



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
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PEDESTRIAN ADVISORY COMMITTEE (PAC) MEETING AGENDA

6:00 – 7:30 p.m.

Thursday, July 15, 2010
Solano Transportation Authority Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

<u>ITEM</u>	<u>ADMINISTRATOR</u>
I. CALL TO ORDER	Larry Mork, Chair
II. CONFIRM QUORUM	Larry Mork, Chair
III. APPROVAL OF AGENDA	Larry Mork, Chair
IV. OPPORTUNITY FOR PUBLIC COMMENT	Larry Mork, Chair
V. MINUTES FROM MEETING OF APRIL 22, 2010 <i>Recommendation:</i> <i>Approve the STA PAC Meeting Minutes of April 22, 2010.</i> Pg. 1	Larry Mork, Chair
VI. ACTION ITEMS	
A. Solano Countywide Pedestrian Plan Status Update <i>Recommendation:</i> <i>Approve the Solano Countywide Pedestrian Plan development schedule/tasks shown in Attachment A.</i> (6:02 – 6:20 p.m.) Pg. 5	Sara Woo, Associate Planner
B. Transportation for Livable Communities (TLC) Planning Criteria <i>Recommendation:</i> <i>Forward evaluation criteria suggestions for the TLC Funding for Solano County to the STA Alternative Modes Committee.</i> (6:20 – 6:35 p.m.) Pg. 9	Robert Macaulay, Planning Director

PAC MEMBERS

<u>Larry Mork</u> Chair City of Rio Vista	<u>Lynne Williams</u> Vice Chair City of Vallejo	<u>Carol Day</u> City of Benicia	<u>Stephen Sikes</u> City of Dixon	<u>Betty Livingston</u> City of Fairfield	<u>Michael Hudson</u> City of Suisun City	<u>Joel Brick</u> City of Vacaville
<u>Thomas Kiernan</u> County of Solano	<u>Allan Deal</u> Member at Large	<u>VACANT</u> Bay Area Ridge Trail Council	<u>Maureen Gaffney</u> San Francisco Bay Trail Program	<u>Frank Morris</u> Solano Land Trust	<u>Brian Travis</u> Tri-City and County Cooperative Planning Group	

VII. INFORMATIONAL ITEMS - DISCUSSION

- | | |
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| <p>A. Block Grant Fund Flex
<i>Informational:</i>
(6:35 – 6:40 p.m.)
Pg. 13</p> | <p>Robert Macaulay, Director of
Planning</p> |
| <p>B. DMV Transportation Registration Fee
<i>Informational</i>
(6:40 – 6:45 p.m.)
Pg. 13</p> | <p>Daryl Halls, Executive
Director</p> |
| <p>C. SR12 Jameson Canyon Road Bike/Ped Corridor
Study Status Update
<i>Informational:</i>
(6:45 – 6:50 p.m.)
Pg. 13</p> | <p>Sara Woo, Associate Planner</p> |
| <p>D. MTC Complete Streets Checklist Policy Update
<i>Informational:</i>
(6:50 – 6:55 p.m.)
Pg. 14</p> | <p>Sara Woo, Associate Planner</p> |

VIII. INFORMATIONAL ITEMS – NO DISCUSSION

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| <p>A. Funding Opportunities Summary
<i>Informational:</i>
Pg. 41</p> | <p>Sara Woo, Associate Planner</p> |
| <p>A. PAC Membership
<i>Informational</i>
Pg. 44</p> | <p>Sara Woo, Associate Planner</p> |

IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

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| <p>X. ADJOURNMENT
The next regular meeting of the STA PAC is scheduled for,
September 16, 2010 at 6:00 p.m.</p> | <p>Larry Mork, Chair</p> |
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2010 PAC MEETING SCHEDULE

Please mark your calendars for these dates
September 16, 2010 (confirmed)
November 18, 2010 (confirmed)

Questions? Please contact STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 2009

A

ABAG	Association of Bay Area Governments
ACCOMA	Alameda County CMA
ADA	American Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
ARRA	American Recovery and Reinvestment Act
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act

B

BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory committee
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BT&H	Business, Transportation & Housing Agency

C

CAF	Clean Air Funds
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation & Air Quality Program
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CTC	California Transportation Commission

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

G

GIS	Geographic Information System
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H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle

I

ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads

M

MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCT&PA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System

O

OTS	Office of Traffic Safety
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P

PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRPP	Planning & Congestion Relief Program
PDS	Project Development Support
PDT	Project Delivery Team
PDWGW	Project Delivery Working Group
PMP	Pavement Management Program
PMS	Pavement Management System
PNR	Park & Ride
PPM	Planning, Programming & Monitoring
PS&E	Plans, Specifications & Estimate
PSR	Project Study Report
PTA	Public Transportation Account
PTAC	Partnership Technical Advisory Committee (MTC)

R

RABA	Revenue Alignment Budget Authority
RBWG	Regional Bicycle Working Group
RFP	Request for Proposal
RFQ	Request for Qualification
RM 2	Regional Measure 2
RPC	Regional Pedestrian Committee
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIF	Regional Transportation Impact Fee
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCTA	Sonoma County Transportation Authority
SCVTA	Santa Clara Valley Transportation Authority
SFCTA	San Francisco County Transportation Authority
SHOPP	State Highway Operations & Protection Program



STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 2009

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School

SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

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

Helpful Definitions for Pedestrian Advisory Committee Members

Below is a list of terms and acronyms that you may encounter in technical reports, plans, data, informational materials, or conversations when working with STA staff.

<u>Acronyms</u>	(Note: These acronyms have not yet been added to the “STA Acronyms List of Transportation Terms”)
ARB:	Air Resources Board
ARRA:	American Recovery and Reinvestment Act
PDA:	Priority Development Area
RBWG:	Regional Bicycle Working Group
RPC:	Regional Pedestrian Committee
RBP:	Regional Bicycle Program
SBPP:	Solano Bicycle and Pedestrian Program

Planning Agencies

MTC (MPO):	The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA):	The transportation planning, coordinating and financing agency for the seven-city County of Solano
MPO:	Metropolitan Planning Agency; regional planning agency
CMA:	Congestion Management Agency; local countywide planning agency

Committees

BAC:	Advisory committee to STA for implementing the Countywide Bicycle Plan
RBWG:	Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan
PAC:	Advisory committee to STA for implementing the Countywide Pedestrian Plan
RPC:	Ad hoc advisory committee to MTC for addressing pedestrian-related issues in the Bay Area

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Solano Transportation Authority

**Pedestrian Advisory Committee (PAC)
Meeting Minutes of
Wednesday, April 22, 2010
6:00 – 7:30 p.m.**

STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

I. CALL TO ORDER

Chair Larry Mork called the meeting to order at 5:58 p.m.

MEMBERS PRESENT:

Larry Mork, Chair	City of Rio Vista
Lynne Williams, Vice Chair	City of Vallejo
Carol Day	City of Benicia
Betty Livingston	City of Fairfield
Michael Hudson	City of Suisun City
Joel Brick	City of Vacaville
Allan Deal	Member-At-Large
Brian Travis	Tri-City and County Cooperative Planning Group

MEMBERS ABSENT:

VACANT	City of Dixon
Thomas Kiernan	County of Solano

STAFF PRESENT:

Sara Woo	STA, Planning Assistant
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ALSO PRESENT:

<i>In Alphabetical Order by Agency:</i>	
Janet Koster	City of Dixon Engineering
Garland Wong	City of Fairfield Public Works
Nick Lozano	City of Suisun City Public Works
James Loomis	City of Vacaville Public Works
Edd Alberto	City of Vallejo Public Works
Matt Tuggle	Solano County Public Works

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Hudson and second by Member Travis, the PAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF FEBRUARY 17, 2010

On a motion by Member Williams, and a second by Member Deal, the PAC unanimously approved the minutes of February 18, 2010. Member Hudson abstained from the vote.

VI. ACTION ITEMS

A. Solano Bicycle and Pedestrian Program (SBPP) Update – (Sara Woo, STA)

Recommendation:

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

- 1. \$1,337,000 for the Solano Bicycle and Pedestrian Program (SBPP) for FY 2010-11 through FY 2011-12, including a 50-50 percent split of TDA Article 3 funds between bicycle and pedestrian projects.*
- 2. Defer \$1,220,000 ECMAQ and \$206,000 TDA Article 3 (\$1.426M total) to Cycle 2 for the Dixon West B Street Pedestrian Undercrossing Project.*

Sara Woo provided a brief presentation regarding the status of the funding for the pedestrian projects in Solano County. She explained that STA staff prioritized the projects by implementing the scoring process developed by the PAC. She reviewed a revised version of Attachment C and explained that the projects were selected for funding primarily based on their ability to be delivered efficiently and eligibility for the funding sources. Ms. Woo summarized the funding recommendations and invited the committee to pose any questions and provide feedback.

Chair Mork commented that he was concerned about the 50-50 percent split of Transportation Development Act (TDA) Article 3 funds between bicycle and pedestrian projects.

Chair Mork explained that he was concerned about the deferment of Cycle 1 funds to Cycle 2. He discussed his preference that the funding be spent in Cycle 1 if possible, rather than deferring to an uncertain outcome. Sara Woo explained that STA staff would be developing a funding strategy and the pedestrian funding would be one important part to enable the larger funding plan.

