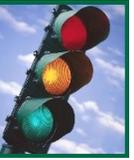
Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- 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.



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.

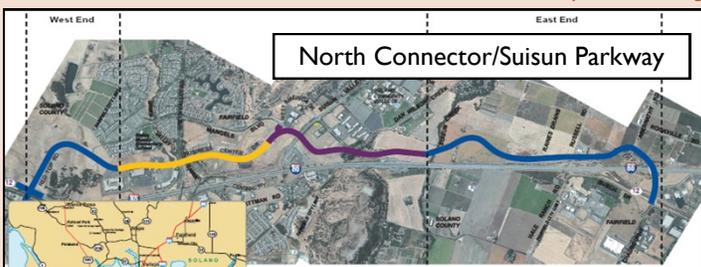
Caltrans completed \$25 million in important safety improvements to a 13-mile stretch of **State Route (SR) 12 East** between Suisun City and SR 113. This has helped improve travel on this narrow 2 lane goods movement and travel corridor with wider shoulders, better view lines, and rehabilitated pavement. 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](http://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](http://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. ❖

The Draft Solano Rail Crossing Inventory and Improvement Plan can be viewed on the STA website: [www.solanolinks.com](http://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. ❖

# 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](mailto:sklein@sta-snci.com), or go to our website: [www.commuterinfo.net](http://www.commuterinfo.net). ❖

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[www.solanolinks.com](http://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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AKIN GUMP  
STRAUSS HAUER & FELD LLP

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Attorneys at Law

## 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.

Solano Transportation Authority  
February 23, 2011  
Page 2

### *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

Solano Transportation Authority  
February 23, 2011  
Page 3

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.

Solano Transportation Authority

February 23, 2011

Page 4

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: SolanoExpress Intercity Transit Consortium  
FROM: Susan Furtado, Accounting & Administrative Services Manager  
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2011-12

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**Background**

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county 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

**FY 2011-12 Local Transportation Development Act (TDA)  
and  
Member Agencies Contribution**

**TDA Contributions**

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

**Members Contributions**

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

**Total Contributions from Member Agencies**

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

## FY 2011-12 TDA and Members Contributions Indexing Policy

### Local Transportation Development Act (TDA) Funds

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

**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
	<b>\$ 13,058,424</b>	1.000	<b>\$352,577</b>	<b>(\$436,479)</b>	<b>\$12,621,945</b>	1.000	<b>\$ 362,237</b>	<b>9,656</b>

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

### Members Contribution

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

**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	<b>\$261,256</b>

**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	<b>\$243,703</b>

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

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

*Attachment A  
Ref No. 3990  
Page 9 of 16  
February 23, 2011*

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) <sup>1</sup>	Interest	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	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
<b>SUBTOTAL</b>										
<b>Article 4/8</b>										
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
<b>SUBTOTAL<sup>3</sup></b>	<b>9,904,482</b>	<b>127,699</b>	<b>10,032,181</b>	<b>(8,714,321)</b>	<b>-</b>	<b>13,058,424</b>	<b>(436,479)</b>	<b>13,939,805</b>	<b>12,621,945</b>	<b>26,561,750</b>
<b>GRAND TOTAL</b>	<b>10,332,427</b>	<b>137,023</b>	<b>10,469,450</b>	<b>(9,356,671)</b>	<b>-</b>	<b>13,324,923</b>	<b>(445,387)</b>	<b>13,992,315</b>	<b>12,932,045</b>	<b>26,871,850</b>

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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Solano Transportation Authority

