



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, April 28, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:30 – 1:35 p.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (1:35 – 1:40 p.m.)	
A. Minutes of the TAC Meeting of March 31, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of March 31, 2010.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.</i> Pg. 7	Elizabeth Richards
C. Intercity Transit Ridership Study <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.</i> Pg. 11	Elizabeth Richards

TAC MEMBERS

Charlie Knox	Royce Cunningham	Gene Cortright	Morrie Barr	Dan Kasperson	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

The complete STA TAC packet is available on STA's website: www.solanolinks.com

- D. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11** Elizabeth Richards
- Recommendation:
Forward a recommendation to the STA Board to:
- 1. Approve the Transit Operating RM 2 Funding Plan as shown on Attachment B;*
 - 2. Approve the FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and*
 - 3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.*
- Pg. 13**
- E. Unmet Transit Needs Comments for FY 2010-11** Liz Niedziela
- Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and*
 - 2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.*
- Pg. 19**
- F. Safe Routes to Transit Plan Scope of Work** Robert Macaulay
- Recommendation:
Forward a recommendation to the STA Board to authorize the Executive to issue a Request for Proposal and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.
- Pg. 27**
- G. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project.
- Pg. 31**

H. Final Project Technical Report for the Gordon Water Line Relocation Project

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to approve the Project Technical Report for the Gordon Water Line Relocation Project.

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VI. ACTION – FINANCIAL ITEMS

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

Sara Woo

Recommendation:

Forward a recommendation to the STA Board to approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

(1:40 – 1:50 p.m.)

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

Robert Guerrero

Recommendation:

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

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

(1:50 – 2:00 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

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

Daryl K. Halls

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

(2:00 – 2:10 p.m.)

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- B. Regional Transportation Impact Fee (RTIF) Project List** Robert Macaulay
Recommendation:
Forward a recommendation to the RTIF Stakeholders and RTIF Policy Committee to approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.
(2:10 – 2:20 p.m.)
Pg. 57

- C. 2030 Napa-Solano Travel Demand Update** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:
- 1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and*
 - 2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.*
- (2:20 – 2:30 p.m.)
Pg. 75

- D. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the following positions:
- AB 2620 (Eng) - Oppose*
 - SB 409 (Ducheny) – Support with amendments*
 - SB 1348 (Steinberg) - Support*
 - SB 1418 (Wiggins) - Watch*
 - SB 1445 (DeSaulnier) - Watch*
- (2:30 – 2:40 p.m.)
Pg. 111

VIII. INFORMATIONAL

- A. Summary of Local Transportation Funding Options** Daryl K. Halls
Informational
(2:40 – 2:50 p.m.)
Pg. 185

- B. 2011 Transportation Improvement Program (TIP)** Sam Shelton
Informational
(2:50 – 2:55 p.m.)
Pg. 203

NO DISCUSSION

- C. Funding Strategy for Priority Projects** Sam Shelton
Informational
Pg. 217
- D. STA Safe Routes to School (SR2S) Update** Sam Shelton
Informational
Pg. 221
- E. Funding Opportunities Summary** Sara Woo
Informational
Pg. 233
- F. STA Board Meeting Highlights of April 14, 2010** Johanna Masiclat
Informational
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- G. STIA Board Meeting Highlights of April 14, 2010** Johanna Masiclat
Informational
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- H. STA Board and Advisory Committee Meeting Schedule for 2010** Johanna Masiclat
Informational
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IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 26, 2010.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
March 31, 2010

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Morrie Barr	City of Rio Vista
	Alysa Majer	City of Suisun City
	Jeff Knowles	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Cliff Covey	County of Solano
	Laura Muehsam	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Gary Leach, and a second by Mike Roberts, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams reported on the following:

- I-80 HOT/Express Lanes consultants selected;
- RFP Released for Redwood Pkwy./Fairgrounds Dr. PA/ED; and
- STIP Hearing: Bay Area may need to shift additional projects to later years.

Daryl Halls announced that the STIA Board will meet at 5:30 p.m., Wednesday, April 14, 2010 at Suisun City Hall to discuss new funding options. He indicated that a summary of their discussions would be provided at the next TAC meeting.

Gary Leach, City of Vallejo, announced that their City opened bids for the Vallejo Parking Structure Project. The selection of contractor will be announced on April 13th.

V. CONSENT CALENDAR

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A and B.

A. Minutes of the TAC Meeting of February 24, 2010

Recommendation:

Approve TAC Meeting Minutes of February 24, 2010.

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

Recommendation:

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

VI. ACTION FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

Janet Adams noted that 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. She stated that prior to considering any of the four alternatives, TAC members wanted to understand the potential bicycle, and pedestrian, Transportation for Livable Communities (TLC) and Transit Program project funding tradeoffs. Staff presented potential tradeoffs associated with alternative number 4.

She noted that Alternative 4 would flex 20% of bike and PDA funds to assist Solano County phasing out of the Unmet Transit Needs process.

The swap between the cities of Benicia and Dixon at a dollar for dollar rate is agreed to with the cities to confirm the amount.

Recommendation:

Forward a recommendation to the STA Board to 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 \$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.***

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

VII. ACTION NON-FINANCIAL ITEMS

A. Arterials, Highways, and Freeways Goal: Pavement Condition Index (PCI)

Robert Macaulay reviewed the Arterials, Highways and Freeways Committee's recommendation to amend the PCI Matrix included in the Arterials, Highways and Freeways State of the System Report. He cited that staff is considering to amend the current PCI goal of 63 to a higher standard. He stated that staff recommends a more balanced approach of recommending a PCI Goal of 70.

The TAC discussed the merits of setting a higher PCI goal above the current PCI goal of 63. After discussion and considering the merits of a PCI goal of 70 versus the MTC RTP goal of 75, the STA TAC amended the recommendation to read as follows.

Recommendation:

Forward a recommendation to the STA Board to:

1. Amend the PCI Matrix included in the Arterials, Highways and Freeways Element's State of the System Report ***to show the PCI for both the overall network and Routes of Regional Significance as indicated in Attachment A;*** and
2. Amend the Arterial, Highways and Freeways Element's PCI Goal to ~~70~~ ***75 (Good) for Routes of Regional Significance.***

On a motion by Morrie Barr, and a second by Jeff Knowles, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ ***bold italics.***

B. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Robert Macaulay reviewed the discussions made by the Arterials, Highways and Freeways Committee regarding two of the Goals: Goal 1 (Pavement Condition Index) and Goal 9b (Habitat Conservation Plan consistency). He stated that the Committee recommended that the STA Board adopt the Arterials, Highways and Freeways Element Goal Gap Analysis.

Recommendation:

Forward a recommendation to the STA Board to adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

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

C. Jepson Parkway and North Connector Funding Agreements

Janet Adams reviewed the final draft funding agreements for the Jepson Parkway and North Connector Projects. She cited that the Funding Agreements for the North Connector has been agreed to by both the City of Fairfield and Solano County staff and the Jepson Parkway agreement has been agreed to by Solano County staff.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement as specified for:

1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
2. The Jepson Parkway Project between the STA and Solano County.

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

VIII. INFORMATIONAL ITEMS

A. Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP

Daryl Halls identified and provided an update to the development of STA's Overall Work Plan for FY 2010-11 and FY 2011-12. He noted that prior to the STA's development of its FY 2010-11 and FY 2011-12 budget, staff is providing this status update in preparation for Board discussion in April and adoption at their meeting in May.

B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program

Robert Macaulay noted that staff is currently working on details for submitting a letter of interest for two proposals: 1.) Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor; and 2.) Solano Safe Routes to School (SR2S) Program. He cited that both proposals will be brought back to the TAC and Consortium meetings in April and for Board action at their May meeting.

C. Legislative Update – State Budget

Jayne Bauer provided updates on Federal Appropriations requests submitted by Congressman Miller and Garamendi as well as an update on the State Budget. She also distributed copies of the most recent STA and SR 12 STATUS newsletters.

NO DISCUSSION

- D. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update**
- E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Highlights of March 10, 2010**
- H. STA Board and Advisory Committee Meeting Schedule for 2010**

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 28, 2010.**

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DATE: April 19, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix –
May 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA.

The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute.

After multiple years of growth, Solano TDA revenue has begun to decline. The last two years, the original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY 2008-09 TDA estimate. The proposed FY 2009-10 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY 2010-11 is that there will be no increase in TDA from this new lowered FY 2009-10 estimate. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, it is recommended to be cautious in using the ‘available for allocation’ estimates without a further in-depth review of the allocations that may or may not have been taken into account. STA staff has some of this information to share.

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*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

Discussion:

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. Solano's major intercity routes are funded through an Intercity Transit Funding (ITF) Agreement that is updated each year. This is one of the major services shared by multiple jurisdictions. The Intercity Transit Funding shares for FY 2010-11 have been agreed to by staff for the partnering agencies. Approval of the new Intercity Transit Funding Agreement is indicated with a separate staff report.

The other major service shared by multiple operators is the new intercity taxi program. The City of Vacaville is coordinating the purchase of taxi scrip and covers this purchase by claiming TDA from the other jurisdictions in the amounts they have agreed to.

A new category has been added to the TDA Matrix for the first time: Adjustments to the Project Carryover. As background, MTC projects the amount of TDA carryover from FY 2009-10 to FY 2010-11 based on allocations processed through December 31st. This covers the vast majority of allocations and offers a fairly accurate status of the projected carryover. Solano, this year, had a couple of sizeable allocations totaling over \$1million that did not occur before December 31st and should be taken into account when projecting the total TDA balance of funds available for programming in FY 2010-11. Therefore, this column has been added.

The ITF amounts proposed for intercity transit funding, intercity taxi program and carryover adjustments have been added to the May version of the TDA matrix. As jurisdictions prepare their TDA claims, the TDA matrix will be updated and brought through the committees and the Board for approval.

Recommendation:

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

Attachment:

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

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DATE: April 19, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Ridership Study

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Vallejo Transit (VT). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group (ITFWG) over the past several years and developed an Intercity Transit Funding (ITF) Agreement to stabilize the funding for these services. The Fiscal Year (FY) 2009-10 ITF Agreement is the fourth annual agreement that has been approved. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every three years, thus a ridership survey needed to be conducted in the Fall of 2009.

The original ridership survey was extensive. To meet multiple needs other than just the ITF Agreement, the 2006 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts. This was the first time this extensive data was captured simultaneously countywide.

With reduced transit funding available due to the recent state decision to eliminate State Transit Assistance Funds (STAF), the ITFWG discussed the approach for the upcoming Ridership Survey. The consensus was to proceed in the Fall of 2009 and reduce the scope to focus on the seven intercity routes to collect the ridership's residential data that is key to the ITF Agreement; the on-board survey was similar to the one used in 2006. The City of Vallejo requested that the survey also include the Baylink ferry/Rt. 200 to better understand the current riders in preparation for the transfer to the Water Emergency Transit Authority (WETA).

Discussion:

The consulting firm Quantum Market Research (QMR), who completed the first ridership survey, was selected by the STA Board to complete this study. The ridership data was collected in October and November 2009. Passengers on/off counts have been collected

as well to assist in identifying productivity and compare across routes and systems. The reports are being presented for review by the TAC and Consortium. Prior to them being forwarded to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.

Attachments:

(The following attachments have been provided to the TAC members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. FAST Intercity Transit Ridership Study
- B. Vallejo Transit Intercity Transit Ridership Study
- C. Vallejo Baylink Ferry/Rt. 200 Ridership Study



DATE: April 19, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement (ITF) for Fiscal Year (FY) 2006-07. This Agreement was the result of the work of the ITF Working Group comprised of representatives from STA, Solano County, and each city in Solano County.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF Agreement further service changes were proposed and were fully implemented in FY 2008-09.

The FY 2007-08, FY 2008-09, and FY 2009-10 ITF Agreements addressed funding for seven major intercity routes. Meetings have been held to work on the FY 2010-11 ITF Agreement in order to have it in place prior to the beginning of the fiscal year and to guide the preparation of Transportation Development Act (TDA) claims by the individual jurisdictions.

Given the projected declining TDA funds in FY 2010-11 and the suspension of State Transit Assistance Funds (STAF) in FY 2009-10 which had previously helped support intercity routes, concerns have been raised about how much intercity transit service the county can afford. Some operators expressed concern about their ability to maintain their level of contribution in the future.

Discussion:

In preparation for the FY 2010-11 ITF Agreement, STA staff and the transit operators met in March and April 2010. The two intercity transit operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2009-10 monitoring reports. These have been reviewed by the ITF Working Group and STA staff along with the FY 2008-09 year-end data that is used to reconcile that year in conjunction with the preparation of the FY 2010-11 ITF.

Overall, the seven routes covered by the Agreement are projected to cost \$9,176,865; this is a decrease of nearly \$600,000 from FY 2009-10. Passenger fares are projected to cover \$3.3 million of the costs. Regional Measure 2 (RM 2) funds (\$1,934,875) have been the other major on-going funding source for intercity routes. The RM 2 funds have been strategically distributed among the five qualifying routes consistent with previous years and as approved by the Metropolitan Transportation Commission (MTC), who approves the RM 2 allocations, subject to approval by the STA Board. Approval is sought on the attached RM 2 funding plan as shown on Attachment B.

In FY 2009-10, a new significant funding source became available through the Federal ARRA (Americans Recovery and Reinvestment Act, also known as Economic Stimulus) for preventive maintenance (PM) received by the intercity transit operators. These were applied proportionally to reduce the TDA contributions required from all the funding partners. In total, the intercity routes will benefit from the PM funds by the amount of \$936,943 in FY 2010-11. The group recognizes that these are short-term, and not on-going funds that will stabilize intercity service for the next two years, but there remains concern on how the current level of intercity service can be funded in the long-term. The STA and funding partners will continue to monitor the performance of these seven routes under the ITF Agreement.

The initial FY 2010-11 contributions are calculated by an agreed upon formula: 20% population share and 80% ridership by residence. The only exception to this is the County which is based on a population share only (4.72%). The ridership by residence values are determined by an on-board survey conducted by the STA that is to be updated every three years. The first survey was conducted in the Fall of 2006. In the Fall of 2009 this data was collected again (see separate TAC report) and is being used in the ITF formula for FY 2010-11. The 2006 and 2009 rider residence data by route is show on Attachment A.

Despite the financial gains and losses in FY 2010-11, the local jurisdictions' contributions calculated by the cost-sharing formula are slightly less or fairly equal to the FY 2009-10 contributions. The total contributions for all jurisdictions take into account reconciliation of the FY 2008-09 ITF Agreement. See Attachment C for a summary of the proposed FY 2010-11 contributions and a comparison with the previous two years' contributions. These have been reflected in the proposed May 2010 TDA matrix in a separate Board agenda item.