Member Hudson asked whether TDA Article 3 funds could be used in other areas of transportation such as transit or local streets and roads. Sara Woo explained that TDA Article 3 funds can only be spent on bicycle and pedestrian projects.

Sara Woo explained that the shift in County Transportation for Livable Communities (TLC) funding to LS&R was due to a need to assist Solano County transition out of the transit unmet

needs process. Robert Macaulay added that this transition was a regional goal of the Metropolitan Transportation Commission (MTC), as Solano County was the only agency in the 9 county San Francisco Bay area remaining in the transit unmet needs process.

Ms. Woo explained that the adjustment in TDA Article 3 funds split was made for FY 2010-11 and FY 2011-12 to help balance the funding for pedestrian project needs in Solano County. She further explained that the decision was made to assist with the funding strategy for the Dixon West B Street Undercrossing project. She explained that unlike the Regional Bicycle Program, the pedestrian projects in Solano County are divided into two categories. Ms. Woo commented that the regional County TLC funding contributes toward bicycle and pedestrian related projects in specifically designated areas in a few select cities in Solano County only. Ms. Woo further explained that pedestrian priority projects outside of Priority Development Areas are ineligible for regional funds and would require some additional assistance in funding to ensure that the priority projects continue to move forward.

The committee commented that they would receive a monthly update with regard to the priority bicycle projects and their implementation status. In addition, the committee requested to agendaize a discussion item to review the TDA Article 3 split between bicycle and pedestrian projects for Cycle 2 for a future meeting.

On a motion from Member Williams and a second from Member Day, the PAC unanimously approved the recommendation as shown below:

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

1. \$2,216,000 for the SBPP to bicycle projects in FY 2010-11 and FY 2011-12 as shown in Attachment C (revised on 04-21-10)
2. A 50-50 percent split of TDA Article 3 funds between bicycle and pedestrian projects

VIII. INFORMATIONAL ITEMS

A. Pedestrian Projects List – (Sara Woo, STA)

Sara Woo notified the committee that the Pedestrian Projects List for the Solano Countywide Pedestrian Plan was approved at the March 10, 2010 meeting. No comments were provided by the Committee.

B. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Corridor Study – (Sara Woo, STA)

Sara Woo provided an update regarding the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan. She notified the PAC that the next step that the working group will be to take a tour of the corridor on May 11, 2010 to review potential alignments and to gain a better understanding of the opportunities and constraints. No comments were provided by the committee.

C. San Francisco Bay Trail Grant Program Summary

Sara Woo provided a brief overview of the Bay Trail Grant Program with reference to the summary prepared by Bay Trail staff in the agenda packet. No comments were provided by the committee.

D. MTC Regional Pedestrian Committee (RPC) Meeting – (Sara Woo, STA)

Sara Woo explained that MTC will be updating the website for the Complete Streets Checklist. She commented that the website would enable project sponsors to directly fill out the checklist online. She further explained that the RPC members made the recommendation to MTC staff to update the site to include a form field for BPACs (bicycle and pedestrian advisory committees) and the general public to submit comments to local agencies for consideration.

IX. INFORMATIONAL ITEMS – NO DISCUSSION

A. STA PAC Membership

B. Funding Opportunities Summary

X. COMMITTEE MEMBER COMMENTS

Chair Mork commented that he would like STA staff to review the budget's ability to accommodate food for PAC meetings in the next fiscal year.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 6:55 p.m. The next meeting of the STA PAC is currently scheduled for May 20, 2010. STA staff will determine availability of PAC members to attend as well as ability to complete requested agenda item topics during week of April 26, 2010.

Minutes prepared by STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com



DATE: July 06, 2010
TO: STA PAC
FROM: Sara Woo, Associate Planner
RE: Solano Countywide Pedestrian Plan Status Update

Background:

Solano Transportation Authority (STA) adopted its first Countywide Pedestrian Plan in 2004. It was the first countywide pedestrian plan in the entire nine-county Bay Area and won an American Planning Association award for “Outstanding Planning: Planning Implementation – Large Jurisdiction.” Similar to the Solano Countywide Bicycle Plan, this plan is updated approximately every 3-5 years to bring the projects list, maps, and guidance chapters up to date. Over the past 6 months, STA and its partner agencies have worked with the STA Pedestrian Advisory Committee (PAC) to fully fund and complete countywide significant projects. The Plan includes an inventory of recommended short and long range pedestrian projects in Solano County. It also serves as a guidance document for the future of pedestrian accessibility in the County.

The current update intends to take an additional step to further engage the PAC members as well as the project sponsors from each member agency. By increasing the engagement of the public with their respective agency staff, the aim is to improve the ultimate vision for pedestrians and walking in Solano County. To date, key elements to the plan have been completed; however, various chapters remain to be developed.

Discussion:

The Goals/Objectives/Policies, criteria for the countywide pedestrian network, and projects list have been completed through the assistance of the PAC. These elements together comprise the foundation for the plan.

In support of the Overall Purpose Statement¹, the Goals/Objectives/Policies were developed with the end-user in mind, pedestrians ranging from casual/recreational to commuters, of all ages (Attachment A). To help identify recommended pedestrian routes and connections, STA staff created the pedestrian network criteria that would support the goals and objectives by the review of regional and local pedestrian plans. Based on the criteria, 81 countywide pedestrian projects were identified and approved by the STA Board for prioritization in April 2010. This list of projects was further refined to identify the top 10 priority countywide pedestrian projects.

¹ Pedestrian Plan Purpose Statement: Making walking an everyday means of transportation and recreation in Solano County – To create a complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to the use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.

The list of priority pedestrian projects consists of 10 projects that could be delivered within the next 6-10 years. These projects were identified through a series of planning meetings with STA staff, the PAC, local agencies.

To complete the Solano Countywide Pedestrian Plan, STA staff is proposing a schedule based on the remaining sections of the plan to be completed. Attachment A provides a draft list of remaining tasks. The tasks are based on the prior plan, the goals expressed by the PAC as well as a review of plans from other communities. Attachment B shows a table of the local and regional pedestrian plans reviewed to develop the proposed pedestrian plan table of contents.

Tasks to be completed include the revision of the introduction, existing conditions, cost analysis, and implementation strategy chapters. New items include development of pedestrian way network support facilities, complete streets, inclusion of Safe Routes to School and Safe Routes to Transit, project mapping, and performance measures. STA staff plans the next two regular meetings of the PAC to complete the Solano Countywide Pedestrian Plan. By December 2010, STA staff anticipates the completion of the final draft for STA Board adoption.

Fiscal Impact:

None.

Recommendation:

Approve the Solano Countywide Pedestrian Plan development schedule and tasks as shown in Attachment A.

Attachments:

- A. Solano Countywide Pedestrian Plan Chapters and Schedule
- B. Table of Pedestrian Plans Reviewed

Pedestrian Plan Chapters and Schedule

	Chapter/Task Item	Completed	To Be Updated from 2004 Pedestrian Plan	New	Overall Schedule
0.	Introduction		X		August 2010
1.	Existing Conditions		X		August 2010
2.	Goals and Objectives	X		X	Completed
3.	Countywide Pedestrian Network				Completed
	a. Criteria for Pedestrian Network	X			Completed
	b. Recommended Pedestrian Network				Completed
	a. Pedestrian Network Projects	X	X		Aug2010 - Sep2010
	b. Pedestrian Network Maps		X		August 2010
	c. Priority Development Areas (PDAs)			X	August 2010
	d. Pedestrian Network Support Facilities			X	August 2010
	a. Wayfinding Signage (to dest./transit)			X	August 2010
4.	Policies and Programs				
	a. Complete Streets Policy			X	September 2010
	b. Education and Law Enforcement			X	September 2010
	c. Safety Programs (SR2S/SR2T)			X	September 2010
5.	Cost Analysis and Implementation Strategy		X		50% Completed
	a. Cost Estimates			X	Completed
	b. Implementation Strategy: Explain importance of adoption of plan by local agencies and continued planning/ public works coordination with STA staff			X	August 2010
6.	Data Collection/Performance Measures			X	September 2010
	a. Pedestrian Count Data				
	b. Performance Measures				
7.	Appendices				
	a. Analysis of Demand		X		August 2010
	b. Public Comments		X		Sept2010-Oct2010
	a. Circulation				September 2010
	b. Comments				October 2010
	c. PAC Approval				November 2010
	d. TAC Approval				November 2010
	e. Board Approval				December 2010