## 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	<b>387,801.06</b>	<b>490,945.29</b>	<b>429,794.14</b>	<b>457,721.56</b>	<b>528,574.48</b>	<b>495,785.83</b>	<b>240,105.77</b>	<b>114,128.81</b>	<b>367,972.36</b>	<b>480,517.85</b>	<b>841,699.08</b>	<b>538,371.34</b>	<b>5,373,417.57</b>
<b>City:</b>													
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
<b>City SubTotal</b>	<b>452,906.22</b>	<b>572,869.31</b>	<b>501,467.97</b>	<b>480,081.44</b>	<b>615,181.38</b>	<b>572,803.52</b>	<b>304,101.98</b>	<b>131,745.19</b>	<b>478,709.05</b>	<b>541,861.74</b>	<b>963,757.29</b>	<b>616,001.24</b>	<b>6,231,486.33</b>
<b>Total County &amp; City</b>	<b>840,707.28</b>	<b>1,063,814.60</b>	<b>931,262.11</b>	<b>937,803.00</b>	<b>1,143,755.86</b>	<b>1,068,589.35</b>	<b>544,207.75</b>	<b>245,874.00</b>	<b>846,681.41</b>	<b>1,022,379.59</b>	<b>1,805,456.37</b>	<b>1,154,372.58</b>	<b>11,604,903.90</b>
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	<b>12,440,742.49</b>
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	<b>(835,838.59)</b>

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DATE: March 17, 2011  
 TO: SolanoExpress Intercity Transit Consortium  
 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.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Up to <b>\$5,000</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	Caltrans Community-Based Transportation Planning Grants*	Budget is <b>\$3 million</b> , each project not to exceed \$300,000 for 2011/12	Due March 30, 2011
6.	Caltrans Environmental Justice: Context-Sensitive Planning*	Budget is <b>\$3 million</b> , each project not to exceed \$250,000 for 2011/12	Due March 30, 2011
7.	Partnership Planning Grant*	Budget is <b>\$1,000,000</b> , 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 <b>\$2,000,000</b> , 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 <b>\$1,000,000</b> , each project not to exceed \$100,000 for 2011/12	Due March 30, 2011
10.	Program for Arterial System Synchronization*	Approximately <b>\$1,250,000</b>	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.

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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 <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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 <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

\*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/msprog/aqip/cvrp.htm">http://www.arb.ca.gov/msprog/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approximately <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

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

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Community-Based Transportation Planning Grants*</b>	Russ Walker Caltrans (916) 651-6886 <a href="mailto:russ_walker@dot.ca.gov">russ_walker@dot.ca.gov</a>	<b>Grants for 2011/2012 due April 1, 2011 (anticipated deadline)</b>  Eligible Applicants: Cities and Counties	Budget is <b>\$3 million</b> , 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 <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>
<b>Environmental Justice: Context-Sensitive Planning*</b>	Jorge Rivas Caltrans (916) 654-6236 <a href="mailto:jorge_rivas@dot.ca.gov">jorge_rivas@dot.ca.gov</a>	<b>Grants for 2011/2012 due April 1, 2011 (anticipated deadline)</b>  Eligible Applicants: Cities and Counties	Budget is <b>\$3 million</b> , 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 <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>

\*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Program for Arterial System Synchronization (PASS)</b>	Vamsi Tabjulu MTC (510)817-5936 <a href="mailto:vtabjulu@mtc.ca.gov">vtabjulu@mtc.ca.gov</a>	<b>April 12, 2011</b>  Eligible Applicants: Cities and counties in the Bay Area	Approximately <b>\$1,250,000</b> , 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 <a href="http://www.mtc.ca.gov/services/arterial_operations/downloads/PASS_Guidelines_2010-11.pdf">http://www.mtc.ca.gov/services/arterial_operations/downloads/PASS_Guidelines_2010-11.pdf</a>

\*New Funding Opportunity

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



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

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**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
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**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: SolanoExpress Intercity Transit Consortium  
FROM: Johanna Masielat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2011

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**Background:**

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

**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)

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

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 <sup>th</sup>	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)	Ulati Comm. Ctr., VV	Confirmed
Thurs., May 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 2	1:30 p.m.	RTIF Working Group	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 16	1:30 p.m.	RTIF Stakeholders Committee	Suisun City Hall	Confirmed
Wed., June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 13	3:30 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Comm. Center	Confirmed
Thurs., July 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
July 27 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 <sup>th</sup> 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