Fiscal Impact:

The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2010-11.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachments:

- A. Residence of Intercity Route Riders Comparison
- B. FY 2010-11 RM 2 Transit Operating Funding Plan
- C. Proposed FY 2010-11 Intercity Transit Funding Agreement Cost-Sharing

RESIDENCE OF INTERCITY ROUTE RIDERS COMPARISON

	Fairfield and Suisun Transit Routes						Vallejo Transit Routes							
	Route 20		Route 30		Route 40		Route 90		Route 78		Route 80		Route 85	
	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
		114		113		82		386		210		713		384
Benicia	0.00%	0.00%	5.66%	0.00%	1.25%	1.25%	0.00%	0.22%	56.02%	46.68%	2.88%	2.80%	1.48%	1.29%
Dixon	0.00%	0.00%	22.64%	17.90%	2.50%	2.49%	0.82%	0.99%	0.00%	0.00%	0.00%	0.00%	1.48%	0.00%
Fairfield	27.27%	39.49%	32.08%	30.39%	35.00%	46.32%	64.34%	60.31%	2.09%	1.91%	6.03%	4.62%	36.09%	33.14%
Suisun City	4.55%	7.86%	3.77%	6.24%	15.00%	23.10%	16.39%	20.18%	0.00%	1.46%	1.37%	1.12%	9.17%	4.47%
Vacaville	66.67%	50.00%	28.30%	35.69%	46.25%	24.35%	18.03%	18.08%	0.00%	0.90%	0.96%	1.40%	4.14%	3.41%
Vallejo	1.52%	2.65%	7.55%	9.78%	0.00%	2.49%	0.41%	0.22%	40.84%	49.04%	88.77%	90.07%	47.63%	57.70%

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**FY 2010-11 RM 2 TRANSIT OPERATING
FUNDING PLAN**

RM-2 and STAF Northern Counties Share			
FY 2010-11			
Operator	Route	RM-2	STAF
Fairfield and Suisun Transit	20	--	--
Fairfield and Suisun Transit	30	--	--
Fairfield and Suisun Transit	40	\$184,072	\$0
Vallejo Transit	78	\$510,226	\$0
Vallejo Transit	80	\$511,873	\$0
Vallejo Transit	85	\$201,741	\$0
Fairfield and Suisun Transit	90	\$526,963	\$0
TOTAL		\$1,934,875	

**SOLANO TRANSPORTATION AUTHORITY
FY 09-10 SOLANO EXPRESS COST SHARING**

Comparison of FY 08-09, FY 09-10, and FY 10-11 Funding Contributions

	FY 08-09 Baseline	FY 08-09 Net Due With Reconciliation	FY 09-10 Baseline	FY 09-10 Net Due With Reconciliation	FY 10-11 County at 4.72%, new RM2	FY 10-11 Net Due With Reconciliation
Benicia	\$ 318,653	\$ 307,724	\$ 242,777	\$ (49,151)	\$ 165,346	\$ 65,660
Dixon	\$ 104,879	\$ 87,023	\$ 100,382	\$ 87,571	\$ 72,157	\$ 51,773
Fairfield	\$ 873,728	\$ 869,786	\$ 768,862	\$ 749,861	\$ 723,775	\$ 421,387
Rio Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 217,678	\$ 217,678	\$ 193,695	\$ 145,323	\$ 223,367	\$ 147,290
Vacaville	\$ 548,086	\$ 322,825	\$ 540,743	\$ 452,870	\$ 436,902	\$ 310,278
Vallejo	\$ 1,583,654	\$ 1,583,654	\$ 967,955	\$ 945,209	\$ 916,890	\$ 131,324
Balance of County	\$ 133,900	\$ 94,173	\$ 138,051	\$ 138,051	\$ 125,844	\$ 125,844



DATE: April 16, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments for FY 2010-11

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds 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.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. For FY 2009-10, two out of eight jurisdictions used TDA funds for streets and roads (Rio Vista and the County of Solano).

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process over three (3) years was approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process will still be required to allow Solano County to claim TDA for streets and roads in FY 2010-11.

This process begins with the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holding a public hearing in the fall to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. In evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County’s transit operators. STA has submitted a preliminary draft response to MTC for review and comments (Attachment B). MTC staff may request additional information or clarification before making any recommendation to their Commission. The STA staff will work with the affected transit operators to address the request for additional information if needed.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2011, the County’s TDA claim for local streets and roads will be held by MTC until this process is completed.

The following is the draft schedule to timely submit the response to MTC.

Schedule to Submit Response to MTC	
April 7, 2010	Assign the questions to the Transit Operators.
April 14, 2010	Deadline for Transit Operators to provide responses to STA allowing time to preparation of the staff report and production of the agenda for the Consortium and TAC to review and approval.
April 28, 2010	Consortium and TAC review and approve responses.
May 12, 2010	STA Board review and approval.
May 13, 2010	Present issues to the Paratransit Coordinating Council.
May 14, 2010	Submit responses to MTC.
June 9, 2010	Responses are submitted for approval to the Programming and Allocations Committee at MTC.

If the above timeline is not followed, it may cause time delays. Additionally, MTC staff who handles the TDA claims may have time constraints handling the Unmet Needs Response along with all the regional TDA claims which peak in June. The streets and roads portion of the TDA claims will be delayed until the Unmet Needs process is complete. The County of Solano claiming of TDA funds could be delayed.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by Solano County that plan to do so in FY 2010-11. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

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

1. The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC March 31, 2010 letter summarizing FY 2010-11 Unmet Transit Needs
- B. FY 2010-11 Unmet Transit Needs Issues and Responses (To be provided under separate cover.)

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

ATTACHMENT A

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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March 31, 2010

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

Mr. Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 7, 2009, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2010-11 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

As noted during the FY 2009-10 finding of no unmet needs for Solano County, MTC is concerned about growing County paratransit needs, as well as past requests by Rio Vista for regional transit discretionary funds at the same time that TDA funds in these jurisdictions were being used for streets and roads projects. MTC supports the actions taken by the Rio Vista City Council to begin dedicating TDA exclusively to transit uses in FY 2010-11, as well as the work by the Solano Transportation Authority and the County to develop a schedule to phase-out the use of TDA funds for streets and roads projects.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Unmet Transit Needs Issues by Operator:

Vallejo

No paratransit in Glen Cove.
Paratransit cost and scheduling problems.
Request for expansion of the Vallejo's Runabout's service area.
Issues with schedule adherence on Route 78 at Walnut Creek BART.
Vallejo Route 5 should stop at Marina Tower senior residence.
Vallejo transfers should have longer validity.

Fairfield

Transit center not well signed and there are no schedules.
Web access to schedule information is awkward.
Multiple systems lack fare coordination.
Route 4 service changes were not well publicized.
Paratransit application process slow.
Taxi service might be appropriate.
Request for more service to and from Benicia and specifically service to Sacramento.
Request for service (paratransit) to Travis AFB.

Vacaville

More weekend service in Vacaville and service from Vacaville to Dixon.

Benicia

Request to maintain the Benicia 21 route and dial-a-ride.
Request for service between Benicia and Vallejo.
More fixed-route service on Benicia Breeze.
More Benicia paratransit service and more flexibility in trip scheduling.
Request to keep current Benicia schedules as they are.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc.

which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2010-11 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Sperring, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon

Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC
(c/o Elizabeth Richards, STA)

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DATE: April 20, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Safe Routes to Transit Plan Scope of Work

Background:

The Solano Transportation Authority (STA) adopted a Safe Routes to School (SR2S) plan in 2007, and a SR2S program in 2008. In 2009, STA staff identified the need to create a Safe Routes to Transit (SR2T) plan. The STA Board has also adopted the Solano Bicycle Master Plan and the Solano Pedestrian Master Plan, and has initiated the update of each of these plans (completion planned for the second half of 2010).

In 2008, the STA Board initiated an update of the Comprehensive Transportation Plan (CTP). One part of the CTP update was the identification of Transportation Facilities of Regional Significance; those facilities that support ridesharing (such as park and ride lots), intercity bus routes with peak hour headways of 1 hour or less, and rail and ferry terminals. The CTP does not provide policy direction for local transit services.

Discussion:

Solano County is slated to build several new and/or expand several existing transit centers over the next five years. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates, and/or physical obstacles, and by providing a standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORS.

Safe Routes to Transit is in some ways a parallel program to SR2S; it encourages healthy walking and bicycling activities by increasing safe access to transit centers, it involves multiple providers, and initial projects or programs can be used as examples for future implementation. In the case of SR2T, it also promotes the use of transit services (including rideshare, intercity buses, rail service and ferry service), which in turn provides for lessened congestion and improved air quality. However, SR2S has a follow-up Program that delivers specified educational and encouragement programs and engineering improvements; no such program is anticipated for ST2T. Instead, the SR2T findings and standardized solutions, along with the results of processes such as the Metropolitan Transportation Commission's Transit Connectivity Plan or a city's Priority Development Area implementation plan, can be incorporated into station-specific improvement programs.

While the ultimate goal of the SR2T Plan is to identify physical improvement projects and programs that will improve the safety of access to transit centers, the initial steps involve gathering data. The STA currently lacks a comprehensive database of accidents, crimes and

deteriorated accessways in the vicinity of transit centers. The proposed scope of work would hire a consultant to work with all 7 cities and the county to develop a comprehensive database of these obstacles to safe access to transit. The initial database would cover the time period from January 1, 2000 to June 30, 2010. The database would be expandable, so that new data can be added in future years. The data would also be formatted in a manner to allow accidents, crimes or obstacles to be plotted on the STA Geographic Information System (GIS). The database and GIS files would be provided to the STA member agencies, and to interested regional agencies such as the Metropolitan Transportation Commission (MTC).

Once the consultant completes the accident, crime and obstacle database, STA will use internal staff resources to develop a SR2T Plan, identifying projects and programs that can reduce or remove barriers to encourage the use of transit. Depending upon the cost of the consultant proposals received, STA may negotiate for additional work to develop standardized facility improvements.

The SR2T data and plan will only address Transit Facilities of Regional Significance. Since most rideshare users do not access park-and-ride facilities by bicycle, it is expected that most future SR2T improvements will focus on bus, train and ferry terminals. These facilities are often co-located with Priority Development areas (PDAs) designated by the Association of Bay Area Governments, so SR2T investments may be able to leverage funds directed to PDAs.

Although the SR2T plan will focus on Transit Facilities of Regional Significance, the information and database may provide a starting point for local jurisdictions to produce a SR2T plan for local transit services.

Fiscal Impact:

The STA budget for Fiscal Year (FY) 2009-10 designates \$10,000 for Safe Routes to Transit; the FY 2010-11 budget provides \$30,000 for Safe Routes to Transit. It is expected that initial consultant work will commence before the end of FY 2009-10, with the majority of the work being completed in FY 2010-11.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive to issue a Request for Proposal and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

Attachment:

- A. Safe Routes to Transit Consultant Scope of Work

Safe Routes to Transit
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) plan. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates and/or physical obstacles, and by providing standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORSs.

The TFORS consist of bus, rail and ferry terminals (10 existing, 2 proposed) and park-and-ride lots (10 existing, 6 proposed). The Plan will not gather data for transit facilities that are not identified as TFORS.

The consultant will primarily be responsible for gathering and organizing data related to safety in the area of identified by the STA. The data will cover the time period from January 1, 2000 to June 30, 2010. Depending upon the const of the initial consultant contract, the STA may chose to have the consultant identify either general or site-specific recommendations to improve safety for each TFORS.

- A. The STA will provide the selected Consultant with the following:
 - 1. List of all TFORS, including both existing and proposed facilities.
 - 2. A list of all streets and paths within a ½ mile radius of each TFORS.
 - 3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS.

- B. The Consultant will perform the following tasks:
 - 1. Gather all available accident and safety data for the streets and paths identified in A.2. This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists.
 - b. Crimes against persons.
 - 2. Identify barriers to safe access to or use of identified TFORS, including:
 - a. High incidents of accidents involving pedestrians or cyclists.
 - b. High incidents or clusters of criminal activity.
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
 - 3. A list of all incidents or barriers identified in B.1 and B.2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's Geographic Information System (GIS).

C. The timeframe for completing the tasks are:

1. The STA will provide the information specified in Task A within 30 days of execution of the consultant contract.
2. The Consultant will complete collection of the data specified in Tasks B.1 and B.2 within 60 days of receipt of the Task A information from STA. STA staff will have 30 days to review and approve the data.
3. The Consultant will provide a draft database of incidents and barriers as required in Task B.3 within 30 days of STA's acceptance of the Task B.1 and B.2 data. STA staff will have 30 days to review and approve the data.

D. Additional Tasks

1. STA may negotiate with the selected consultant for the development of standardized projects that can improve safety for TFORS, such as vehicle/pedestrian or vehicle/bicyclist sight distance diagrams, lighting and landscaping standards or roadway crossing location and signage.



DATE: April 19, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)

Background:

The Solano Transportation Authority (STA) is the Lead Agency under the California Environmental Quality Act (CEQA) for the Gordon Water Line Relocation Project. The Gordon Water Line Relocation Project proposes the relocation of the existing 24-inch Gordon Water Line from its current position within the State Route (SR) 12 and Interstate 80 (I-80) corridors. The new Gordon Water Line would be located within the Rockville Road Right-of-Way (ROW) between the intersection of Rockville Road and Suisun Valley Road to a point 1,600 feet west of Green Valley Road (just east of the intersection of Rockville Road and Paseo Arboles). The relocated Gordon Water Line would maintain the Vallejo Lakes water system connection between the 24-inch Gordon Water Line running within Suisun Valley Road and the existing 14-inch Green Water Line running west of Green Valley Road (Attachment A).

In order to support the construction of the Jameson Canyon Project, the Gordon Waterline, which currently runs along SR12 West (Jameson Canyon) to the I-80 Green Valley Interchange area, will need to be relocated along Rockville Road. The existing 24-inch Gordon Water Line is over 80 years old and has at least four times more capacity than it needs to serve the limited number of customers in Cordelia and along Suisun Valley Road and Green Valley Road. This excess capacity leads to ongoing maintenance efforts to ensure water quality. Additionally, maintenance and repairs to the old pipes, valves, and fittings are more expensive than they would otherwise be with an appropriately-sized, newer system. The relocation of the Gordon Water Line to Rockville Road will provide a more balanced design for the Vallejo water system by providing the correct sized water line for existing users in that area.

STA has developed the following primary project objectives for the Gordon Water Line relocation:

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the Jameson Canyon Project.
- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.
- Reduce maintenance costs associated with the existing water system.

- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange Project.

The environmental process for the Gordon Water Line Relocation Project began on December 21, 2009 with the publication and circulation of a Notice of Preparation (NOP). During the 30-day comment period (ending January 20, 2010), written comments regarding the scope and content of the Draft Environmental Impact Report (EIR) were received and were taken into consideration in the preparation of the Draft EIR.

The EIR addressed all the CEQA topics described in Section 15060 of the *State CEQA Guidelines*. Since the project would occur within the ROW of Rockville Road, its construction and operation would avoid many potential environmental impacts that might otherwise occur if the project crossed undeveloped ground. As a result, the Draft EIR focused on potential impacts for two key environmental topics: biological resources and cultural resources, and included discussion of other resources at a lesser level of detail.

The Draft EIR was made available for agency and public review on March 2, 2010, and was open for comment through April 16, 2010. STA staff received one comment letter during the review period. The comment letter was received from the California Department of Fish and Game. In general, the comments expressed concern for potential impacts to the biological resources in the project area.

In preparing the Final EIR (Attachment B), STA has responded to comments received on the Draft EIR. The Final EIR includes copies of all comment letters received along with STA's response to each comment.

Key Issues Raised During the EIR Process:

Comments received during the EIR process identified several key issues of concern, which are discussed in more detail below.

Scoping Comments

Scoping comments received on the project's NOP included a letter from the California Department of Fish and Game (CDFG), the City of Fairfield Community Development Department, and the California Department of Transportation (Caltrans).

Biological Resources - The letter from the CDFG provided general recommendations for the assessment of the project's effects (temporary and permanent) on local biological resources. The letter also included a summary of the appropriate permits and agency consultation that would be needed should impacts to specific biological resources be discovered during the environmental review of the project. Section 4.1, Biological Resources, of the Draft EIR addressed the concerns and recommendations raised by the CDFG.

Public Facilities - The letter from the City of Fairfield expressed concerns related to the project's potential impacts on Rockville Hills Regional Park. Construction of the proposed water line would occur entirely within the Rockville Road ROW. As such,

the project would not require the temporary use of any public and/or private lands surrounding the project corridor. During construction, access to cross streets and private driveways along Rockville Road would be maintained at all times. The project would therefore not have an effect on the adjacent Rockville Hills Park.

The letter from Caltrans identified the need for an encroachment permit for any work within the state ROW, and also identified the need for close coordination to ensure that all Caltrans issues and concerns are addressed as part the CEQA process. The project would not include any modifications within State ROW.

Draft EIR Comments

Comments received on the Draft EIR included a letter from the CDFG.

Biological Resources

Special-Status Species - The letter from the CDFG provided recommendations on the implementation of **Mitigation Measure BIO-1**, pre-construction surveys for Swainson's Hawk and other protected bird species. It was also noted that, should the surveys find nesting Swainson's hawks, construction within 0.25-mile of the nest would be considered a "take", and would require a permit under the California Endangered Species Act (CESA). Additionally, the CDFG recommended that, prior to any work on the Green Valley Creek Bridge, the structure should also be checked for nesting birds such as cliff swallows (*Petrochelidon pyrrhonota*) and barn swallows (*Hirundo rustica*), since these species often nest in artificial structures and are protected under Section 3505 of the Fish and Game Code.