Table of Pedestrian Plans Reviewed

	2004 Pedestrian Plan Chapters	2010 Pedestrian Plan Chapters	Denver, CO Pedestrian Master Plan	Sacramento Pedestrian Master Plan	MTC Pedestrian Districts Study	Massachusetts Pedestrian Transportation Plan
0.	Introduction	Introduction	Executive Summary/Backgrd	Introduction/Background	Introduction	Introduction
1.	Policies/Projects/Concepts	Existing Conditions	Plan Development Process	Plan Development Process/Outreach	Pedestrian District Typologies	Achieving the Vision
2.	Why Plan for Pedestrians	Goals and Objectives	Pedestrian Route Network	Existing Conditions	Case Studies and Overviews of Cost Estimates	Who Walks and Why?
3.	Review of Current Pedestrian Policies and Plans	Countywide Pedestrian Network a. Criteria for Pedestrian Network	Pedestrian Policies	Pedestrian Goals and Policies	Generic Cost Estimating Tool	Pedestrian Safety
4.	Guidelines for Planning and Designing Pedestrian Routes and Places	b. Recommended Pedestrian Network a. Pedestrian Network Projects b. Pedestrian Network Maps	Pedestrian Projects	Implementation Plan	Next Steps	The Potential to Increase Walking
5.	Countywide Pedestrian Facilities and Projects	c. Pedestrian Network Support Facilities a. Wayfinding Signs (to dest/transit)	Funding/Implementation		Report Preparers and Contributors	Approaches to Improving Walking
6.	Implementation	Policy and Programs	Maps		Appendix A: Detailed Cost Estimates for Case Study Sites	Institutions and Roles
7.	Reference Information	Cost Analysis and Implementation	Glossary/Appendix		Appendix B: Overview of Bay Area Pedestrian Planning	Prototypes: (Downtowns, Small town/Village Centers, Commercial Strip Development, Transit Access, Trails, Roadways)
8.	Appendix A – Additional Information on Funding Sources	Data Collection/Performance Measures				
9.		Appendices a. Analysis of Demand b. Pedestrian District Typologies c. Guidelines for Planning/Designing d. Public Comments				Policy Context
10.						Recommended Actions
	Contra Costa County Bike/Ped Plan	Marina Ped/Bike Master Plan	Seattle Bicycle Master Plan (Seattle is currently developing their first pedestrian plan)	Portland Pedestrian Master Plan	Oakland, CA Pedestrian Master Plan	Ped/Bike Plan for Chicago Area
0.	Executive Summary	Part I: Master Plan	Executive Summary	Introduction	Introduction and Executive Summary	Executive Summary
1.	Introduction	Visions Goals and Objectives	Introduction	Laying a Foundation – Policies for Pedestrian Travel	Existing Conditions	Introduction
2.	Existing Conditions	Existing Conditions	Goals Objectives and Policy Framework	Designing and Environment that Promotes Walking	Pedestrian Route Network	Bikeway Network
3.	Relationship to Other Plans	Recommended Improvements (walking bicycling, land use, and intersection/street crossing recs)	Bicycle Facility Network	Identifying Priorities for Pedestrian Improvements	Policy Recommendations	Bicycle-friendly Streets
4.	Goals and Policies	Policy and ordinance recommendations	Support Facilities	The Project List	Design Elements	Bike Parking
5.	Pedestrian Facilities	Prioritized Projects	Education Encouragement and Enforcement	Funding the Plan	Implementation Plan	Transit
6.	Bicycle Facilities	Appendix	Implementation		Appendices and Bibliography	Education
7.	Support Programs	Part II: Guidelines	Performance Measures			Marketing and Health Promotion
8.	Other Tools for Local Agencies	Guidelines Intro	Appendices			Law Enforcement and Crash Analysis
9.	Implementation	A: Guidelines for Walking				Bicycle Messengers
10.	Appendix A – Bicycle Demand Forecasting	B: Guidelines for Bicycling				Conclusion
11.	Appendix B – Local Planning for Pedestrians					
12.	Appendix C – Local Bicycle Data					
13.	Appendix D – Local Bicycle Networks					
14.	Appendix E – Local Bicycle and Pedestrian Projects					
15.	Maps of the Countywide Bikeway Network					



DATE: July 6, 2010
TO: STA PAC
FROM: Robert Macaulay, Director of Planning
RE: Transportation for Livable Communities (TLC) Planning Criteria

The STA Board has approved the establishment of a Planning Grant program to help local jurisdictions prepare projects and plans for further transportation for livable communities (TLC) funding. The staff report approved by the STA Board is included as Attachment A. The Grant program has set aside \$150,000 for communities with designated priority Development areas (PDAs) – the cities of Benicia, Fairfield, Suisun City, Vacaville and Vallejo. The Grant program also sets aside \$35,000 for communities without a designated PDA – Solano County and the cities of Dixon and Rio Vista.

STA staff is now preparing a Call for Projects to send to the cities and counties, asking them to submit projects for grant funding. Since some of these projects may involve projects identified in or connected to facilities identified in the Solano Countywide Pedestrian Plan, STA staff would like to solicit scoring criteria ideas from PAC members.

For example: should project scoring factor in the ability to complete one or more segments of the countywide bicycle and/or pedestrian system? How much weight should be given to projects that include bicycle amenities, or to plans that require the provision of such amenities as an element of land use development?

Recommendation:

Forward evaluation criteria suggestions for the TLC Funding for Solano County to the STA Alternative Modes Committee.

Attachments:

- A. TLC Funding Staff Report to STA Board



DATE: July 9, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Transportation Planning and Land Use (T-PLUS) Planning Grants

Background:

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

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

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

Discussion:

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

In order to help one or more TLC projects complete planning activities, including land use planning and entitlements, environmental review and development of construction drawings, STA staff is proposing to issue a TLC Call for Projects in the first quarter of FY 2010-11. The total amount of grant funds available would be \$150,000, and would be funded with T-PLUS money. The funds would be provided to between one and three projects, based upon criteria to be developed. The goal would be to advance one or more projects to a point where they can effectively compete for MTC TLC capital funds in the FY 2012-13 to FY 2013-14 funding cycle.

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

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

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

Fiscal Impact:

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

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

Recommendation:

Approve the following:

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

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DATE: July 6, 2010
TO: STA PAC
FROM: Sara Woo, Associate Planner
RE: Informational Items – Discussion

VII.A Block Grant Fund Flex – (Robert Macaulay, STA)

At the April 22, 2010 PAC meeting, the committee approved the funding recommendation for Cycle 1 pedestrian projects. At this meeting STA staff explained that there was a need to shift \$578,000 in regional bicycle and pedestrian funding shares to help address a significant shortfall in Local Streets and Roads (LS&R) funding for Solano County. The PAC requested further discussion about this topic at their next meeting.

Attachment VII.A is the staff report to the STA Board explaining the Local Streets and Roads funding situation. Further details will be presented at the July 15, 2010 meeting.

VII.B Vehicle Registration Fee (VRF) Expenditure Plan Categories (Daryl Halls, STA)

In 2009, the State Legislature approved Senate Bill (SB) 83 (Hancock). This bill authorizes Congestion Management Agencies (CMAs) to place a countywide measure before the county's voters to proposed raising the motor vehicle registration up to \$10 to fund projects benefitting or mitigating the effects of the automobile. For Solano County each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year or up to \$3.2 million per year if a \$10 fee was enacted.

On June 15, 2010, the STIA Board was presented the summary results of a public opinion poll of 804 likely Solano County voters conducted by EMC Research. A copy of the results presented to the STIA Board has been included as **Attachment VII.B1**.

As a result, three expenditure plan priorities were identified by the STA Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

Attachment VII.B2 shows the presentation of the categories provided to the STA Board in June.

VII.C State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Corridor Study – (Sara Woo, STA)

The SR 12 Jameson Canyon Road Bicycle and Pedestrian Corridor Study working group has recently reviewed the Opportunities and Constraints Analysis and the Proposed Potential Alignments sections of the study. The Working Group went on a tour of the corridor on May 11, 2010 to gain a better understanding of the existing conditions as well as what alignments would be realistic to plan. The group's focus during the tour was on identifying the opportunities detailed in the opportunities report prepared by Questa

Engineering (Questa), while also recognizing the serious topographic constraints along the corridor. The next step will be to host an “open house” meeting in August. The intent of the open house will be to invite members of the public, including interested business/property owners to share their ideas about bicycle and pedestrian alternatives along the corridor. Carol Day is the PAC representative to the Plan’s working group.

No Attachments. Further details to be provided at the July 15, 2010 meeting.

VII.D

MTC Complete Streets Checklist Policy Update (Sara Woo, STA)

MTC is updating their complete streets website to a more user-friendly format. Project sponsors have been provided an individual account to submit checklists as they begin planning for their projects. MTC requires that projects with programmed funding are submitted with a complete streets checklist filled out. The implementation of the website is still in progress; however, STA staff will be working with MTC staff and project sponsors to develop the appropriate categories for their projects. In addition, a more defined/standardized method to include the BAC and PAC in reviewing the checklists will be developed.

No attachments. Further details to be presented at the July 15, 2010 meeting.



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

Background:

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

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

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

Discussion:

Deferring/Advancing Funds Between Cycles

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

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

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

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

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

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

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

Each year, Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon population formula and are primarily intended for transit purposes. However, TDA may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

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

Setting Funding Targets

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

Funding Alternatives for County of Solano Road Rehabilitation Funds

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

Approve the following:

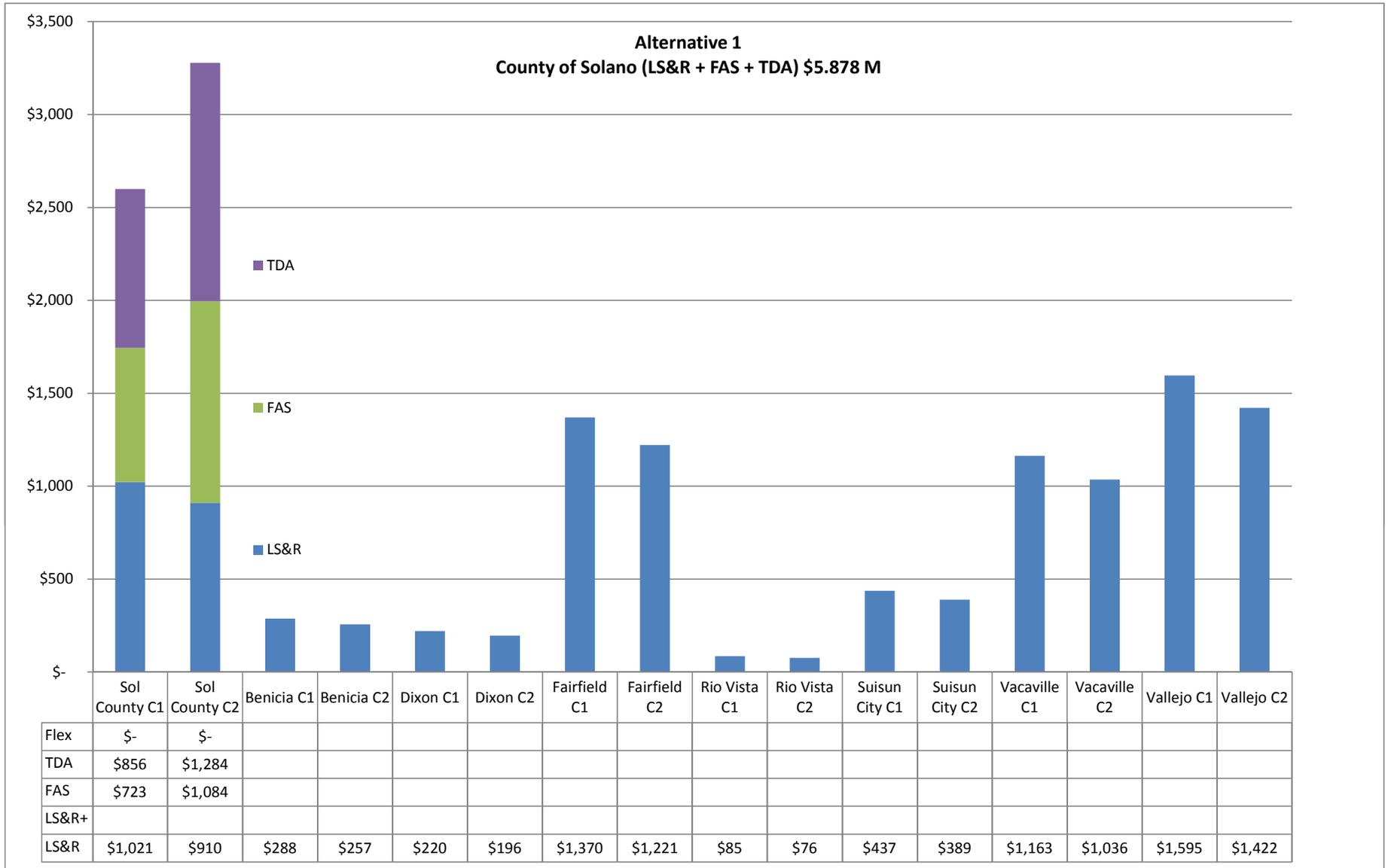
- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at an exchange rate of \$0.90 per \$1.00, for use by the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

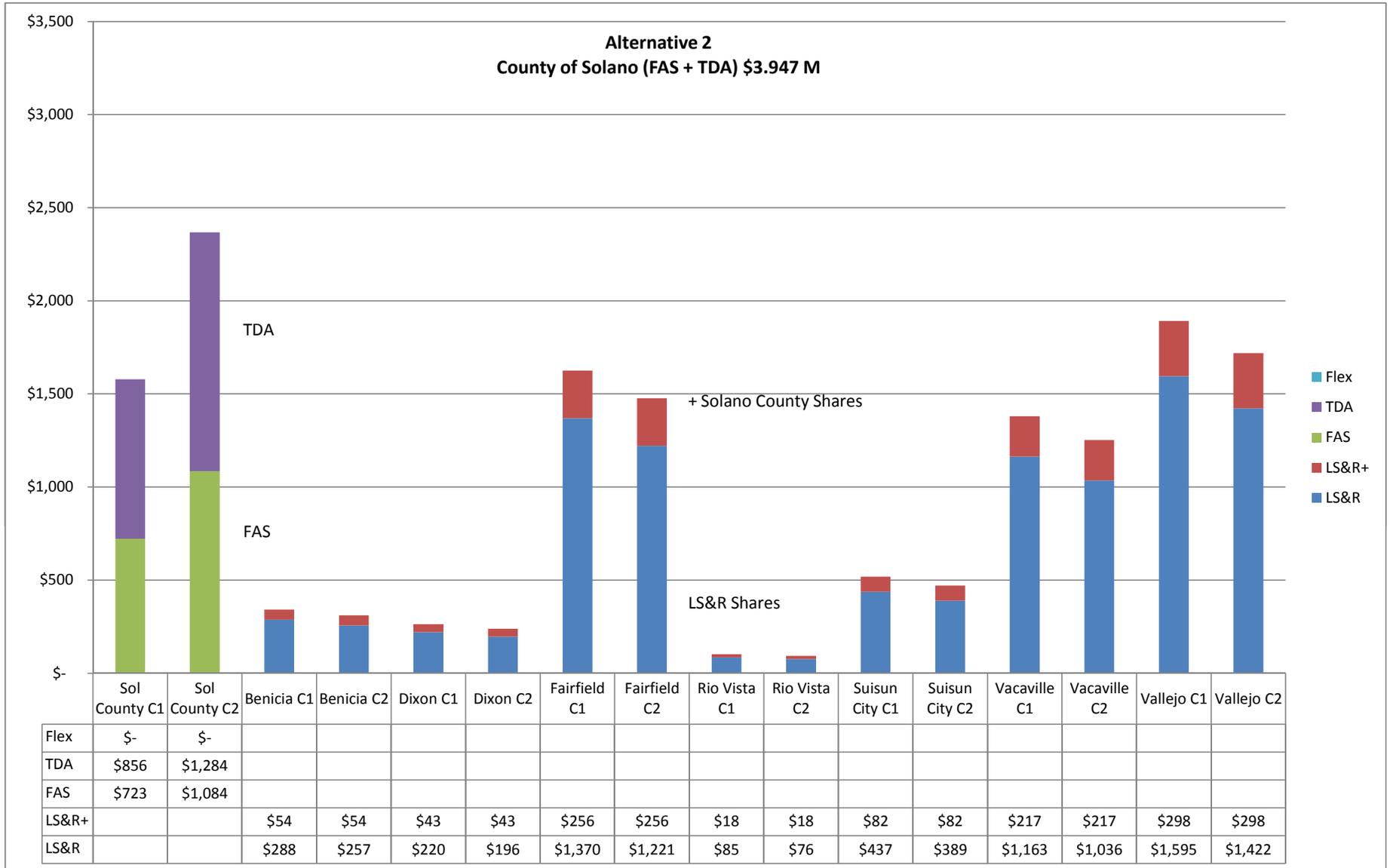
2. Swap \$89,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.
- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County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

Attachments:

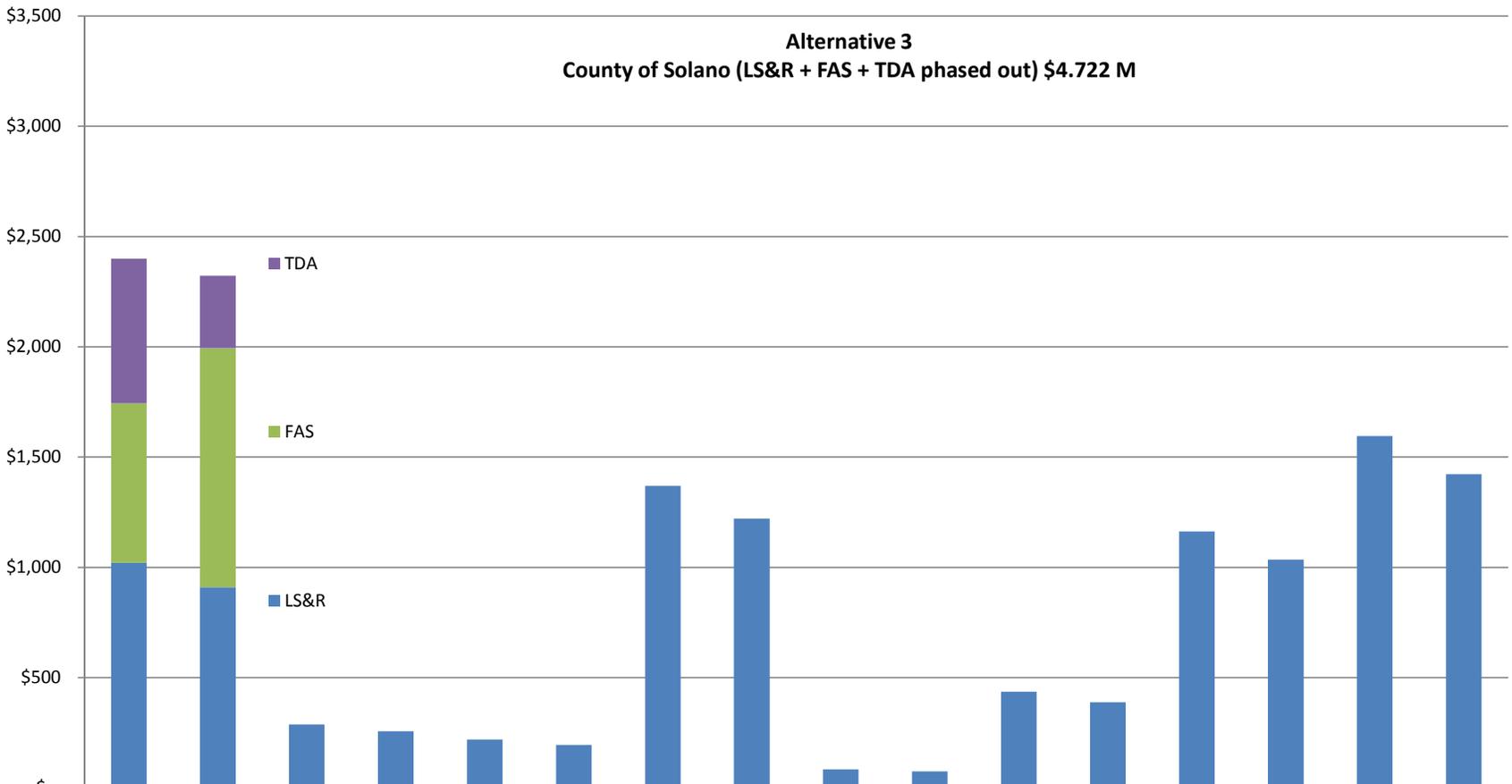
- A. Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares for Alternatives 1, 2, 3, and 4
- B. "New Act Funding—FAS Commitments and Set-Asides for Counties", MTC, 02-04-2010
- C. Planned Priority Projects potentially affected by shifts in Block Grant funds and TDA funds (to be provided under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

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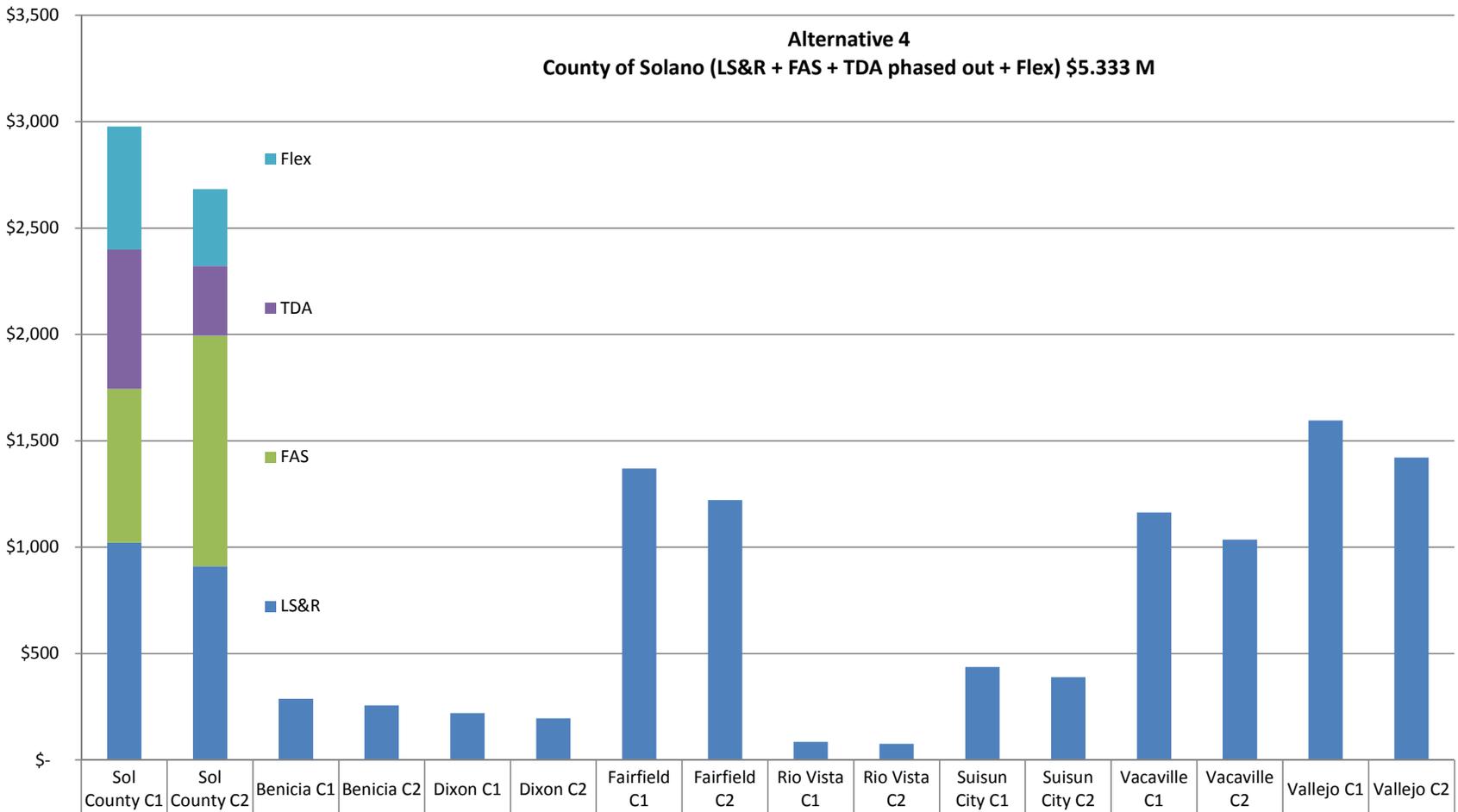


Alternative 3
County of Solano (LS&R + FAS + TDA phased out) \$4.722 M



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

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



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



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Memorandum

TO: Local Streets and Roads Working Group

DATE: February 4, 2010

FR: Craig Goldblatt

WI:

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

Background

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

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

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

Table 1: Cycle 1 Federal Aid Secondary Commitment

(Thousands of \$)

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

Next Steps

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

Contacts

Please contact the following MTC staff for further assistance

FAS Commitments and Requirements

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

TIP Programming Issues

Sri Srinivasan (510) 817-5793
ssrinivasan@mtc.ca.gov

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

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

*Recommendation has not been reviewed by BAC and PAC

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

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

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

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

*Recommendation has not been reviewed by BAC and PAC

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

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

TELEPHONE SURVEY OF LIKELY SOLANO COUNTY NOVEMBER 2010 VOTERS

Presentation of Results

Presented to:
SOLANO TRANSPORTATION AUTHORITY
JULY, 2010



EMC Research, Inc.
436 14th Street, Suite 820
Oakland, CA 94612
(510) 844-0680
EMC 10-4272



Methodology

2

- ▶ Telephone Survey of likely November 2010 voters in Solano County
- ▶ 804 completed interviews
- ▶ Margin of error ± 3.5 percentage points
- ▶ Conducted May 9-13, 2010
- ▶ Interviews conducted by trained, professional interviewers

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%

City	Number of Respondents	Margin of Error for Sub-Group
Fairfield	194 (24%)	+/-7.0%
Vallejo	185 (23%)	+/-7.2%
Vacaville	177 (22%)	+/-7.4%
Benicia	73 (9%)	+/-11.5%
Suisun	60 (7%)	+/-12.7%
Dixon	38 (5%)	+/-15.9%
Rio Vista	22 (3%)	+/-20.9%
Unincorporated	55 (7%)	+/-13.2%



Conclusions

3

- ▶ **Initial vote on a \$10 vehicle registration fee ballot measure is right at 50%.**
 - ▶ Women, Democrats, and younger voters are the most supportive. The measure sees the most support in Vallejo and Fairfield.
 - ▶ Vacaville and unincorporated areas of the county are the least supportive.
- ▶ **While a 20 year sunset is not appealing to voters, reducing the fee attracts slightly more supporters.**
 - ▶ A \$5 fee boosts support slightly, to 54% in favor.
- ▶ **Creating safe routes to school for children and repairing and maintaining local streets and roads are the top transportation expenditure priorities for Solano County voters.**
 - ▶ Other programs that are supported include: fixing potholes and transportation programs for seniors and disabled persons.
- ▶ **Voters see a need for increased funding for transportation.**
 - ▶ Three out of four voters believe there is some need for transportation funding.