The letter from the CDFG also recommended that pre-construction surveys for sensitive species be conducted within the Green Valley Creek riparian corridor where work across the bridge crossing is proposed. In the event that a special-status species is found onsite, prior to or during construction activities, the CDFG requires additional consultation in order to establish any necessary protective measures beyond the installation of a screen or netting below the work area on the bridge. This recommendation will be incorporated into the mitigation measures in Section 4.1, Biological Resources, of the Final EIR.

Riparian and Aquatic Resources - The letter from the CDFG identifies protective measures that should be applied in the event that construction work occurs in or near the banks of Green Valley Creek. As stated in the Draft EIR, no construction work would be conducted in the waterways or associated riparian habitat. As such, no changes to the Draft EIR would be required.

Botanical Resources – As part of the biological assessment for the EIR, a field reconnaissance was conducted within the project area to determine the presence of protected plant species. The letter from the CDFG asserts that these botanical surveys were conducted at a time when certain plant species were not floristic, and therefore, may not have been identified. In accordance with the CDFG-recommended survey protocols, plant surveys have been conducted throughout the blooming period to date for the species potentially occurring in the project area.

Tree Removal – As stated in the Draft EIR, limited tree pruning or removal may be necessary for project construction. The letter from the CDFG recommends that, should any of these trees include oak species, the EIR should include mitigation measures for the replacement of the trees at a minimum 3:1 trunk basal area ratio. This recommendation will be incorporated into the mitigation measures in Section 4.1, Biological Resources, of the Final EIR.

EIR Conclusions:

Based on the analysis completed for the EIR, the project would not result in any significant and unavoidable effects. However, the project would cause potentially significant impacts to hydrology and water quality, biological resources, and cultural resources without the implementation of mitigation measures. A summary of the potentially significant impact areas is provided below.

Hydrology and Water Quality – The project includes excavation of the trench to a depth of 5 to 7 feet. Based on boring data, groundwater was encountered at three of 15 boring locations at depths of 4.5 feet, 8 feet, and 11 feet, indicating that there is a potential to encounter groundwater during trenching activities. The introduction of construction sediment or other related materials to the groundwater would impact groundwater quality. The Final EIR requires adherence to Caltrans water pollution control standards to protect water quality during construction activities.

Biological Resources – Because the construction of the project would require some pruning and limited tree removal, there is potential for disturbance to nesting habitat for protected bird species should construction activity occur in close proximity to an active nest. The Final EIR requires a preconstruction nesting survey for the Swainson’s hawk and other migratory birds to avoid potential disturbances to these protected species.

Stormwater runoff and/or construction debris from the temporary construction activities associated with the project could lead to changes in the water quality of Green Valley Creek. Substantial changes to the water quality of the creek could have an adverse affect on protected special management species in this area. In accordance with the supplemental provisions of the project’s Encroachment Permit Application with the County, the Final EIR requires the project contractor to perform water pollution control work in conformance with Caltrans Standard Specifications. Additionally, a screen or netting would be placed below the work area during the removal of the existing water line and installation of the replacement water line across the Green Valley Creek bridge. The construction netting would protect the water quality of the creek by catching any falling material. Implementation of these provisions would avoid potential impacts to the protected species in Green Valley Creek.

Cultural Resources – An extensive record search was conducted by Condor Country Consulting for prehistoric and historic sites located in the project area. Based on the records search, it was determined that a large prehistoric site that contains cultural resources, including human burials, is located within the project area. Subsequent coordination between STA and representatives of the Yocha Dehe Wintun Nation began in November 2009. Coordination between these groups included discussions

regarding the project's potential impacts to human burials and other cultural resources, and the development and proposed implementation of the *Research Design and Data Recovery Proposal* (data recovery plan) for the project. Additional testing of soils suspected of containing burials and artifacts was conducted in other portions of the project area. Implementation of the recommendations included in the data recovery plan would reduce impacts to the known and unknown archeological resources in the project area.

Mitigation measures have been identified in the EIR that would reduce all potentially significant impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Plan (MMRP) that summarizes the measures identified in the EIR is included in the Final EIR. The MMRP is a requirement under CEQA and will allow STA staff to ensure that mitigation measures are implemented and effective at reducing the significant impacts identified in the environmental document.

Recommendation:

Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project.

Attachments:

- A. Project Area Map
- B. Final EIR for the Gordon Water Line Relocation Project (Copy provided to the TAC Members, copy available upon request)

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DATE: April 19, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Final Project Technical Report for the Gordon Water Line Relocation Project

Background:

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

In order to support the construction of the SR 12 Jameson Canyon Project, the Gordon Waterline, which currently runs along SR 12 West (Jameson Canyon) to the I-80 Green Valley Interchange area, will need to be relocated along Rockville Road. The existing 24-inch Gordon Water Line is over 80 years old and has at least four times more capacity than it needs to serve the limited number of customers in Cordelia and along Suisun Valley Road and Green Valley Road. This excess capacity leads to ongoing maintenance efforts to ensure water quality. Additionally, maintenance and repairs to the old pipes, valves, and fittings are more expensive than they would otherwise be with an appropriately-sized, newer system. The relocation of the Gordon Water Line to Rockville Road will provide a more balanced design for the Vallejo water system by providing the correct sized water line for existing users in that area.

STA has developed the following primary project objectives for the Gordon Water Line relocation:

- Provide an alternative alignment for the portion of the existing Gordon Water Line that is in conflict with the SR 12 Jameson Canyon Project.
- Down-size the diameter of the Gordon Water Line to provide a more balanced design for the Vallejo water system.

- Reduce maintenance costs associated with the existing water system.
- Avoid future conflicts (and relocation costs) associated with other planned roadway improvements along the I-80/I-680/SR 12 corridor that are currently being evaluated as part of the I-80/I-680/SR 12 Interchange Project.

The Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project has been circulated and is planned to be brought to the STA Board for adoption in May 2010.

Discussion:

Consistent with STA Board direction, staff has been proceeding with implementation of the Gordon Water Line Relocation Project. As part of the Environmental Document preparation, many technical studies are completed, one of which is the engineering report or Project Technical Report (Attachment A). This engineering report provides the preliminary design information for the North Connector Project. As part of the project development process, the STA Board is required to approve the project, which is accomplished through the approval of the Project Technical Report. The Technical Advisory Committee (TAC) would review and recommend the STA Board use this Report as a basis for the Project Approval. Once the STA Board considers certification of the Project, the STA Board would then consider approving the Project Technical Report and Gordon Water Line Project at its May Board Meeting.

Fiscal Impact:

The Gordon Water Line Relocation Project is funded with Bridge Toll funds.

Recommendation:

Forward a recommendation to the STA Board to approve the Project Technical Report for the Gordon Water Line Relocation Project.

Attachment:

- A. Project Technical Report (Copy provided to the TAC Members, copy available upon request)



DATE: April 16, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding Recommendation

Background:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) was created in 1993 to assist the reviewing and recommending of bicycle projects for Transportation Development Act (TDA) Article 3 funds. The BAC relied on a 5-year project implementation matrix to strategically recommend funding for priority bicycle projects. The STA Board adopted the first Countywide Bicycle Plan in 1995. The Bicycle Plan was subsequently updated in 1997, 2000, and 2004. The BAC is currently assisting the STA in updating the Solano Countywide Bicycle Plan as part of the overall Comprehensive Transportation Plan (CTP) update.

As part of the current update, the BAC has identified priority bicycle projects eligible for funding. The STA Board approved this projects list at their March 10, 2010 meeting. This effort is being timed in anticipation of the Metropolitan Transportation Commission (MTC) Cycle 1 Regional Bicycle Program (RBP). Of the priority bicycle projects identified and submitted by the jurisdictions, STA staff estimates the total project cost of approximately \$8.497 million.

Discussion:

Available Bicycle Funding

Since the 2005, STA staff combined MTC RBP, Solano Eastern Congestion Mitigation and Air Quality (ECMAQ) Improvement Program, and TDA Article 3 funds to support the construction of priority bicycle projects. In the past, TDA Article 3 funds were split 1/3 for pedestrian projects and 2/3 for bicycle projects. STA staff is currently recommending a modification for a 50-50 split between bicycle and pedestrian projects in a separate report.

STA staff anticipates a total of \$2.216M available for bicycle projects for Cycle 1 (FY 2010-11 and FY 2011-12):

TDA Article 3 – \$266,000

MTC RBP – \$1.035M

ECMAQ – \$915,000

Total: \$2.216M

Bicycle Projects Recommendation

Based on the criteria developed by the BAC and the STA Board adopted priority projects list (adopted on March 10, 2010), the following projects are recommended for Cycle 1 bicycle funds:

Agency	Project	Funding
Vacaville	Ulatis Creek Bicycle and Pedestrian Class I Path (Phase I) – Ulatis Drive to Leisure Town Road	\$915,000
STA	Safe Routes to School (SR2S) Program Projects	\$60,000
Dixon	Vacaville-Dixon Bike Route (Phase I) – Adams Street: SR 113 to Porter Road	\$52,000
Suisun City	Grizzly Island Trail (Class I)	\$535,000
Dixon	Bicycle Racks at City Facilities	\$10,000
Solano County	Vacaville-Dixon Bike Route (Class II) – Hawkins Road: Pitt School Road to Leisure Town Road	\$394,000
Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) – Nightingale Drive: Dover Avenue to Air Base Parkway	\$250,000
Total:		\$2,216,000

Attachment A shows the detailed staff recommendation for bicycle projects to be funded in Cycle 1. The funding recommendation for bicycle projects for FY 2010-11 and FY 2011-12 will be presented to the BAC at their April 21, 2010 meeting for approval. STA staff will provide an update on the BAC's discussion at the April 28, 2010 TAC meeting.

Fiscal Impact:

No impact to STA General Fund. Bicycle funding recommendations are for funding provided directly from MTC through TDA Article 3, Regional RBP, and ECMAQ Program funds.

Recommendation:

Forward a recommendation to the STA Board to approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

Attachments:

- A. SBPP Alternative A for bicycle projects in FY 2010-11 through FY 2011-12

Recommended Cycle 1 (FY 2010-11 through FY 2011-12) Bicycle Priority Projects (REVISED 04-21-10)

Attachment A

#	Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/ Design Cost	ROW/ Construction Cost	Total Project Cost	Status	TDA Bike Share (\$133k FY 10-11; \$133k FY 11-12)	CMAQ: MTC Regional Bicycle Program (RBP)	ECMAQ	Sponsor Contribution	Total STA Staff Recommended Funding	Total SBPP Bike Funding	Notes
Available Funding:										\$266,000.00	\$1,035,000.00	\$915,000.00	\$900,000.00	\$2,216,000.00	\$3,116,000.00	
1	Bike/ Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2010.	\$0.00	\$0.00	\$915,000.00	undefined	\$915,000.00	\$915,000.00	FY2010-11; local match needed
2	Bike/ Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$120,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$60,000.00	\$0.00	\$0.00	undefined	\$60,000.00	\$60,000.00	\$30k FY2010-11; \$30k FY2011-12
3	Bike	77	N/A	Dixon	Vacaville-Dixon Bike Route (Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000	\$52,000 needed to complete Env/Design and Construction. Environmentally cleared.	\$52,000.00	\$0.00	\$0.00	undefined	\$52,000.00	\$52,000.00	FY2010-11; Fully funded
4	Bike/ Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$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.	\$0.00	\$535,000.00	\$0.00	\$900,000.00	\$535,000.00	\$1,435,000.00	FY 2011-12; local match needed, eligible for approx. \$300,000 SR2S
5	Bike	73	N/A	Dixon	Bicycle Racks at City Facilities	\$0	\$10,000	\$10,000	Construction-Ready.	\$10,000.00	\$0.00	\$0.00	undefined	\$10,000.00	\$10,000.00	FY2010-11; Fully funded
6	Bike	67	N/A	Solano County	Vacaville-Dixon Bike Route (Class II) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000	\$300,000 needed for prelim. Env/Design. \$1M needed for env/design and construction of first phase.	\$144,000.00	\$250,000.00	\$0.00	undefined	\$394,000.00	\$394,000.00	Eligible for YSAQMD CAF and ECMAQ
7	Bike	66	N/A	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Avenue to Air Base Pkwy	\$45,000	\$205,000	\$250,000	\$45,000 needed for Env/Design	\$0.00	\$250,000.00	\$0.00	undefined	\$250,000.00	\$250,000.00	FY 2010-11; local match needed
8	Bike	66	N/A	Vallejo	McGary Road - City Limit to Hiddenbrooke Parkway	Undefined	Undefined	\$500,000	\$500,000 needed for project.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
9	Bike	69	N/A	Benicia	East West Corridor Bicycle Connection: Military East Street/East L Street/Adams Street	Undefined	Undefined	Undefined	Cost estimates currently undefined	n/a	n/a	n/a	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
10	Bike	44	N/A	Rio Vista	Church Road Path (CI) - Airport Road to State Route (SR) 12	Undefined	Undefined	Undefined	Cost estimates currently undefined	n/a	n/a	n/a	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond

Cost Assumptions	Total:	\$266,000.00	\$1,035,000.00	\$915,000.00	\$2,216,000.00	\$3,116,000.00
2010 \$'s	Remainder:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Associated project costs are "undefined" if a project is conceptual or if the information is unavailable at this time

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DATE: April 12, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation

Background:

The Solano County was the first county in the Bay Area region to adopt a Countywide Pedestrian Plan in 2005. The Solano Transportation Authority (STA) was recognized by the Northern Chapter of the American Planning Association for its efforts in planning and implementing the 2005 Countywide Pedestrian Plan. The purpose of the plan is to identify countywide and local pedestrian-oriented projects that support walking as a means of transportation. The Plan is intended to complement the STA's County Transportation for Livable Communities (TLC) program and Countywide Bicycle Plan.

The STA's Pedestrian Advisory Committee (PAC) was formed in 2003 prior to and to help guide development of the Countywide Pedestrian Plan. The PAC continues to be the STA Board's primary committee for assisting in implementing the Countywide Pedestrian Plan, including prioritizing countywide pedestrian projects and recommending pedestrian funds for STA Board approval. The PAC is currently working with STA staff to update the 2005 Countywide Pedestrian Plan as part of the current Comprehensive Transportation Plan Update.

The PAC, in coordination with the STA's Technical Advisory Committee (TAC), developed criteria for pedestrian projects to be included and prioritized as part of the current Pedestrian Plan update. As part of this process, the TAC members and/or their staff have participated in meetings with their respective PAC member to determine their respective agency's priorities before presenting their projects to the full PAC committee. These individual meetings were critical for building consensus for pedestrian projects for the entire county. As a result, the STA Board adopted the pedestrian projects list on March 10, 2010.

The adoption of the pedestrian projects list was also completed in anticipation of MTC's Cycle 1 funding opportunities. MTC's Cycle 1 funds are available for FY 2010-11 and FY 2011-12.

Discussion:

Available Pedestrian Funding

In the past, funding for pedestrian related activities was available through MTC's TLC Program, MTC's Regional Bicycle/ Pedestrian Program, Transportation Development Act Article 3 funds, and the STA's Eastern Solano Congestion Mitigation Air Quality (CMAQ) Implementation Program. Funding for bicycle and pedestrian funds at the regional level have continued to increase over the last five years. However, the funding sources have changed over the last year with MTC's new Regional Transportation Plan (Transportation 2035: Changes In Motion). The biggest impacts of the changes are:

1. MTC’s Regional Bicycle Pedestrian Program was restructured to only fund bicycle projects and was renamed MTC’s Regional Bicycle Program.
2. MTC’s TLC program was revised to limit the TLC funds for Priority Development Areas (PDA) as determined by the Bay Area Focused effort.

With the restructuring of the Regional Bicycle Program, the TLC program became MTC’s primary source for pedestrian funding. The good news is that the TLC funds for Solano County are significant with \$1.277 million available to program in Cycle 1, but the TLC funds are restricted to the cities of Vallejo, Vacaville, Fairfield, Benicia, and Suisun City. In addition, \$1.22 million is available from Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program through MTC’s Climate Initiatives Program. This funding is only available for cities and the portion of County located in eastern Solano County. STA staff is recommending that the TDA Article 3 funds be allocated via a 50-50 split for bike and pedestrian projects to ensure eligibility for agencies that are currently ineligible for regional TLC funding and to assist in providing local match for pedestrian funds.