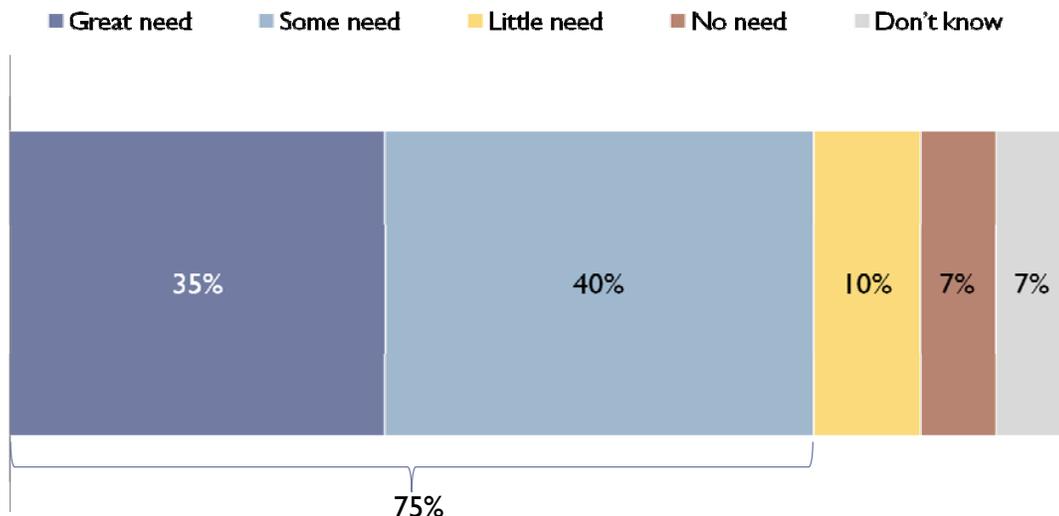


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Three-quarters think that additional transportation funding is needed in Solano County

4

Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)

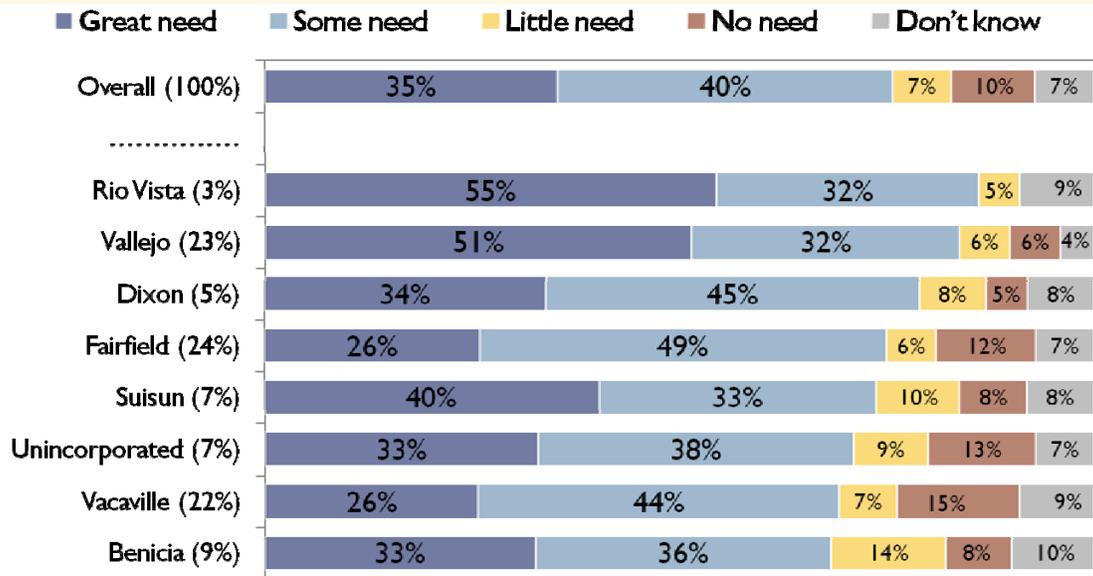


Solano Transportation Authority
EMC 10-4272

Voters in Rio Vista, Vallejo, and Dixon see the greatest need for additional transportation funding

5

Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)



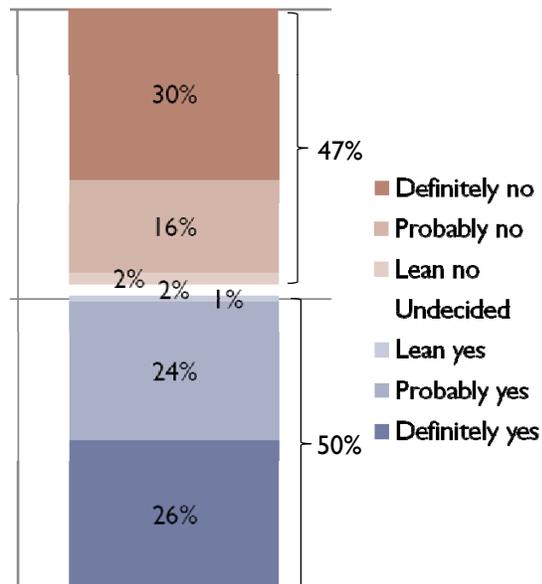
Solano Transportation Authority
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Initial support for the measure as asked is right at 50%

6

Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to fixing potholes, providing more and easier transportation options for seniors and the disabled, and creating safe routes to school; with expenditures subject to strict monitoring and with all revenues staying in Solano County?

Would you vote "Yes" to approve this measure, or "No" to reject it? (Q16)

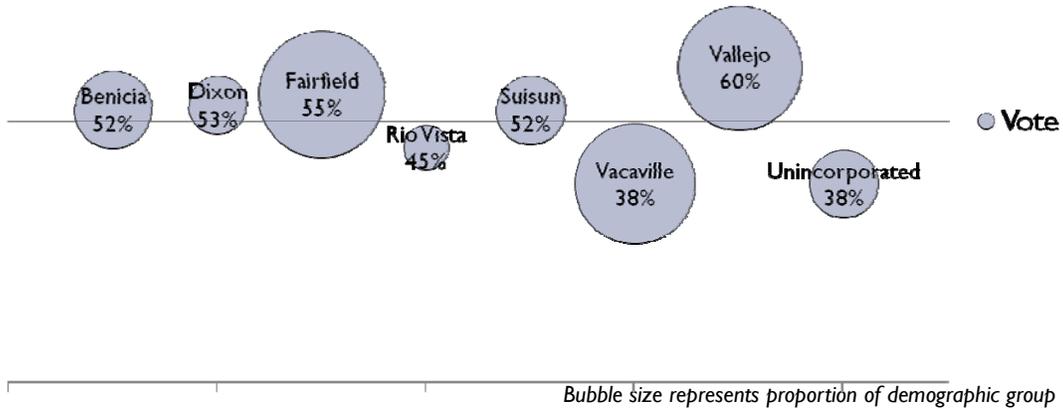


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The measure sees the highest support in Fairfield and Vallejo, and the lowest support in Vacaville and unincorporated areas

7

If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q16)

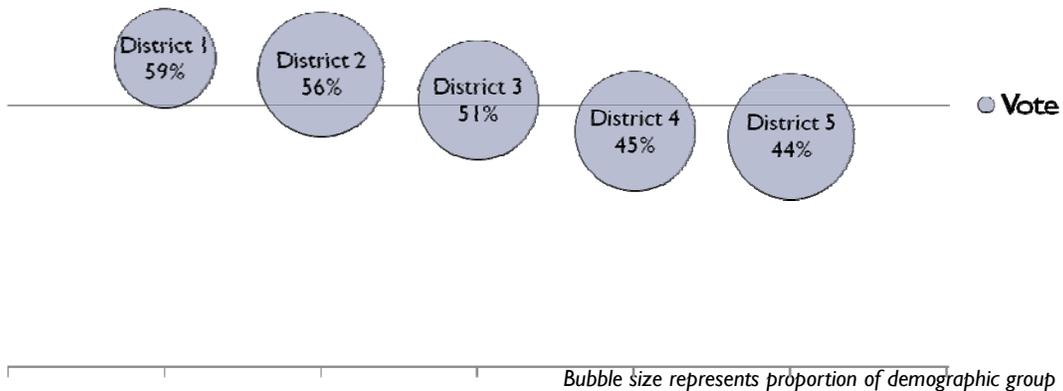


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Support for the measure is highest in Supervisorial Districts 1 and 2, and support is lowest in Districts 4 and 5

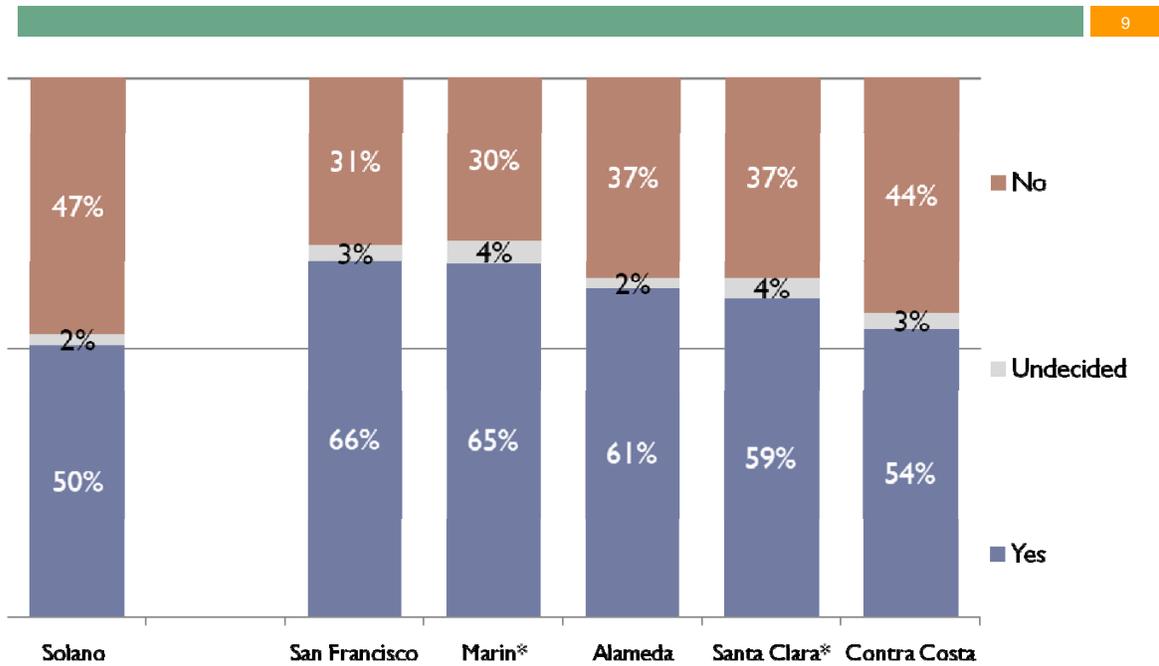
8

If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q16)