The combined total funding with all three funding programs for pedestrian related projects in FY 2010-11 and FY 2011-12 (Cycle 1) is \$2.763 million (also summarized in Attachment A):

MTC TLC Program	\$1.277 million
TDA Article 3	\$266,000 (recommended)
ECMAQ	\$1.22 million
Total:	\$2.763 million

Pedestrian Projects Recommendation

Based on the criteria created by the PAC and the STA Board adopted pedestrian projects list, STA staff is recommending the following:

1. \$1.277 million for Vallejo’s Downtown Vallejo Renaissance PDA Project
Vallejo’s PDA project is the most advanced TLC project in Solano County. The project is tied to the Vallejo Intermodal Transit Station and prior TLC investments along Georgia Street. The funding will enhance the downtown’s streetscape and sidewalks within the PDA area, including a connection to the planned intermodal station. This project is environmentally cleared and ready for construction.

The cities of Benicia, Fairfield, Suisun City, and Vacaville have PDA’s but are currently not ready for TLC funding in Cycle 1 and can be considered for Cycle 2 funding provided that their candidate projects are advanced and ready for construction. STA staff is looking at options for planning assistance for those projects in the meantime.

2. \$1.426 million for Dixon’s West B Undercrossing Project
This project addresses safety objectives of the Countywide Pedestrian Plan and Solano Safe Routes to School Plan by removing an at-grade rail crossing on West B Street. Currently, the rail line is active with daily freight and passenger services. This presents a significant safety issue for students that have to cross the tracks on their way to school. The estimated project cost for the undercrossing is \$6.1 million. This project cannot be phased. STA staff’s recommendation is to carry over \$1.426 million for the West B Undercrossing from Cycle 1 to combine with future Cycle 2 funds. This will give STA staff and the City of Dixon staff the opportunity to coordinate a funding strategy and provide money to leverage the remaining funding needed to fully fund the project.

3. \$60,000 for Solano County Safe Routes to School Program (SR2S)
STA staff is recommending \$60,000 for the Solano SR2S to match a larger amount of SR2S funds provided by MTC and the State. Funding will implement the capital, education and encouragement countywide through the SR2S plan in partnership with school districts, cities, police departments, public health officials, and bicycle and pedestrian advocates.

A detailed spreadsheet outlining STA staff's recommendation is included in Attachment B. The funding recommendation for pedestrian projects for FY 2010-11 and FY 2011-12 will be presented to the PAC at their April 22, 2010 meeting for approval. STA staff will provide an update on the PAC's discussion at the TAC meeting.

Fiscal Impact:

No impact to STA General Fund. Pedestrian funding recommendations are for funding provided directly from MTC through TDA Article 3, Regional TLC Program and ECMAQ Program funds.

Recommendation:

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

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

Attachments:

- A. TDA Article 3 and ECMAQ Pedestrian Fund Recommendations for Cycle 1
- B. Recommended Cycle 1 Pedestrian Priority Projects

TDA Article 3 and ECMAQ Pedestrian Fund Recommendations for Cycle 1 (FY 2010-11 and FY 2011-12)

Current Pedestrian Funding Program:	Amount Available
MTC TLC Program	\$1.277 million
ECMAQ	\$1.22 million
Total:	\$2.497 million
Recommended Funding Program	Amount Recommended
TDA Article 3	\$266,000
Total:	\$266,000
<i>Total Cycle 1 Pedestrian Funds with recommended funds:</i>	<i>\$2.763 million</i>

Recommended Cycle 1 (FY 2010-11 through FY 2011-12) Pedestrian Priority Projects

Attachment B

Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/ Design Cost	ROW/ Construction Request	Total Request	Status	TDA Ped Share (\$133k FY 10-11; \$133k FY 11-12)	CMAQ Transportation for Livable Communities (TLC)	ECMAQ	Sponsor Contribution	Total STA Staff Recommended Funding	Total SBPP Ped Funding	Notes	
									Available Funding:	\$266,000.00	\$1,277,000.00	\$1,220,000.00	\$0.00	\$2,763,000.00		
1	Ped	N/A	99	Vallejo	Downtown Vallejo Renaissance Project (TLC/PDA eligible)	\$0	\$7,000,000	\$7,000,000	\$7,000,000 needed to complete construction. Environmentally cleared. Construction-ready.	\$0.00	\$1,277,000.00	\$0.00	undefined	\$1,277,000.00	\$1,277,000.00	FY2010-11; local match needed
2	Ped	N/A	97	Dixon	West B Street Pedestrian Undercrossing	\$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.	\$206,000.00	\$0.00	\$1,220,000.00	undefined	\$1,426,000.00	\$1,426,000.00	Construction cannot be phased; Funding proposed for deferment to Cycle 2
3	Ped	N/A	91	Fairfield	West Texas Street Gateway Project (TLC/PDA eligible)	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.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
4	Ped	N/A	80	Benicia	Park Road Pedestrian Path (Class I) - Benicia Bridge to Jefferson Street	\$330,000	\$870,000	\$1,200,000	Currently unknown.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	Benicia staff has indicated project in progress
5	Ped	N/A	79	Suisun City	Suisun-Fairfield Train Station Improvements (TLC/PDA eligible)	undefined	undefined	undefined	Project status details currently unknown.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
6	Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$120,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$60,000.00	\$0.00	\$0.00	undefined	\$60,000.00	\$60,000.00	\$30k FY2010-11; \$30k FY2011-12
7	Bike/Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$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	\$0.00	(\$830k CMAQ Bike Programmed)	\$0.00	(Programmed as part of Bike Projects: \$900k)	\$0.00	\$0.00	FY2011-12; local match needed; SR2S eligible
8	Ped	N/A	70	Benicia	First Street Streetscape Enhancements (TLC/PDA eligible)	\$500,000	\$2,000,000	\$2,500,000	\$500,000 needed for Env/Design.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
9	Ped	N/A	68	Rio Vista	Waterfront Plan and Improvement Project	undefined	undefined	\$3,000,000	Project status details currently unknown.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
10	Ped	N/A	28	Solano County	Tri-City and County Regional Trail Connections	\$150,000	\$4,100,000	\$4,250,000	\$150,000 needed to complete Env/Design.	\$0.00	\$0.00	\$0.00	undefined	\$0.00	\$0.00	To be funded in cycle 2 or beyond
11	Bike/Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2010.	\$0.00	\$0.00	(\$915k CMAQ Bike Programmed)	undefined	\$0.00	\$0.00	FY2010-11; local match needed

Cost Assumptions 2010 \$'s
 Total: \$266,000.00 \$1,277,000.00 \$1,220,000.00 \$0.00 \$2,763,000.00

Remaining: \$0.00 \$0.00 \$0.00 \$0.00

Associated project costs are "undefined" if a project is conceptual or if the information is unavailable at this time

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DATE: April 20, 2010
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY)
2010-11 and 2011-12

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Last year, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This past year, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Despite the impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, MTC, the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of State funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. The last five years, STA began to focus on project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that updated the planning, project delivery and program management responsibilities of the agency, and specifically authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Solano Safe Routes to

Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

At the TAC meeting in March, staff provided a status of the current OWP and a draft of the proposed OWP for FY 2010-11 and 2011-12. This item was also presented to the STA Board on April 14, 2010 as an information item.

Discussion:

Attached is the STA's OWP for FY 2010-11 and 2011-12. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

PROJECT DELIVERY/ NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2009-10 and FY 2010-11, the following OWP projects are currently fully funded and are under construction or are projected to be under construction during the next two to three years.

- I-80 SHOPP Projects
- North Connector East Project
- SR 12 East Safety Projects – Suisun City to SR 113
- SR 12 Jameson Canyon Widening
- I-80 Eastbound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- Next phase of I-80/I-680/SR 12 Interchange

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 37 to Carquinez Bridge
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – Transfer Station
- Vallejo Station – Phase A

Three additional projects have phases fully funded or nearly funded and expect to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vallejo Station – Phase B
- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are underway and funded in the currently proposed budget:

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study – Benicia-Vallejo and Interregional Transit Service
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study
- SR 12 Major Investment Study (MIS)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Solano Rail Crossings Study

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2010-11 & 2011-12 budget, staff has agendized the development of the updated OWP for a recommendation by the TAC this month in preparation for adoption of the OWP at the May STA Board meeting. Adoption of the updated OWP will then guide the Board and staff in the development of the FY 2010-11 and 2011-12 Budget scheduled for consideration in June 2010.

At their board meeting of April 14, 2010, the STA Board unanimously approved a recommendation from the State Transportation Improvement Authority (STIA) Board regarding the additional evaluation of a series of seven new revenue options.

Specifically, this included adding to the OWP a Public Private Partnership Feasibility Study focused on several new and/or expanded transit centers. This item has been added to the recommended OWP since the last TAC meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

Attachments:

- A. STA OWP for FY 2010-11 & FY 2011-12 (Amended by STA Board on April 14, 2010) – (To be provided to the TAC Members under separate enclosure).

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DATE: April 19, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Impact Fee (RTIF) Project List

Background:

The STA Board has adopted the criteria to select projects that may be eligible for funding if the RTIF is established. The sole screening criteria is that projects eligible for the RTIF must be included in the Comprehensive Transportation Plan (CTP) project list. At the RTIF Policy Committee meeting of March 10, 2010, Mayor Elizabeth Patterson requested that projects included in the Solano Bicycle Master Plan also be incorporated into the RTIF project list.

The STA Board adopted the CTP project list at its meeting of February 10, 2010. The CTP project list includes all those projects contained in the Solano Bicycle Master Plan project list. The STA Board adopted the Solano Bicycle Master Plan project list at its meeting of March 10, 2010.

Discussion:

The CTP project list has been edited by STA staff to exclude items such as on-going funding of roadway maintenance and the Solano Napa Commuter Information program. Items that are on the RTIF Project List will be further evaluated with criteria identified in and approved by the STA Board to develop a final, ranked project list.

The RTIF Working Group met on April 8, 2010, to review the Draft RTIF Project List. The City of Vallejo asked to have one project removed because construction bids are about to be opened. The Working Group also asked to have the Solano Bicycle master plan be included as a single line item, rather than listed individually. Those changes have been incorporated in the attached list.

Recommendation:

Forward a recommendation to the RTIF Stakeholders and RTIF Policy Committee to approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.

Attachment:

- A. RTIF Project List

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Project Status key:

Permitted and Ready to Construct – all permits and funding secured

Designed – greater than 35% PS&E and an approved environmental document

Preliminary Design – greater than 10% but less than 35% PS&E

Planned – less than 10% PS&E

ATTACHMENT A

DRAFT RTIF PROJECT LIST
(Last Updated: April 19, 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct an eastbound auxiliary lane per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). These are Transit Facilities of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Transit Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Rail or Ferry	Construct new Capitol Corridor train station at Lake Herman Road. This is a Transit Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Route of Regional Significance.	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Arterials, Highways and Freeways - Arterial	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center. Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Transit Facility of Regional Significance. This project was also submitted by the County of Solano.	Preliminary Design
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance. See Project 09CTP 185	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Transit Facility of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot at Gold Hill Road at I-680.	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Transit Facility of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. SR 12 is a Route of Regional Significance.	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. See Projects 09CTP 148 and 09CTP 146 (Vallejo)	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road, Suisun Valley Road, Lewis Road, Fry Road, Meridian Road and McCory Road. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City’s planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Route of Regional Significance.	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phase B)	Transit – Bus	Project consists of four parts: the bus transit facility, phase B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is ready for bid opening; phase B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	Permitted and Ready to Construct
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Bus	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - Freeway	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	Permitted and Ready to Construct

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance. This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design
09CTP 101	STA	I-80 Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance. This project was also submitted by the City of Rio Vista.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield and the County of Solano.	<u>Under Construction</u>
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned
n/a	All Agencies	Solano Bicycle Master Plan projects	Alt Modes – Bike/Ped	Include all projects included in the adopted Solano Bicycle Master Plan.	Various



DATE: April 19, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2030 Napa-Solano Travel Demand Update

Background:

The model used to forecast future traffic covers both Napa and Solano counties, and is known as the Napa-Solano Travel Demand Model. The model uses existing land uses and roadways, and is calibrated to accurately reflect existing travel patterns. The model also projects travel patterns out to the year 2030. The model has been undergoing significant upgrading for approximately two years, and is now ready for general use.

The projected production and distribution of vehicle trips is largely driven by 2 factors—the assumed land uses and the roadway network. The Public Works Departments of the 7 cities and the county supplied information to develop the roadway network, including the number of lanes and the timing of improvements. Similar information was provided for the Napa County portion of the model by the Napa County Transportation and Planning Agency (NCTPA).

In June 2008, the STA Board adopted the “Phase 2” version of the model; the Napa County Transportation and Planning Agency (NCTPA) subsequently took the same action. STA, NCTPA and their member agencies then began to use the model. One of the purpose for which STA proposed to use the model was analysis of projects for the proposed Regional Transportation Impact Fee (RTIF). Several STA member agencies expressed concern about the land use data in the model, and about the quality of model output. The RTIF traffic consultant, Fehr & Peers, produced statistical measures of the model output, and STA and Model Technical Advisory Committee (MTAC) members concluded that these measures showed the model needed additional work.

Discussion:

STA and MTAC members have been working for approximately 6 months to produce an improved model. The initial steps of the improvement work were:

- Identify the measures to be used to determine if the model is performing adequately
- Identify key roadway segments to be used in measuring model performance
- Obtain the most current traffic counts from member jurisdictions
- Examine and explain trip generation rates, and identify unique land uses
- Examine the model details for improperly coded road locations, capacity, speed limits, and Traffic Analysis Zone loading centroids
- Identify “K” factors used to modify model output to more accurately reflect actual counts and, where possible, to eliminate K factor use

The attached memo from Fehr & Peers, dated April 2, 2010, explains the steps taken by Fehr & Peers and the resultant model output (Attachment A). The Fehr & Peers memo notes that the 2008 model meets 3 of the 8 model validation criteria, but that the model with the identified revisions meets 7 of the 8 model validation criteria (see Table 1 and Table 2 on Page 6 of the Fehr & Peers memo).

At its meeting of April 8, 2010, the MTAC reviewed the Fehr & Peers memo. The MTAC members expressed satisfaction with the transparency of the process and the amount of and response to member input. Regarding the one validation measure that the revised model does not meet (AM peak %RMSE), Fehr & Peers noted that this is not a Caltrans validation standard, and that many regional models are not able to meet this standard.

The MTAC voted unanimously to accept the staff recommendation that the STA TAC and Board adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 2, 2010, subject to the following amendments:

1. The segment of Peabody Road in the unincorporated County, between Foxboro Pkwy and Cement Hill Rd, would be added to roadway segment reports in order to include traffic data (count, calibrated and projected) for this segment;
2. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
3. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

On April 19, 2010, Fehr & Peers provided an updated technical memo, including the requested Peabody Road segment. The inclusion of the Peabody Road segment did not appreciably change the validation results of the model, and does show a substantial improvement in the accuracy of the model related to Peabody Road. STA staff provided the MTAC members with the revised technical memorandum, and has adjusted the recommended action to reflect the content of the new technical memorandum.

Fiscal Impact:

None

Recommendation:

Forward a recommendation to the STA Board to adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

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

Attachments:

- A. Fehr & Peers Technical Memorandum, dated April 19, 2010



TECHNICAL MEMORANDUM

Date: April 19, 2010

To: Bob Macaulay, Robert Guerrero and Sam Shelton, STA

From: Mark Feldman, Francisco Martin and Julie Morgan, Fehr & Peers

Subject: Solano-Napa Model Update – 2010 Validation Summary

WC09-2657.01

This memo consolidates the comments expressed by members of the model TAC about the Solano-Napa Travel Demand Model, as well as some issues Fehr & Peers has discovered in our model review, and summarizes the modifications made to improve the model for use in the upcoming STA RTIF analysis. Finally, the memo includes a summary table of model validation results, comparing calibrated 2010 model volumes to recently-collected traffic counts on key facilities identified by the model TAC as being important for the Regional Transportation Impact Fee study. This memo is largely the same as the April 2 memo on the same subject, but it does now include a study segment on the unincorporated segment of Peabody Road as a result of discussion at the Model TAC meeting on April 8.

LIST OF MODEL ISSUES

Pulling together notes from the July 2009 meeting minutes and other correspondence, the comments expressed by members of the model TAC were summarized in the *Issues for Investigation* memo, dated December 14, 2009. That memo also identified actions Fehr & Peers could take to address these issues. A conference call with STA staff on January 12, 2010 clarified which of the issues still needed to be addressed. The call was summarized in a follow-up memo, dated January 13, 2010. The remaining issues can generally be described as follows:

1. Special generators needed to be accounted for.
2. Many of the model volumes showed large discrepancies compared to counts, including:
 - a. Volumes from eastern Solano County to Sacramento in the AM peak and in the reverse direction in the PM peak were too high, and volumes in the opposite directions (WB in the AM and EB in the PM) were too low.
 - b. I-505 volumes were too low
 - c. I-80 and I-680 volumes near the Carquinez and Benicia bridges were too high
 - d. SR-29 was significantly underestimated by the model in the SB direction in the AM, and in the NB direction in the PM
 - e. Several arterial roads in Fairfield, Vacaville and in the unincorporated parts of the county were significantly overestimated or underestimated by the model.

3. The model included a series of “K-factors,” constant factors used to scale all trips between specific county-level origin-destination pairs. These factors ranged between 0.45 and 8.0. Factors such as these have limited theoretical basis, and are generally derived for the purposes of ensuring that model volumes match counts; in an ideal situation, these types of factors would not be necessary.
4. Peak hour factors needed to be reviewed to ensure sufficiently accurate estimation of the proportion of daily trips that occur during the peak hours.
5. Several miscellaneous technical issues were discovered by Fehr & Peers, including:
 - a. The 2000 and 2010 models both used a network attribute called “Lanes.” There is an additional attribute called “Lanes_2010” which was not being used. We think it is likely that “Lanes_2010” reflects network changes expected to be in place by 2010 and was intended for use in the 2010 model.
 - b. Congested speeds on SR-84 south of West Sacramento were extremely slow, indicating that the model was assigning far too much traffic to this rural route than would reasonably be expected.
 - c. A number of road network issues in Fairfield were discovered and fixed in the efforts supporting the ongoing Fairfield Train Station Area Master Plan analysis.
 - d. Several additional network issues were discovered, including but not limited to:
 - i. Centroid connectors connected improperly to the roadways
 - ii. Incorrect configuration of interchanges
 - iii. Model speeds that are inconsistent with actual posted speeds
 - iv. Incorrect numbers of lanes on several facilities

ACTIONS TAKEN TO ADDRESS ISSUES

The following section describes the actions taken to address the issues summarized above.

Issue #1 – Special Generators

To address issue #1, the following land uses were converted to special generators:

- Anheuser-Busch Plant (TAZ #681)
- California Correctional Facility (TAZ #1126)
- Travis Air Force Base (TAZ #749)

Data on traffic generated from each of these facilities was obtained from STA and local agency staff, and was used to estimate the special generator trip generation to be used in the model.

Issue #2 – Model Volumes on Major Roadways

Taking a global approach with respect to model volumes, issue #2 was first addressed by updating the trip generation estimates for areas outside of Solano and Napa Counties. To create a model reflecting a more current base year than 2000, roadway counts from the past 3 years were collected. Year 2010 land use data within Solano and Napa Counties had already been developed during the most recent model update, but estimates of trips from the areas outside of Solano and Napa Counties were still being calculated with year 2000 regional data. Therefore, we updated the regional information using data from adjacent regional models. For the rest of the Bay Area counties, we used interpolated 2010 data taken directly from the trip generation output of the MTC regional model. For the Sacramento and San Joaquin areas, we used year 2005-06 trip end data from the SACMET and SJCOG travel demand models. We chose not to apply any growth factors to the SACMET or SJCOG data; given the recent economic downturn, it is unlikely that the current levels of trip generation in those areas are much higher than were experienced in 2005-06.

Trip ends for a very large zone that represents Lake County were also reviewed and it was determined that the total number of trips generated from that zone were too high compared to Census data, which was significantly affecting traffic volumes to the north of Solano County. The total number of trips entering and leaving Lake County were reduced by 50%.

During the course of making adjustments to the trip generation estimates, we discovered a technical issue with the model's trip generation and mode choice processes that resulted in reduced trip generation from some of the zones in San Joaquin County, as well as some zones in Solano and Napa counties that experienced residential growth between 2000 and 2010. We made modifications to two text files which serve as mode choice inputs in order to correct this issue.

Issue #3 – K-factors

Similar to trip generation outside of Solano and Napa counties, K-factors have a large effect on model traffic volumes, particularly on the major roadways. However, unlike the trip generation data, the K-factors have limited theoretical basis, as discussed above. Therefore, our methodology was to address issue #2 first, update the trip generation data and run the model without any K-factors, to see which of the original model's K-factors, if any, would still be needed.

The original model contained K-factors for more than 20 different county-to-county trip combinations. These K-factors were applied to all trips, and were calibrated to obtain the best possible match to counts. Although we were unable to eliminate K-factors entirely, we were able to limit them to a much smaller scale, mostly applied to home-based work trips only, and with some theoretical basis attached. Two types of K-factors remain in the model:

1. K-factors were applied to home-based work trips, based on how the model's county-to-county distribution of those trips compared with Census Journey-to-Work data. Combinations of Solano County and all possible other counties were studied, both for work trips from Solano County to other counties and vice versa. K-factors greater than 1 were applied if the model didn't distribute enough home-based work trips between the counties in question. Conversely, K-factors less than 1 were applied if the model assigned too many home-based work trips.

2. A K-factor of 0.75 was also applied to non-work trips produced in Solano County and attracted to the eastern counties (Sacramento, Sutter, Yuba, Yolo, El Dorado, Placer, and San Joaquin). This adjustment improved model gateway volumes on I-80 at the Yolo County line, validating much better to the existing counts.

Appendix A includes the full list of K-factor values that were applied to home-based work trips and non-work trips.

Issue #4 – Peak Hour Factors

Peak hour factors represent the percentage of daily traffic that occurs in the peak hours. Due to Solano County's considerable commute distance from both San Francisco and Sacramento, it was suspected that applying a set of peak hour factors based on MTC region-wide averages may result in peak hour traffic volumes that are somewhat overstated. Travelers in Solano County (as in other outlying suburban areas such as eastern Contra Costa County) tend to spread trips over a larger peak period than residents of closer-in areas in order to avoid some of the congestion; for instance, some travelers may start their morning trips quite early, and others may return to their homes after the standard afternoon "rush hour." Fehr & Peers reviewed Caltrans hourly counts on state facilities, and reviewed peak hour factors in other regional models, and made adjustments to the peak hour factors currently in the model.

Using a combination of the above sources and the resultant model volumes, we determined an optimal adjustment to be a 20% reduction in peak hour factors for all home-based work trips. In addition, a minor adjustment was made to increase peak hour factors for College and non-home-based trips to levels approximating those in the CCTA and ACCMA models.

Issue #5 - Miscellaneous Technical Issues

The following adjustments were made to address the other technical issues described above.

- Issue 5a: The script was updated to reference the network attribute "Lanes_2010", instead of the default "Lanes" attribute.
- Issue 5b: Speeds on some of the rural roads in western San Joaquin County were reduced, and the ferry link to Ryer Island was removed from the roadway network, to reduce vehicle traffic on SR-84. Part of this issue was also caused by inaccurate trip generation data from neighboring counties, which was fixed in Issue #2 above.
- Issue 5c: Network modifications made in the Fairfield Train Station Area Master Plan efforts were incorporated into the model. The complete list of these modifications is included in Appendix B.
- Issue 5d: A series of network modifications were made, which are listed in Appendix B.
- Several network edits were made in Fairfield during the model update process to aid the validation to roadway counts. The list of these is also provided in Appendix B.

2010 MODEL VALIDATION RESULTS

This section describes the validation criteria, initial model validation results, calibration, and resulting validation for the project study area.

Validation Criteria

In order for a model to be considered accurate and appropriate for use in traffic forecasting, it must replicate actual conditions to within a certain level of accuracy. Generally accepted validation standards are published in Travel Forecasting Guidelines (Caltrans, 1992). The following three Caltrans validation standards were used:

- The maximum desirable error allowed between the model volume and the actual count at individual locations varies based on the count volume, with larger deviations allowed for lower-volume counts. At least 75% of the links should deviate by less than the maximum desirable error.
- The sum of the model volumes on all links for which counts are available should be within 10% of the sum of the counts.
- The correlation coefficient, which estimates the correlation between the counts and the model volumes, should be at least 88%. The formula for correlation coefficient is

$$\frac{n \sum x_i y_i - \sum x_i \sum y_i}{\sqrt{n \sum x_i^2 - (\sum x_i)^2} \sqrt{n \sum y_i^2 - (\sum y_i)^2}}$$

where x represents model volumes, y represent counts, the 'i' subscripts refer to each individual link, and n is the total number of links in the validation.

In addition to the above standards, the model validation statistics also report the results of the % Root Mean Squared Error (%RMSE). This test is not specified in the validation guidelines, but is a statistic commonly used to describe model performance. The formula for %RMSE (with similar notation to the correlation coefficient formula above) is

$$\frac{\sqrt{\sum (x_i - y_i)^2 / n}}{\sum y_i / n}$$

It is generally desirable to have a %RMSE of less than 30% for regional travel models, although it is fairly common for more detailed, smaller-scale models to have somewhat higher %RMSE results.

Initial Model Validation

The as-received 2010 model estimates were validated against traffic counts at several roadways throughout Solano County. Recent traffic counts collected from the various jurisdictions in Solano County and from Caltrans most recent mainline database (2007) were used for the validation. The validation compared model error to maximum desirable error limits established by Caltrans on roadway segments.

Several of the validation locations are in rural areas, where traffic counts are relatively low. It is difficult for a travel demand model to predict counts on links with very low volumes, because

relatively small absolute errors translate into very large percentage errors. Thus, only counts from links with at least 100 peak hour vehicles have been included in the validation statistics. Table 1 summarizes the validation results from the model as it was initially received, before any of the network, trip generation or script changes were made. A table summarizing 2010 as-received model volumes to recent traffic counts is included in Appendix C for roadways that were identified as critical by the model TAC. A comparison of gateway volumes from the 2010 model and available traffic count data is included in Appendix E.

Table 1 Results of Initial 2010 Model Validation within Study Area			
Validation Item	Criterion for Acceptance	AM Model Results	PM Model Results
Model to Count Ratio	Between 0.9 and 1.1	1.16	1.07
% of Links Within Caltrans Standard Deviations	At Least 75%	59%	67%
Correlation Coefficient	Greater than 88%	95%	96%
%RMSE	30% or less	48%	37%
Source: Fehr & Peers, 2010. Note: Figures in bold indicated criteria are not met.			

Updated Model Validation

The model was calibrated and adjusted with the network, trip generation and script changes previously mentioned in this memorandum. Table 2 summarizes the validation results for the calibrated version of the model.

Table 2 Results of Calibrated 2010 Model Validation within Study Area			
Validation Item	Criterion for Acceptance	AM Model Results	PM Model Results
Model to Count Ratio	Between 0.9 and 1.1	1.03	0.96
% of Links Within Caltrans Standard Deviations	At Least 75%	80%	84%
Correlation Coefficient	Greater than 88%	96%	98%
%RMSE	30% or less	36%	25%
Source: Fehr & Peers, 2010. Note: Figures in bold indicated criteria are not met.			

As in Table 1, only counts on links with at least 100 vehicles were included. A table summarizing calibrated 2010 model volumes to recent traffic counts is included in Appendix D for roadways that were identified as critical by the model TAC. A comparison of gateway volumes from the calibrated 2010 model and available traffic count data is included in Appendix F.

As shown in Table 2, the calibrated 2010 model resulted in substantially improved results for all validation tests. 80 percent of the links' model volumes are now within Caltrans' defined acceptable range when compared to counts in the AM peak hour, and 84 percent in the PM peak hour. During the AM peak hour, three of the four validation tests met the criteria for acceptance. During the PM peak hour, all four validation tests met the criteria. Overall, the changes applied to the model resulted in significant improvements in the validation results for the roadways in Solano County that have been identified by the model TAC as being of importance for the Regional Transportation Impact Fee study.

Please let us know if there are any further questions.

Appendix A - 2010 Updated Model K-Factor Values			
Production County	Attraction County	Trip Type	K-Factor Value
Solano	Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	HBW	0.25
Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	Solano	HBW	1.8
San Francisco, San Mateo, Santa Clara, Alameda (except for Tri-Valley), Western Contra Costa	Solano	HBW	2.5
Solano	Central and Eastern Contra Costa, Tri-Valley	HBW	0.75
Central and Eastern Contra Costa, Tri-Valley	Solano	HBW	0.75
Napa, Sonoma, Marin	Solano	HBW	0.6
Solano	Sacramento, Sutter, Yuba, Yolo, Placer, El Dorado, or San Joaquin	Non-Work	0.75
Source: Fehr & Peers, 2010			

APPENDIX B – NETWORK ISSUES

Through our general model overview, Fehr & Peers has identified and corrected the following network issues.

Centroid Connector Loading

- Centroid connector improperly connects to intersection of California Drive/Peabody Road in Vacaville
- Centroid connector improperly connects to intersection of Leisure Town Road/Vanden Rd

Roadways and Interchanges

- The turn penalty file needs to be reviewed and expanded to include interchange-related turn restrictions
- The WB Air Base Pkwy off-ramp at Texas St is coded with the wrong direction
- Foxboro Pkwy incorrectly extends and connects to the intersection of Leisure Town Rd/Vanden Rd in Vacaville
- Manuel Campos Parkway extension between I-80 and Dickson Hill Road in Fairfield should be removed from the 2010 model because it is not yet constructed
- Vaca Valley Parkway extension between Gibson Canyon Road and Wrentham Drive in Vacaville should be removed from the 2010 model because it is not yet constructed
- Leisure Town Road/I-80 Interchange layout appears to be coded incorrectly in the model; the WB loop on-ramp and the EB diagonal on-ramp are missing
- Segment of Leisure Town Road between Vaca Valley Parkway and Midway Road has one link accidentally coded as a centroid connector
- Ascot Parkway extension to Columbus Parkway/Auto Mall Parkway is missing

Speeds

- SR-29 between American Canyon Road and SR-37 is coded with a speed of 40 MPH, but the posted speed limit is 50 MPH
- SR-37 between I-80 and SR-29 is coded with a speed of 60 MPH, but the posted speed limit is 65 MPH
- SR-12 east of Walters Road is coded with a speed of 50 MPH, but the posted speed limit is 55 MPH
- SR-12 between SR-29 and I-80 is coded with a speed of 50 MPH, but the posted speed limit is 55 MPH
- I-505 is coded with a speed of 60 MPH, but the posted speed limit is 70 MPH.

Lanes

- I-80 WB should be 4 lanes between Sonoma Blvd and the Carquinez Bridge Toll Plaza, though the model is coded with 3 lanes.
- I-80 EB should be 5 lanes between the SR 37 ramps
- I-80 EB/WB should be 5 lanes each direction between I-680 and SR-12 East, though the model is coded with 4 lanes per direction

- I-80 EB/WB should be 3 lanes each direction between Weber Road and Dixon Avenue, though the model is coded with 4 lanes per direction
- Number of lanes on ramps at the I-680/I-780 interchange need to be updated; some segments are coded with 1 lane, but now exist with 2 lanes
- Total number of lanes (mixed + HOV) along the Benicia-Martinez bridges needs to be confirmed
- Curtola Parkway between I-80 and Solano Avenue in Vallejo should be 2 lanes per direction, though the model was coded with 3 lanes per direction
- SR-29 between Valle Vista Avenue and SR-37 varies between 2 and 3 lanes per direction, model should be updated to reflect existing conditions
- SR-12 West (Jameson Canyon Road) exists as 2 lanes eastbound and 1 lane westbound between SR-29 and Lynch Road, model has 1 lane coded for the eastbound direction.
- Numbers of lanes on the ramps at the I-80/SR-37 interchange need to be updated for consistency with existing conditions

The following network modifications were made in the Fairfield Train Station Area Master Plan efforts, and have also been included in the updated 2010 model network.