Solano Transportation Authority
EMC 10-4272

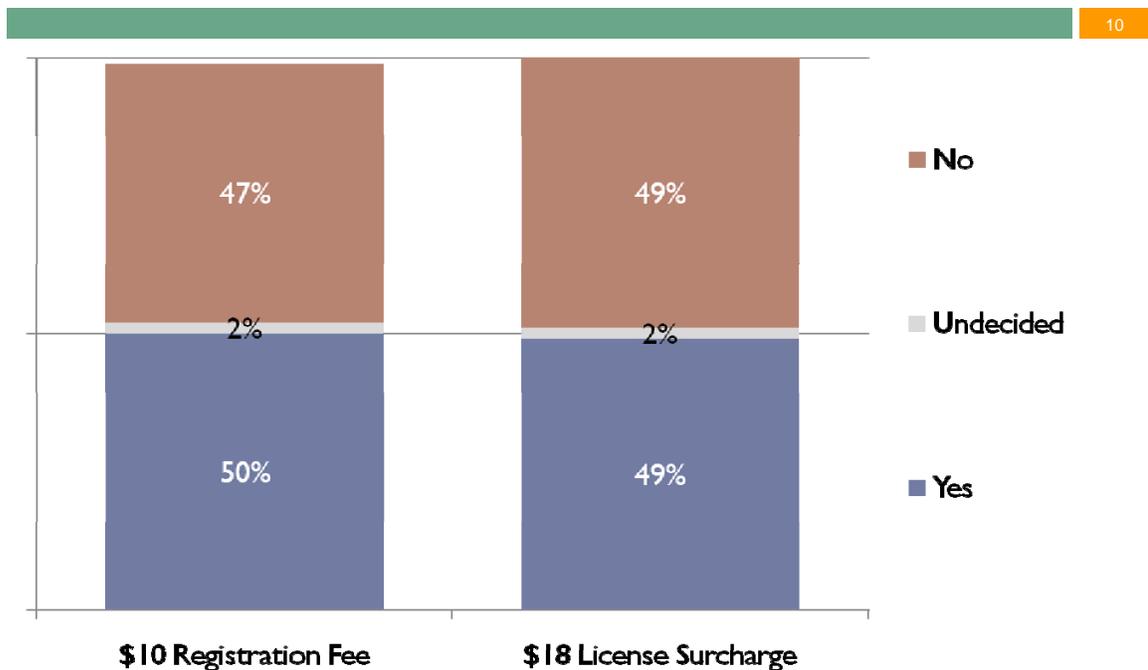
Comparison of \$10 VRF measures



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*Poll conducted by separate firm

Voter support for the \$18 parks surcharge and the \$10 registration fee is nearly identical



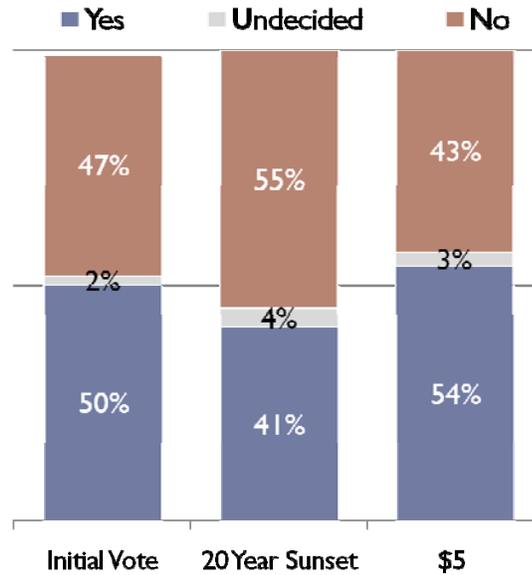
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The sunset provision does not attract more support, while reducing the fee to \$5 increases support only marginally

11

Thinking about the second measure I just read, the county vehicle registration fee measure, what if the county vehicle registration fee measure expired after twenty years and could not be continued without another vote on the fee and the expenditure plan? (Q17)

Instead of ten dollars, what if the fee was five dollars? (Q18)

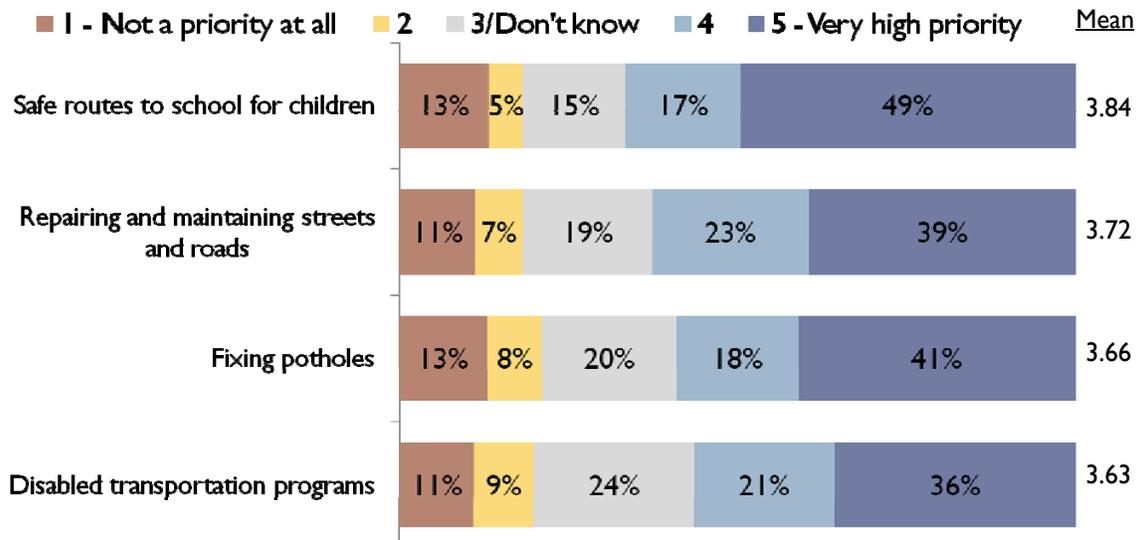


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Safe routes to school for children and repairing local streets and roads are the top expenditure priorities

12

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)

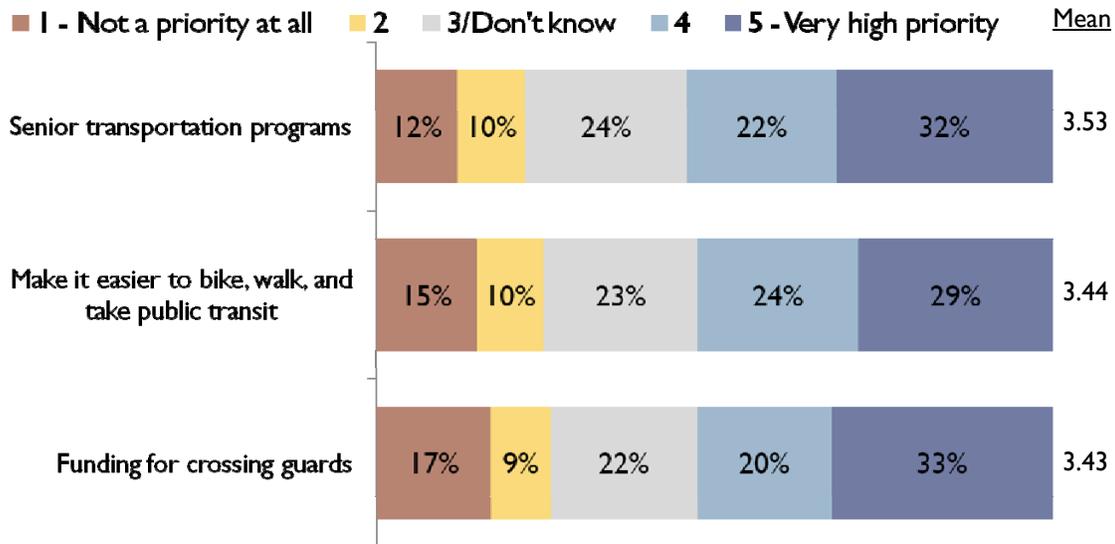


Solano Transportation Authority
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Mid-level transportation expenditure priorities for Solano County voters