- Clay Bank Road north of Air Base Parkway was reduced from a 4-lane to a 2-lane facility to reflect existing conditions.
- Lane attributes were updated for Dover Avenue between Cement Hill Rd and Air Base Pkwy. Some segments were coded with two lanes, but the capacity was only that of one lane (segments south of Atlantic Ave). For the segments between Cement Hill and Atlantic, the SB direction has one lane and the NB direction has two lanes.
- Connectors from TAZs 979 and 1074 were changed from being additional legs at the intersection of Vanden Road and Leisure Town Road to accessing the roads in between intersections.
- Connectors to the west of Walters Road between SR 12 and Pintail Drive were modified to better reflect existing roadway layout.
- An unnecessary connector from TAZ 753 to the intersection of Texas St and Dickson Hill Rd was removed.
- Walters Road was updated to be 4 lanes with a capacity of 900 veh/hr/ln between Air Base Parkway and SR 12
- The segment of Alamo Dr just east of Vanden Road was updated to be 1 lane per direction with a 900 veh/hr/ln capacity
- The segments of Dickson Hill Rd just east of N. Texas Street were updated to be 2 lanes per direction.
- The capacity along Vanden Road east of Peabody Road was updated to be 900 veh/ln/hr
- Lane attributes (lanes, capacity, capacity class) for Peabody Road between Air Base Parkway and Alamo Drive were inconsistent (i.e. # lanes didn't match capacity, capacity class for segments same as the capacity class as Air Base Pkwy, etc.)

- The capacity and speed along Peabody Road between Alamo Drive and Air Base Parkway were updated to be 45 mph and 900 veh/hr/ln. The speed on Peabody Road north of Alamo Drive was updated to be 35 mph.
 - Originally, the majority of Peabody Road was coded as having the same link class as an expressway. Peabody Rd does not operate as an expressway, therefore the link-class was updated to that of an arterial.
- The speed on Alamo Drive west of Peabody Road was updated to be 35 mph.
- Speeds on Clay Bank Road, Dover Avenue, Dickson Hill Road west of Pepper Tree Drive and Tabor Avenue west of Clay Bank Road were updated to be 35 mph
- The speed on Air Base Parkway west of Peabody Road was updated to be 50 mph
- Speeds on Huntington Drive and Tabor Avenue east of Clay Bank road were updated to be 40 mph
- Originally the segment of Walters Road (north of Air Base Parkway) was coded with 2 lanes and a capacity of 1400 veh/hr/ln. This was modified to contain two SB lanes and one NB lane, with a capacity of 900 veh/hr/ln.
- Originally the west-bound off-ramp of Air Base Parkway at N. Texas Street was incorrectly coded as an eastbound on-ramp. The link was updated to represent the correct direction of travel.
- Turning movements at the I-80/Air Base Parkway interchange were corrected. Originally the WB hook off-ramp sent trips WB on Air Base Parkway, and the WB diagonal off-ramp sent trips EB on Air Base Parkway. In reality, the WB hook off-ramp provides EB access, and the WB diagonal off-ramp provides WB access.

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Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Columbus Pkwy between Springs Rd and Georgia St	City of Vallejo	2008	NB	463	652	383	423	52%	-17%	Yes	44%	-35%	Yes
			SB	544	660	454	448	48%	-16%	Yes	44%	-32%	Yes
Columbus Pkwy NE of Ascot Pkwy	City of Vallejo	2008	NB	391	319	329	185	52%	-16%	Yes	58%	-42%	Yes
			SB	196	427	181	498	63%	-7%	Yes	52%	17%	Yes
Columbus Pkwy south of Georgia St	City of Vallejo	2008	NB	335	746	597	560	58%	78%	No	44%	-25%	Yes
			SB	606	551	605	649	48%	0%	Yes	48%	18%	Yes
Columbus Pkwy between St Johns Mine and N. Ascot	City of Vallejo	2008	WB	432	325	413	456	52%	-4%	Yes	58%	40%	Yes
			EB	258	414	603	661	58%	134%	No	52%	60%	No
Hillborn Rd north of Waterman Blvd.	Fairfield TS Project	2008	NB	544	748	325	646	48%	-40%	Yes	44%	-14%	Yes
			SB	1267	582	833	520	33%	-34%	No	48%	-11%	Yes
Mankas Corner Rd. between Abernathy Rd. and Ledgewood Rd.	Solano County	2008	WB	236	187	175	115	63%	-26%	Yes	63%	-39%	Yes
			EB	198	500	248	167	63%	25%	Yes	48%	-67%	No
Air Base Pkwy east of Peabody Rd.	Fairfield TS Project	2008	WB	393	2029	1672	1917	52%	325%	No	28%	-6%	Yes
			EB	1779	510	1729	1625	29%	-3%	Yes	48%	219%	No
Air Base Pkwy west of Peabody Rd	Fairfield TS Project	2008	WB	519	1619	1935	1881	48%	273%	No	30%	16%	Yes
			EB	1427	796	1629	1852	31%	14%	Yes	41%	133%	No
Air Base Pkwy east of Walters Rd	Fairfield TS Project	2008	WB	512	1508	1935	1881	48%	278%	No	30%	25%	Yes
			EB	1399	784	1629	1852	31%	16%	Yes	41%	136%	No
Air Base Pkwy west of Walters Rd	Fairfield TS Project	2008	WB	653	1258	1476	1575	44%	126%	No	33%	25%	Yes
			EB	1148	757	1424	1461	34%	24%	Yes	41%	93%	No
Air Base Pkwy east of Clay Bank Rd	Fairfield TS Project	2008	WB	710	1278	1476	1575	44%	108%	No	33%	23%	Yes
			EB	1113	842	1424	1461	36%	28%	Yes	41%	74%	No
Air Base Pkwy between	Fairfield	2008	WB	1508	1524	1989	1632	30%	32%	No	30%	7%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Clay Bank Rd and Dover Ave	TS Project		EB	1220	1390	1640	2018	34%	34%	No	31%	45%	No
Air Base Pkwy between Dover Rd and Texas St	Fairfield TS Project	2008	WB	2101	1930	2179	1420	28%	4%	Yes	28%	-26%	Yes
			EB	1263	1980	1861	2632	33%	47%	No	28%	33%	No
Air Base Pkwy between Texas St and Heath Dr	Fairfield TS Project	2008	WB	1976	1831	2613	1775	28%	32%	No	29%	-3%	Yes
			EB	1454	1992	1940	2705	31%	33%	No	28%	36%	No
Air Base Pkwy between Heath Dr and 1-80	Fairfield TS Project	2008	WB	2143	1848	2403	2005	27%	12%	Yes	29%	8%	Yes
			EB	1870	2476	2437	3079	29%	30%	No	26%	24%	Yes
Air Base Pkwy under 1-80	Fairfield TS Project	2008	WB	1894	1897	1989	1940	28%	5%	Yes	28%	2%	Yes
			EB	1486	1394	1434	1558	31%	-4%	Yes	31%	12%	Yes
Walters Rd south of Air Base Pkwy	Fairfield TS Project	2008	NB	979	710	655	695	38%	-33%	Yes	44%	-2%	Yes
			SB	500	973	708	840	48%	42%	Yes	38%	-14%	Yes
Walters Rd north of Tabor Ave	Fairfield TS Project	2008	NB	910	721	595	594	38%	-35%	Yes	44%	-18%	Yes
			SB	441	1024	631	761	52%	43%	Yes	36%	-26%	Yes
Walters Rd south of Tabor Ave	Fairfield TS Project	2008	NB	740	607	663	589	44%	-10%	Yes	48%	-3%	Yes
			SB	399	773	649	783	52%	63%	No	41%	1%	Yes
Walters Rd between Prosperity Ln and Pintail Dr	Fairfield TS Project	2008	NB	705	637	543	803	44%	-23%	Yes	44%	26%	Yes
			SB	413	750	917	626	52%	122%	No	41%	-17%	Yes
Walters Rd between Pintail Dr and Scandia Rd	Fairfield TS Project	2008	NB	658	597	384	794	44%	-42%	Yes	48%	33%	Yes
			SB	415	697	878	462	52%	112%	No	44%	-34%	Yes
Walters Rd north of SR-12	Fairfield TS	2008	NB	650	605	385	787	44%	-41%	Yes	48%	30%	Yes
			SB	422	680	877	458	52%	108%	No	44%	-33%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
	Project												
Peabody Rd north of Air Base Pkwy	Fairfield TS Project	2008	NB	639	1241	797	1306	44%	25%	Yes	34%	5%	Yes
			SB	1117	545	1160	1042	36%	4%	Yes	48%	91%	No
Peabody Rd south of Huntington Dr	Fairfield TS Project	2008	NB	475	1124	771	1236	52%	62%	No	36%	10%	Yes
			SB	931	489	1080	1017	38%	16%	Yes	52%	108%	No
Peabody Rd north of Huntington Dr	Fairfield TS Project	2008	NB	666	1310	716	1392	44%	8%	Yes	33%	6%	Yes
			SB	947	664	1217	961	38%	29%	Yes	44%	45%	No
Peabody Rd south of Cement Hill Rd	Fairfield TS Project	2008	NB	778	1358	711	1370	41%	-9%	Yes	33%	1%	Yes
			SB	1306	713	1188	958	33%	-9%	Yes	44%	34%	Yes
Peabody Rd north of Cement Hill Rd	Fairfield TS Project	2008	NB	609	1069	621	1218	48%	2%	Yes	36%	14%	Yes
			SB	772	697	975	868	41%	26%	Yes	44%	24%	Yes
Peabody Rd south of Foxboro Pkwy	City of Vacaville	2008	NB	439	1167	746	1360	52%	70%	No	34%	17%	Yes
			SB	1108	590	1122	965	36%	1%	Yes	48%	64%	No
Peabody Rd south of California Dr	Fairfield TS Project	2008	NB	790	1229	1061	1236	41%	34%	Yes	34%	1%	Yes
			SB	788	923	1123	1104	41%	43%	No	38%	20%	Yes
Peabody Rd between California Dr and Alamo Dr	Fairfield TS Project	2008	NB	822	1200	1095	1303	41%	33%	Yes	34%	9%	Yes
			SB	822	979	1181	1091	41%	44%	No	38%	11%	Yes
Peabody Rd north of Alamo Dr	Fairfield TS Project	2008	NB	753	976	1428	1165	41%	90%	No	38%	19%	Yes
			SB	660	902	1092	1225	44%	65%	No	38%	36%	Yes
Vanden Rd south of Canon Rd	Fairfield TS Project	2008	NB	199	530	39	142	63%	-81%	No	48%	-73%	No
			SB	387	212	173	71	52%	-55%	No	63%	-66%	No
Vanden Rd north of Canon	Fairfield	2008	NB	230	865	261	367	63%	13%	Yes	41%	-58%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Rd	TS Project		SB	860	264	358	308	41%	-58%	No	58%	17%	Yes
Vanden Rd south of Leisure Town Rd	City of Vacaville	2008	NB	245	937	258	366	63%	5%	Yes	38%	-61%	No
			SB	995	322	354	307	38%	-64%	No	58%	-5%	Yes
Leisure Town Rd east of Vanden Rd	City of Vacaville	2009	NB	121	414	83	37	68%	-32%	Yes	52%	-91%	No
			SB	391	185	31	104	52%	-92%	No	63%	-44%	Yes
Leisure Town Rd south of Fry Rd	City of Vacaville	2009	NB	155	360	82	46	63%	-47%	Yes	58%	-87%	No
			SB	267	198	38	103	58%	-86%	No	63%	-48%	Yes
Leisure Town Rd between Fry Rd and Marshall Rd	City of Vacaville	2009	NB	341	525	356	111	58%	5%	Yes	48%	-79%	No
			SB	373	435	107	382	58%	-71%	No	52%	-12%	Yes
Leisure Town Rd north of Marshall Rd	City of Vacaville	2009	NB	441	495	501	153	52%	14%	Yes	52%	-69%	No
			SB	470	544	155	518	52%	-67%	No	48%	-5%	Yes
Leisure Town Rd south of Elmira Rd	City of Vacaville	2009	NB	590	577	588	168	48%	0%	Yes	48%	-71%	No
			SB	481	725	164	608	52%	-66%	No	44%	-16%	Yes
Leisure Town Rd north of Elmira Rd	City of Vacaville	2009	NB	683	639	619	155	44%	-9%	Yes	44%	-76%	No
			SB	495	812	160	682	52%	-68%	No	41%	-16%	Yes
Leisure Town Rd south of Ulatis Dr	City of Vacaville	2009	NB	577	656	542	200	48%	-6%	Yes	44%	-70%	No
			SB	444	640	221	565	52%	-50%	Yes	44%	-12%	Yes
Leisure Town Rd north of Hawkins Rd	City of Vacaville	2009	NB	628	576	552	171	44%	-12%	Yes	48%	-70%	No
			SB	417	679	169	563	52%	-59%	No	44%	-17%	Yes
Leisure Town Rd south of Sequoia Dr	City of Vacaville	2009	NB	615	532	613	177	48%	0%	Yes	48%	-67%	No
			SB	346	696	167	615	58%	-52%	Yes	44%	-12%	Yes
Leisure Town Rd north of Maple Rd	City of Vacaville	2009	NB	759	610	745	239	41%	-2%	Yes	48%	-61%	No
			SB	461	853	252	765	52%	-45%	Yes	41%	-10%	Yes
Leisure Town Rd south of Orange Dr	City of Vacaville	2009	NB	711	669	732	229	44%	3%	Yes	44%	-66%	No
			SB	398	828	249	741	52%	-38%	Yes	41%	-10%	Yes
Leisure Town Rd north of	City of	2009	NB	815	823	847	317	41%	4%	Yes	41%	-62%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Orange Dr	Vacaville		SB	552	1084	370	939	48%	-33%	Yes	36%	-13%	Yes
Midway Rd east of Meridian Rd	City of Vacaville	2009	WB	64	112	95	122	68%	48%	Yes	68%	9%	Yes
			EB	102	89	158	124	68%	54%	Yes	68%	39%	Yes
Midway Rd west of Meridian Rd	City of Vacaville	2009	WB	63	100	99	129	68%	57%	Yes	68%	29%	Yes
			EB	91	85	162	132	68%	79%	No	68%	55%	Yes
Midway Rd east of Leisure Town Rd	City of Vacaville	2009	WB	71	111	101	141	68%	42%	Yes	68%	27%	Yes
			EB	89	97	171	141	68%	92%	No	68%	45%	Yes
Midway Rd west of Leisure Town Rd	City of Vacaville	2009	WB	85	123	164	167	68%	93%	No	68%	36%	Yes
			EB	105	106	183	218	68%	74%	No	68%	105%	No
Midway Rd east of I-505	City of Vacaville	2009	WB	93	120	177	168	68%	91%	No	68%	40%	Yes
			EB	96	121	182	231	68%	90%	No	68%	91%	No
Waterman Blvd west of Hillborn Rd	Fairfield TS Project	2008	WB	1482	907	687	786	31%	-54%	No	38%	-13%	Yes
			EB	950	1126	853	840	38%	-10%	Yes	34%	-25%	Yes
Jameson Canyon Rd at Napa-Solano County Line	Caltrans	2007	WB	1110	1237	1432	1359	36%	29%	Yes	34%	10%	Yes
			EB	1158	1195	1517	1542	34%	31%	Yes	34%	29%	Yes
SR-12 between I-80 and Chadbourne Rd	80/680 Project	2003	WB	2310	1370	2794	1390	27%	21%	Yes	33%	1%	Yes
			EB	1250	1820	1124	2058	33%	-10%	Yes	29%	13%	Yes
SR-12 east of Walters Rd	Fairfield TS Project	2008	WB	499	440	776	620	52%	56%	No	52%	41%	Yes
			EB	294	571	465	743	58%	58%	No	48%	30%	Yes
SR-12 west of Walters Rd	Fairfield TS Project	2008	WB	739	773	1524	836	44%	106%	No	41%	8%	Yes
			EB	634	884	685	1322	44%	8%	Yes	38%	50%	No
SR-12 west of Walters Rd (also entered in rows 5-6)	Caltrans	2007	WB	938	714	1524	836	38%	63%	No	44%	17%	Yes
			EB	487	1044	685	1322	52%	41%	Yes	36%	27%	Yes
SR-12 east of SR-113	Caltrans	2007	WB	820	528	992	557	41%	21%	Yes	48%	5%	Yes
			EB	382	795	423	974	52%	11%	Yes	41%	23%	Yes