13

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)

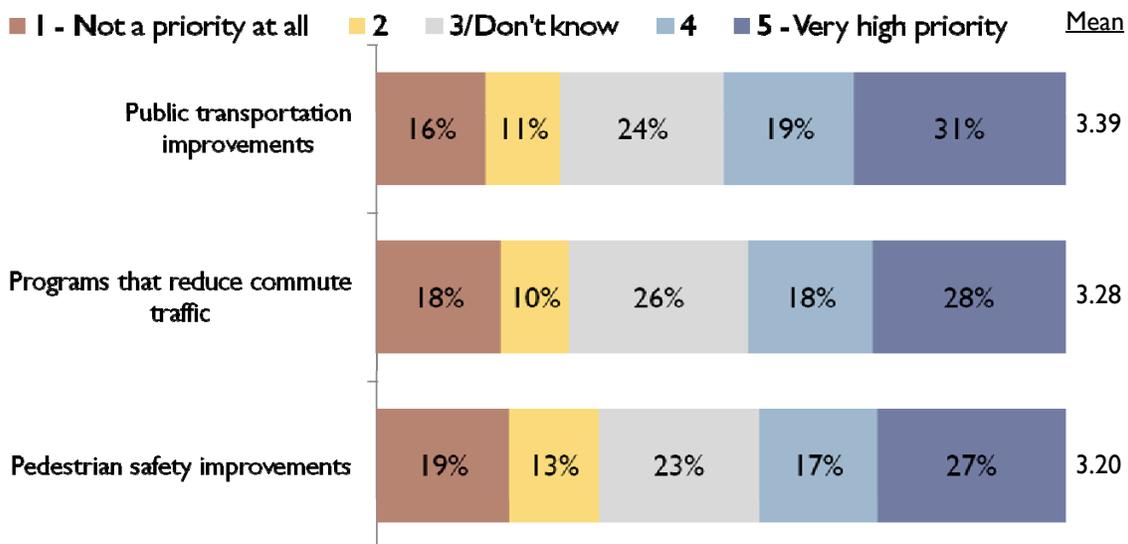


Solano Transportation Authority
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Pedestrian safety improvements and reducing commute traffic are not voter priorities

14

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



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Overview of Expenditure Priorities By City

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Voter Priorities	Overall	Vallejo	Fairfield	Vacaville	Benicia	Suisun	Dixon	Rio Vista	Unincorp
Safe routes to school for children	3.84	3.90	3.95	3.71	3.82	3.95	3.95	3.81	3.58
Repairing and maintaining local streets and roads	3.72	3.98	3.82	3.43	3.55	3.81	3.51	3.81	3.63
Fixing Potholes	3.66	3.93	3.77	3.29	3.64	3.58	3.35	4.00	3.73
Disabled Transportation Programs	3.63	3.79	3.64	3.61	3.45	3.76	3.35	3.71	3.35
Senior Transportation Programs	3.53	3.55	3.59	3.51	3.40	3.69	3.55	3.38	3.38
Make it easier to bike, walk, and take public transit	3.44	3.64	3.59	3.28	3.44	3.39	3.16	3.33	3.09
Funding for crossing guards	3.43	3.47	3.46	3.41	3.37	3.59	3.51	3.45	3.15
Public transportation improvements	3.39	3.52	3.49	3.17	3.53	3.41	3.49	3.41	2.98
Reduce commute traffic	3.28	3.30	3.41	3.18	3.45	3.41	2.87	3.18	3.09
Pedestrian safety improvements	3.20	3.52	3.33	2.99	3.15	3.34	3.13	3.10	2.98



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Options for next step

16

	OPTION 1 \$10 Registration Fee	OPTION 2 \$10 Registration Fee	OPTION 3 \$10 Registration Fee	OPTION 4 \$5 Registration Fee	OPTION 5 \$5 Registration Fee	OPTION 6 Do not place measure on ballot
Funds Generated	\$3.2 Million annually	\$3.2 Million annually	\$3.2 Million annually	\$1.6 Million annually	\$1.6 Million annually	n/a
Safe Routes to Schools <ul style="list-style-type: none"> Crossing Guards Radar speed detection signs Improved bike and pedestrian paths near schools Improved rail, highway, and road crossing signs near schools School shuttle programs Bicycle and pedestrian safety programs Education and encouragement programs 						
Senior and Disabled Transportation <ul style="list-style-type: none"> Intercity and local subsidized taxi services for ambulatory and non-ambulatory transit Reduced-price senior and disabled passes Purchase of paratransit vehicles Senior shuttles Non-profit mobility programs assisting the disabled and seniors 						
Maintenance of Local Streets and Roads <ul style="list-style-type: none"> Street repaving and rehabilitation Traffic signal maintenance and upgrades Signaling and striping on roadways Fixing potholes 						



Solano Transportation Authority
EMC 10-4272



Solano Transportation Improvement Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Tel: 707.424.6075

Solano Transportation Authority
EMC 10-4272



Expenditure Plan Categories

**STA Technical Advisory Committee (TAC)
SolanoExpress Transit Consortium**

June 30, 2010



Maintenance of Local Streets and Roads

- Street repaving and rehabilitation
- Traffic signal maintenance and upgrades
- Signing and striping on roadways
- Fixing potholes



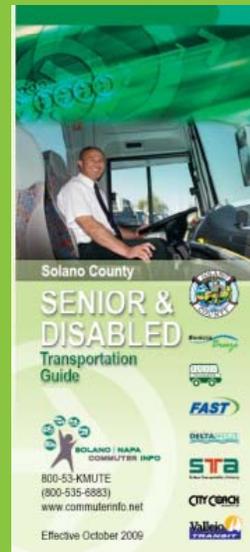
Safe Routes to School

- Crossing Guards
- Radar speed detection signs
- Improved bike and pedestrian paths near schools
- Improved rail, highway, and road crossing signs near schools
- Increased traffic enforcement near schools
- Bicycle & pedestrian safety programs
- Education and encouragement programs



Senior & Disabled Transportation

- Intercity and local subsidized taxis services for ambulatory and non-ambulatory transit
- Reduced-price senior & disabled passes
- Purchase of paratransit vehicles
- Senior shuttles
- Non-profit mobility programs assisting the disabled & seniors



Options

	Option 1 \$10 Fee	Option 2 \$10 Fee	Option 3 \$10 Fee	Option 4 \$5 Fee	Option 5 \$5 Fee	Option 6 No Fee
Funds Generated	\$3.2 M annually	\$3.2 M annually	\$3.2 M annually	\$1.6 M annually	\$1.6 M annually	\$0
Maintenance of Local Streets and Roads 						
Safe Routes to School 						
Senior and Disabled Transportation 						

Public Input Process

June 24 Senior & Disabled Transportation Advisory Committee

June 30 STA Technical Advisory Committee

June 30 STA SolanoExpress Transit Consortium

July 8 Bicycle Advisory Committee

July 13 Countywide Safe Routes to School Advisory Committee

July 14 STA Board Public Workshop

July 15 Paratransit Coordinating Council

July 15 Pedestrian Advisory Committee

**Prior to August 6
STA Board Action**





DATE: July 6, 2010
 TO: STA PAC
 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. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	TIGER II Grant for Surface Transportation*	\$600 million	Pre-application due July 26, 2010 Final application due August 23, 2010
4.	TIGGER II Grant for Transit*	\$75 million	August 11, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

*New Funding Opportunity

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

TIGGER II Grant for Surface Transportation	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	Pre-application due July 26, 2010 Final application due August 23, 2010 Eligible Applicants: State and local governments	\$600 million	As with the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant) program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area or a region.	Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/tigerii/
TIGER II Grant for Transit	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	August 11, 2010 Eligible Applicants: Only public transportation agencies or State DOTs may apply	\$75 million	This program provides grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems.	Eligible Projects: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories; only one project may be submitted under a single proposal. http://www.grants.gov/search/search.do?mode=VIEW&oppId=54280

*New Funding Opportunity

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



DATE: July 6, 2010
TO: STA PAC
FROM: Sara Woo, Associate Planner
RE: PAC Membership

The following are the current PAC Membership Terms:

Jurisdiction	Member	Term Expires
Member-at-Large	Allan Deal	February 10, 2013
Benicia	Carol Day	December 10, 2010
Dixon	Stephen Sikes	July 14, 2013*
Fairfield	Betty Livingston	April 14, 2013
Rio Vista	Larry Mork	February 10, 2013
Solano County	Thomas Kiernan	April 14, 2013
Suisun City	Mike Hudson	December 10, 2010
Vacaville	Joel Brick	June 9, 2013
Vallejo	Lynne Williams	February 10, 2013
<u>Other Agency PAC Representation:</u>		
Tri City and County Cooperative Planning Group	Brian Travis	December 9, 2011
Solano Land Trust	Frank Morris	February 10, 2013
San Francisco Bay Trail Program	Maureen Gaffney	December 10, 2010
Bay Area Ridge Trail Council	VACANT	VACANT
Solano County Agriculture Commission	VACANT	VACANT
Solano Community College	VACANT	VACANT

*Nominated for appointment; appointment is pending STA Board approval on July 14, 2010
Term is expiring in current calendar year.