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-12 west of SR-113	Caltrans	2007	WB	587	323	746	480	48%	27%	Yes	58%	49%	Yes
			EB	300	663	357	697	58%	19%	Yes	44%	5%	Yes
SR-37 east of Walnut Ave	Caltrans	2007	WB	1519	1037	1988	1168	30%	31%	No	36%	13%	Yes
			EB	1208	1614	1214	2203	34%	0%	Yes	30%	36%	No
SR-37 west of I-80	Caltrans	2007	WB	3062	3227	2964	2559	24%	-3%	Yes	24%	-21%	Yes
			EB	2818	3898	2597	3091	25%	-8%	Yes	22%	-21%	Yes
I-80 west of I-680	Caltrans	2007	EB	2743	3697	3426	6438	25%	25%	Yes	23%	74%	No
I-80 east of Leisure Town Rd, Vacaville	Caltrans	2007	EB	3233	4195	4723	3181	24%	46%	No	22%	-24%	No
I-80 east of Pedrick Rd, at Solano-Yolo County Line	Caltrans	2007	WB	4198	4493	2967	5344	22%	-29%	No	21%	19%	Yes
			EB	4103	4573	5352	3274	22%	30%	No	21%	-28%	No
I-80 between Red Top Rd Ramps	80/680 Project	2007	WB	3640	3350	5942	3860	23%	63%	No	24%	15%	Yes
			EB	3350	4540	3147	5489	24%	-6%	Yes	21%	21%	No
I-80 between I-680 Ramps	80/680 Project	2007	WB	4740	3770	6466	4198	21%	36%	No	22%	11%	Yes
			EB	3680	5320	3426	6474	23%	-7%	Yes	20%	22%	No
I-80 between Suisun Valley Rd and SR 12	80/680 Project	2007	WB	8340	6340	9874	6781	14%	18%	No	18%	7%	Yes
			EB	5570	8560	5299	8651	19%	-5%	Yes	14%	1%	Yes
I-80 between Travis Ramps	80/680 Project	2007	WB	6370	4710	7518	5240	18%	18%	No	21%	11%	Yes
			EB	3950	6340	4606	7136	22%	17%	Yes	18%	13%	Yes
I-680 between Lake Herman and Parish Rd	80/680 Project	2007	NB	1650	3100	1882	3277	29%	14%	Yes	24%	6%	Yes
			SB	2830	1830	3723	1867	25%	32%	No	29%	2%	Yes
SR-113 north of Route 12	Caltrans	2007	NB	217	206	256	80	63%	18%	Yes	63%	-61%	Yes
			SB	170	218	71	286	63%	-58%	Yes	63%	31%	Yes
SR-113 north of Cherry St, Dixon	Caltrans	2007	NB	358	305	68	45	58%	-81%	No	58%	-85%	No
			SB	423	360	36	136	52%	-92%	No	58%	-62%	No
SR-113 south of N Adams St, Dixon	Caltrans	2007	NB	471	466	255	181	52%	-46%	Yes	52%	-61%	No
			SB	294	426	255	181	58%	-14%	Yes	52%	-58%	No

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-113 south of I-80	Caltrans	2007	NB	672	791	533	544	44%	-21%	Yes	41%	-31%	Yes
			SB	611	747	489	530	48%	-20%	Yes	44%	-29%	Yes
SR-113 just south of Vaughn Rd	City of Dixon	2009	NB	460	568	543	399	52%	18%	Yes	48%	-30%	Yes
			SB	389	619	353	546	52%	-9%	Yes	48%	-12%	Yes
SR-113 just north of Stratford Ave	City of Dixon	2009	NB	352	508	566	331	58%	61%	No	48%	-35%	Yes
			SB	307	462	295	573	58%	-4%	Yes	52%	24%	Yes
SR-113 south of A St.	City of Dixon	2009	NB	537	484	401	338	48%	-25%	Yes	52%	-30%	Yes
			SB	485	485	319	440	52%	-34%	Yes	52%	-9%	Yes
SR-113 north of County Fair Dr.	City of Dixon	2009	NB	343	318	68	45	58%	-80%	No	58%	-86%	No
			SB	358	284	36	136	58%	-90%	No	58%	-52%	Yes
SR-113 north of Parkway Blvd.	City of Dixon	2009	NB	236	453	83	58	63%	-65%	No	52%	-87%	No
			SB	281	234	51	150	58%	-82%	No	63%	-36%	Yes
SR-113 between Parkway Blvd. and Midway Rd.	City of Dixon	2009	NB	174	222	270	67	63%	55%	Yes	63%	-70%	No
			SB	223	126	55	293	63%	-75%	No	63%	132%	No
I-505 south of Midway Rd	Caltrans	2007	NB	703	1040	1189	1297	44%	69%	No	36%	25%	Yes
			SB	832	835	1181	1237	41%	42%	No	41%	48%	No
I-780 west of W 7th St, Benicia	Caltrans	2007	WB	1833	2559	2751	3323	29%	50%	No	26%	30%	No
			EB	2911	2203	3508	2860	24%	20%	Yes	27%	30%	No
I-780 west of W K St, Benicia	Caltrans	2007	WB	2682	2585	3183	3784	25%	19%	Yes	26%	46%	No
			EB	1836	2457	3672	3165	29%	100%	No	26%	29%	No
I-780 between Spruce St and Glen Cove Pkwy	Caltrans	2007	WB	2110	2977	3504	3166	28%	66%	No	24%	6%	Yes
			EB	2856	2156	2725	3563	25%	-5%	Yes	27%	65%	No
Abernathy Road north of Rockville Rd	North Connector Project EIR	2007	NB	463	652	42	233	68%	-48%	Yes	63%	2%	Yes
			SB	544	660	353	26	58%	11%	Yes	63%	-85%	No
Lake Herman Rd west of Sky Valley Rd *	Solano County	2008	WB	284	297	19	378	58%	37%	Yes	58%	55%	Yes
			EB			369	83						

Appendix C – 2010 Model As Received Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Suisun Valley Rd between Rockville Rd and Morrison Ln *	Solano County	2009	NB	204	267	6	205	63%	77%	No	58%	6%	Yes
			SB			354	77						
Suisun Valley Rd between Williams Rd and Twin Sister Rd *	Solano County	2009	NB	249	482	37	316	63%	98%	No	52%	15%	Yes
			SB			457	239						
Cordelia Rd between I-680 and Bridgeport *	Solano County	2007	WB	557	995	606	315	48%	43%	Yes	38%	-9%	Yes
			EB			188	586						
Peabody Rd south of CSP	Solano County	2007	NB	1314	1600	746	1360	33%	42%	No	30%	45%	No
			SB			1122	965						

* These locations only have combined bi-directional counts (not separated by EB/WB or NB/SB)

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Columbus Pkwy between Springs Rd and Georgia St	City of Vallejo	2008	NB	463	652	297	338	52%	-36%	Yes	44%	-48%	No
			SB	544	660	387	358	48%	-29%	Yes	44%	-46%	No
Columbus Pkwy NE of Ascot Pkwy	City of Vallejo	2008	NB	391	319	105	22	52%	-73%	No	58%	-93%	No
			SB	196	427	12	158	63%	-94%	No	52%	-63%	No
Columbus Pkwy south of Georgia St	City of Vallejo	2008	NB	335	746	512	450	58%	53%	Yes	44%	-40%	Yes
			SB	606	551	516	483	48%	-15%	Yes	48%	-12%	Yes
Columbus Pkwy between St Johns Mine and N. Ascot	City of Vallejo	2008	WB	432	325	156	206	52%	-64%	No	58%	-37%	Yes
			EB	258	414	149	152	58%	-42%	Yes	52%	-63%	No
Hillborn Rd north of Waterman Blvd.	Fairfield TS Project	2008	NB	544	748	300	448	48%	-45%	Yes	44%	-40%	Yes
			SB	1267	582	854	467	33%	-33%	No	48%	-20%	Yes
Mankas Corner Rd. between Abernathy Rd. and Ledgewood Rd.	Solano County	2008	WB	236	187	423	49	63%	79%	No	63%	-74%	No
			EB	198	500	247	221	63%	25%	Yes	48%	-56%	No
Air Base Pkwy east of Peabody Rd.	Fairfield TS Project	2008	WB	393	2029	429	2041	52%	9%	Yes	28%	1%	Yes
			EB	1779	510	1787	542	29%	0%	Yes	48%	6%	Yes
Air Base Pkwy west of Peabody Rd	Fairfield TS Project	2008	WB	519	1619	425	1669	48%	-18%	Yes	30%	3%	Yes
			EB	1427	796	1453	469	31%	2%	Yes	41%	-41%	Yes
Air Base Pkwy east of Walters Rd	Fairfield TS Project	2008	WB	512	1508	425	1669	48%	-17%	Yes	30%	11%	Yes
			EB	1399	784	1453	469	31%	4%	Yes	41%	-40%	Yes
Air Base Pkwy west of Walters Rd	Fairfield TS Project	2008	WB	653	1258	650	1612	44%	0%	Yes	33%	28%	Yes
			EB	1148	757	1488	646	34%	30%	Yes	41%	-15%	Yes
Air Base Pkwy east of Clay Bank Rd	Fairfield TS Project	2008	WB	710	1278	650	1612	44%	-8%	Yes	33%	26%	Yes
			EB	1113	842	1488	646	36%	34%	Yes	41%	-23%	Yes
Air Base Pkwy between	Fairfield	2008	WB	1508	1524	1411	1684	30%	-6%	Yes	30%	10%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Clay Bank Rd and Dover Ave	TS Project		EB	1220	1390	1629	1352	34%	33%	Yes	31%	-3%	Yes
Air Base Pkwy between Dover Rd and Texas St	Fairfield TS Project	2008	WB	2101	1930	2121	1727	28%	1%	Yes	28%	-11%	Yes
			EB	1263	1980	1788	2098	33%	42%	No	28%	6%	Yes
Air Base Pkwy between Texas St and Heath Dr	Fairfield TS Project	2008	WB	1976	1831	2148	1705	28%	9%	Yes	29%	-7%	Yes
			EB	1454	1992	1873	2284	31%	29%	Yes	28%	15%	Yes
Air Base Pkwy between Heath Dr and 1-80	Fairfield TS Project	2008	WB	2143	1848	2157	1826	27%	1%	Yes	29%	-1%	Yes
			EB	1870	2476	2256	2632	29%	21%	Yes	26%	6%	Yes
Air Base Pkwy under 1-80	Fairfield TS Project	2008	WB	1894	1897	1917	1854	28%	1%	Yes	28%	-2%	Yes
			EB	1486	1394	1385	1426	31%	-7%	Yes	31%	2%	Yes
Walters Rd south of Air Base Pkwy	Fairfield TS Project	2008	NB	979	710	660	359	38%	-33%	Yes	44%	-49%	No
			SB	500	973	339	756	48%	-32%	Yes	38%	-22%	Yes
Walters Rd north of Tabor Ave	Fairfield TS Project	2008	NB	910	721	596	304	38%	-35%	Yes	44%	-58%	No
			SB	441	1024	291	674	52%	-34%	Yes	36%	-34%	Yes
Walters Rd south of Tabor Ave	Fairfield TS Project	2008	NB	740	607	601	333	44%	-19%	Yes	48%	-45%	Yes
			SB	399	773	339	661	52%	-15%	Yes	41%	-15%	Yes
Walters Rd between Prosperity Ln and Pintail Dr	Fairfield TS Project	2008	NB	705	637	483	435	44%	-32%	Yes	44%	-32%	Yes
			SB	413	750	516	538	52%	25%	Yes	41%	-28%	Yes
Walters Rd between Pintail Dr and Scandia Rd	Fairfield TS Project	2008	NB	658	597	327	468	44%	-50%	No	48%	-22%	Yes
			SB	415	697	561	412	52%	35%	Yes	44%	-41%	Yes
Walters Rd north of SR-12	Fairfield TS	2008	NB	650	605	327	463	44%	-50%	No	48%	-23%	Yes
			SB	422	680	561	409	52%	33%	Yes	44%	-40%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
	Project												
Peabody Rd north of Air Base Pkwy	Fairfield TS Project	2008	NB	639	1241	276	697	44%	-57%	No	34%	-44%	No
			SB	1117	545	606	400	36%	-46%	No	48%	-27%	Yes
Peabody Rd south of Huntington Dr	Fairfield TS Project	2008	NB	475	1124	271	625	52%	-43%	Yes	36%	-44%	No
			SB	931	489	521	389	38%	-44%	No	52%	-20%	Yes
Peabody Rd north of Huntington Dr	Fairfield TS Project	2008	NB	666	1310	589	981	44%	-12%	Yes	33%	-25%	Yes
			SB	947	664	962	709	38%	2%	Yes	44%	7%	Yes
Peabody Rd south of Cement Hill Rd	Fairfield TS Project	2008	NB	778	1358	595	943	41%	-24%	Yes	33%	-31%	Yes
			SB	1306	713	920	710	33%	-30%	Yes	44%	0%	Yes
Peabody Rd north of Cement Hill Rd	Fairfield TS Project	2008	NB	609	1069	455	765	48%	-25%	Yes	36%	-28%	Yes
			SB	772	697	695	555	41%	-10%	Yes	44%	-20%	Yes
Peabody Rd south of Foxboro Pkwy	City of Vacaville	2008	NB	439	1167	509	970	52%	16%	Yes	34%	-17%	Yes
			SB	1108	590	973	583	36%	-12%	Yes	48%	-1%	Yes
Peabody Rd south of California Dr	Fairfield TS Project	2008	NB	790	1229	769	918	41%	-3%	Yes	34%	-25%	Yes
			SB	788	923	939	800	41%	19%	Yes	38%	-13%	Yes
Peabody Rd between California Dr and Alamo Dr	Fairfield TS Project	2008	NB	822	1200	735	906	41%	-11%	Yes	34%	-24%	Yes
			SB	822	979	947	783	41%	15%	Yes	38%	-20%	Yes
Peabody Rd north of Alamo Dr	Fairfield TS Project	2008	NB	753	976	1165	886	41%	55%	No	38%	-9%	Yes
			SB	660	902	915	962	44%	39%	Yes	38%	7%	Yes
Vanden Rd south of Canon Rd	Fairfield TS Project	2008	NB	199	530	107	192	63%	-46%	Yes	48%	-64%	No
			SB	387	212	241	123	52%	-38%	Yes	63%	-42%	Yes
Vanden Rd north of Canon	Fairfield	2008	NB	230	865	152	521	63%	-34%	Yes	41%	-40%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Rd	TS Project		SB	860	264	541	180	41%	-37%	Yes	58%	-32%	Yes
Vanden Rd south of Leisure Town Rd	City of Vacaville	2008	NB	245	937	151	520	63%	-38%	Yes	38%	-45%	No
			SB	995	322	536	179	38%	-46%	No	58%	-44%	Yes
Leisure Town Rd east of Vanden Rd	City of Vacaville	2009	NB	121	414	129	275	68%	7%	Yes	52%	-34%	Yes
			SB	391	185	275	133	52%	-30%	Yes	63%	-28%	Yes
Leisure Town Rd south of Fry Rd	City of Vacaville	2009	NB	155	360	175	289	63%	13%	Yes	58%	-20%	Yes
			SB	267	198	290	170	58%	9%	Yes	63%	-14%	Yes
Leisure Town Rd between Fry Rd and Marshall Rd	City of Vacaville	2009	NB	341	525	420	383	58%	23%	Yes	48%	-27%	Yes
			SB	373	435	397	366	58%	6%	Yes	52%	-16%	Yes
Leisure Town Rd north of Marshall Rd	City of Vacaville	2009	NB	441	495	559	430	52%	27%	Yes	52%	-13%	Yes
			SB	470	544	459	464	52%	-2%	Yes	48%	-15%	Yes
Leisure Town Rd south of Elmira Rd	City of Vacaville	2009	NB	590	577	630	443	48%	7%	Yes	48%	-23%	Yes
			SB	481	725	468	524	52%	-3%	Yes	44%	-28%	Yes
Leisure Town Rd north of Elmira Rd	City of Vacaville	2009	NB	683	639	660	438	44%	-3%	Yes	44%	-31%	Yes
			SB	495	812	466	586	52%	-6%	Yes	41%	-28%	Yes
Leisure Town Rd south of Ulatis Dr	City of Vacaville	2009	NB	577	656	603	468	48%	4%	Yes	44%	-29%	Yes
			SB	444	640	511	529	52%	15%	Yes	44%	-17%	Yes
Leisure Town Rd north of Hawkins Rd	City of Vacaville	2009	NB	628	576	608	451	44%	-3%	Yes	48%	-22%	Yes
			SB	417	679	478	514	52%	15%	Yes	44%	-24%	Yes
Leisure Town Rd south of Sequoia Dr	City of Vacaville	2009	NB	615	532	654	452	48%	6%	Yes	48%	-15%	Yes
			SB	346	696	471	554	58%	36%	Yes	44%	-20%	Yes
Leisure Town Rd north of Maple Rd	City of Vacaville	2009	NB	759	610	761	510	41%	0%	Yes	48%	-16%	Yes
			SB	461	853	555	700	52%	20%	Yes	41%	-18%	Yes
Leisure Town Rd south of Orange Dr	City of Vacaville	2009	NB	711	669	752	544	44%	6%	Yes	44%	-19%	Yes
			SB	398	828	583	690	52%	47%	Yes	41%	-17%	Yes
Leisure Town Rd north of	City of	2009	NB	815	823	848	578	41%	4%	Yes	41%	-30%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Orange Dr	Vacaville		SB	552	1084	681	873	48%	23%	Yes	36%	-19%	Yes
Midway Rd east of Meridian Rd	City of Vacaville	2009	WB	64	112	116	108	68%	81%	No	68%	-4%	Yes
			EB	102	89	137	135	68%	35%	Yes	68%	51%	Yes
Midway Rd west of Meridian Rd	City of Vacaville	2009	WB	63	100	119	113	68%	89%	No	68%	13%	Yes
			EB	91	85	142	141	68%	56%	Yes	68%	65%	Yes
Midway Rd east of Leisure Town Rd	City of Vacaville	2009	WB	71	111	122	123	68%	71%	No	68%	11%	Yes
			EB	89	97	150	149	68%	68%	Yes	68%	54%	Yes
Midway Rd west of Leisure Town Rd	City of Vacaville	2009	WB	85	123	173	145	68%	104%	No	68%	17%	Yes
			EB	105	106	160	205	68%	52%	Yes	68%	94%	No
Midway Rd east of I-505	City of Vacaville	2009	WB	93	120	187	147	68%	101%	No	68%	23%	Yes
			EB	96	121	159	218	68%	66%	Yes	68%	80%	No
Waterman Blvd west of Hillborn Rd	Fairfield TS Project	2008	WB	1482	907	795	676	31%	-46%	No	38%	-26%	Yes
			EB	950	1126	870	745	38%	-8%	Yes	34%	-34%	Yes
Jameson Canyon Rd at Napa-Solano County Line	Caltrans	2007	WB	1110	1237	1557	1354	36%	40%	No	34%	9%	Yes
			EB	1158	1195	1522	1621	34%	31%	Yes	34%	36%	No
SR-12 between I-80 and Chadbourne Rd	80/680 Project	2003	WB	2310	1370	2806	1170	27%	21%	Yes	33%	-15%	Yes
			EB	1250	1820	951	2068	33%	-24%	Yes	29%	14%	Yes
SR-12 east of Walters Rd	Fairfield TS Project	2008	WB	499	440	573	576	52%	15%	Yes	52%	31%	Yes
			EB	294	571	354	721	58%	20%	Yes	48%	26%	Yes
SR-12 west of Walters Rd	Fairfield TS Project	2008	WB	739	773	1014	707	44%	37%	Yes	41%	-9%	Yes
			EB	634	884	529	931	44%	-17%	Yes	38%	5%	Yes
SR-12 west of Walters Rd (also entered in rows 5-6)	Caltrans	2007	WB	938	714	1014	707	38%	8%	Yes	44%	-1%	Yes
			EB	487	1044	529	931	52%	9%	Yes	36%	-11%	Yes
SR-12 east of SR-113	Caltrans	2007	WB	820	528	674	594	41%	-18%	Yes	48%	13%	Yes
			EB	382	795	303	918	52%	-21%	Yes	41%	16%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-12 west of SR-113	Caltrans	2007	WB	587	323	531	469	48%	-10%	Yes	58%	45%	Yes
			EB	300	663	268	658	58%	-11%	Yes	44%	-1%	Yes
SR-37 east of Walnut Ave	Caltrans	2007	WB	1519	1037	2304	1169	30%	52%	No	36%	13%	Yes
			EB	1208	1614	769	2165	34%	-36%	No	30%	34%	No
SR-37 west of I-80	Caltrans	2007	WB	3062	3227	3433	3253	24%	12%	Yes	24%	1%	Yes
			EB	2818	3898	2501	3213	25%	-11%	Yes	22%	-18%	Yes
I-80 west of I-680	Caltrans	2007	EB	2743	3697	3056	5732	25%	11%	Yes	23%	55%	No
I-80 east of Leisure Town Rd, Vacaville	Caltrans	2007	EB	3233	4195	3850	3719	24%	19%	Yes	22%	-11%	Yes
I-80 east of Pedrick Rd, at Solano-Yolo County Line	Caltrans	2007	WB	4198	4493	4338	4943	22%	3%	Yes	21%	10%	Yes
			EB	4103	4573	4455	4224	22%	9%	Yes	21%	-8%	Yes
I-80 between Red Top Rd Ramps	80/680 Project	2007	WB	3640	3350	5644	3241	23%	55%	No	24%	-3%	Yes
			EB	3350	4540	2638	4784	24%	-21%	Yes	21%	5%	Yes
I-80 between I-680 Ramps	80/680 Project	2007	WB	4740	3770	6248	3749	21%	32%	No	22%	-1%	Yes
			EB	3680	5320	3056	5732	23%	-17%	Yes	20%	8%	Yes
I-80 between Suisun Valley Rd and SR 12	80/680 Project	2007	WB	8340	6340	9784	6098	14%	17%	No	18%	-4%	Yes
			EB	5570	8560	4284	8160	19%	-23%	No	14%	-5%	Yes
I-80 between Travis Ramps	80/680 Project	2007	WB	6370	4710	7187	4738	18%	13%	Yes	21%	1%	Yes
			EB	3950	6340	3665	6709	22%	-7%	Yes	18%	6%	Yes
I-680 between Lake Herman and Parish Rd	80/680 Project	2007	NB	1650	3100	1169	3000	29%	-29%	Yes	24%	-3%	Yes
			SB	2830	1830	3110	1671	25%	10%	Yes	29%	-9%	Yes
SR-113 north of Route 12	Caltrans	2007	NB	217	206	149	129	63%	-31%	Yes	63%	-37%	Yes
			SB	170	218	38	266	63%	-78%	No	63%	22%	Yes
SR-113 north of Cherry St, Dixon	Caltrans	2007	NB	358	305	174	100	58%	-51%	Yes	58%	-67%	No
			SB	423	360	45	274	52%	-89%	No	58%	-24%	Yes
SR-113 south of N Adams St, Dixon	Caltrans	2007	NB	471	466	335	249	52%	-29%	Yes	52%	-47%	Yes
			SB	294	426	335	249	58%	14%	Yes	52%	-41%	Yes

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
SR-113 south of I-80	Caltrans	2007	NB	672	791	569	633	44%	-15%	Yes	41%	-20%	Yes
			SB	611	747	599	702	48%	-2%	Yes	44%	-6%	Yes
SR-113 just south of Vaughn Rd	City of Dixon	2009	NB	460	568	574	490	52%	25%	Yes	48%	-14%	Yes
			SB	389	619	442	650	52%	14%	Yes	48%	5%	Yes
SR-113 just north of Stratford Ave	City of Dixon	2009	NB	352	508	590	431	58%	68%	No	48%	-15%	Yes
			SB	307	462	380	656	58%	24%	Yes	52%	42%	Yes
SR-113 south of A St.	City of Dixon	2009	NB	537	484	460	347	48%	-14%	Yes	52%	-28%	Yes
			SB	485	485	315	522	52%	-35%	Yes	52%	8%	Yes
SR-113 north of County Fair Dr.	City of Dixon	2009	NB	343	318	174	100	58%	-49%	Yes	58%	-68%	No
			SB	358	284	45	274	58%	-87%	No	58%	-4%	Yes
SR-113 north of Parkway Blvd.	City of Dixon	2009	NB	236	453	187	110	63%	-21%	Yes	52%	-76%	No
			SB	281	234	58	284	58%	-79%	No	63%	21%	Yes
SR-113 between Parkway Blvd. and Midway Rd.	City of Dixon	2009	NB	174	222	181	128	63%	4%	Yes	63%	-43%	Yes
			SB	223	126	57	289	63%	-74%	No	63%	129%	No
I-505 south of Midway Rd	Caltrans	2007	NB	703	1040	1032	1065	44%	47%	No	36%	2%	Yes
			SB	832	835	895	1142	41%	8%	Yes	41%	37%	Yes
I-780 west of W 7th St, Benicia	Caltrans	2007	WB	1833	2559	2567	3312	29%	40%	No	26%	29%	No
			EB	2911	2203	3249	2526	24%	12%	Yes	27%	15%	Yes
I-780 west of W K St, Benicia	Caltrans	2007	WB	2682	2585	3006	3691	25%	12%	Yes	26%	43%	No
			EB	1836	2457	3311	2798	29%	80%	No	26%	14%	Yes
I-780 between Spruce St and Glen Cove Pkwy	Caltrans	2007	WB	2110	2977	3613	3176	28%	71%	No	24%	7%	Yes
			EB	2856	2156	2494	3376	25%	-13%	Yes	27%	57%	No
Abernathy Road north of Rockville Rd	North Connector Project EIR	2007	NB	463	652	297	338	52%	-36%	Yes	44%	-48%	No
			SB	544	660	387	358	48%	-29%	Yes	44%	-46%	No
Lake Herman Rd west of Sky Valley Rd *	Solano County	2008	WB	284	297	26	323	58%	-16%	Yes	27%	24%	Yes
			EB			213	46						

Appendix D – Calibrated 2010 Model Validation at Study Links

Link Data				Volume Data				AM Peak Hour			PM Peak Hour		
Roadway Segment	Source for Counts	Year Counts Taken	Direction	AM Count	PM Count	AM Model	PM Model	Max Dev	Actual Dev	Within Acceptable Range?	Max Dev	Actual Dev	Within Acceptable Range?
Suisun Valley Rd between Rockville Rd and Morrison Ln *	Solano County	2009	NB	204	267	12	155	63%	19%	Yes	27%	-5%	Yes
			SB			231	97						
Suisun Valley Rd between Williams Rd and Twin Sister Rd *	Solano County	2009	NB	249	482	326	200	63%	178%	No	27%	7%	Yes
			SB			366	314						
Cordelia Rd between I-680 and Bridgeport *	Solano County	2007	WB	557	995	357	291	48%	-12%	Yes	27%	-29%	No
			EB			135	412						
Peabody Rd south of CSP	Solano County	2007	NB	1314	1600	587	835	33%	7%	Yes	30%	-7%	Yes
			SB			816	650						

* These locations only have combined bi-directional counts (not separated by EB/WB or NB/SB)

Appendix E
As Received 2010 STA Model Gateway Volumes

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	5,012	7,758	3,247	8,586	Solano-Yolo
	WB	2,746		5,339		
I-505 between Allendale Rd and Grant Ave	NB	736	1,676	697	1,464	Solano-Yolo
	SB	940		767		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	37	512	359	590	Solano-Napa
	SB	475		231		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,535	2,947	1,537	2,931	Solano-Napa
	WB	1,412		1,394		
SR-12 between SR-84 and SR-160	EB	725	1,526	848	1,787	Solano-San Joaquin
	WB	801		939		
I-680 along Benicia-Martinez Bridge	NB	4,240	10,793	5,833	10,064	Solano-Contra Costa
	SB	6,553		4,231		
I-80 along Carquinez Bridge	EB	3,092	11,069	6,669	10,538	Solano-Contra Costa
	WB	7,977		3,869		
SR-37 west of Walnut Ave	EB	1,062	2,857	1,925	3,189	Solano-Sonoma
	WB	1,795		1,264		
American Canyon Rd west of I-80	EB	315	642	450	943	Solano-Napa
	WB	327		493		
SR-29 between Mini Dr and Kimberly Dr	NB	1,507	3,541	2,327	4,007	Solano-Napa
	SB	2,034		1,680		

Source: Fehr & Peers, 2010

**Appendix E
Existing Count Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,103	8,301	4,573	9,066	Solano-Yolo
	WB	4,198		4,493		
I-505 between Allendale Rd and Grant Ave	NB	441	949	752	1,382	Solano-Yolo
	SB	508		630		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	73	146	128	256	Solano-Napa
	SB	73		128		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,158	2,268	1,195	2,432	Solano-Napa
	WB	1,110		1,237		
SR-12 between SR-84 and SR-160	EB	599	1,346	891	1,618	Solano-San Joaquin
	WB	747		727		
I-680 along Benicia-Martinez Bridge	NB	2,486	7,675	4,584	7,829	Solano-Contra Costa
	SB	5,189		3,245		
I-80 along Carquinez Bridge	EB	2,631	9,539	5,566	8,582	Solano-Contra Costa
	WB	6,908		3,016		
SR-37 west of Walnut Ave	EB	1,208	2,727	1,614	2,651	Solano-Sonoma
	WB	1,519		1,037		
American Canyon Rd west of I-80	EB	247	677	392	712	Solano-Napa
	WB	430		320		
SR-29 between Mini Dr and Kimberly Dr	NB	1,405	2,600	1,293	2,910	Solano-Napa
	SB	1,195		1,617		

Sources: Caltrans 2007 count data, MTC count data, and STA base year model

Appendix E
As Received 2010 STA Model to Existing Count Gateway Volume Difference

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	909 (22%)	-543 (-7%)	-1,326 (-29%)	-480 (-5%)	Solano-Yolo
	WB	-1,452 (-35%)		846 (19%)		
I-505 between Allendale Rd and Grant Ave	NB	295 (67%)	727 (77%)	-55 (-7%)	82 (6%)	Solano-Yolo
	SB	432 (85%)		137 (22%)		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	-36 (-49%)	366 (251%)	231 (180%)	334 (130%)	Solano-Napa
	SB	402 (551%)		103 (80%)		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	377 (33%)	679 (30%)	342 (29%)	499 (21%)	Solano-Napa
	WB	302 (27%)		157 (13%)		
SR-12 between SR-84 and SR-160	EB	126 (21%)	180 (13%)	-43 (-5%)	169 (10%)	Solano-San Joaquin
	WB	54 (7%)		212 (29%)		
I-680 along Benicia-Martinez Bridge	NB	1,754 (71%)	3,118 (41%)	1,249 (27%)	2,235 (29%)	Solano-Contra Costa
	SB	1,364 (26%)		986 (30%)		
I-80 along Carquinez Bridge	EB	461 (18%)	1,530 (16%)	1,103 (20%)	1,956 (23%)	Solano-Contra Costa
	WB	1,069 (15%)		853 (28%)		
SR-37 west of Walnut Ave	EB	-146 (-12%)	130 (5%)	311 (19%)	538 (20%)	Solano-Sonoma
	WB	276 (18%)		227 (22%)		
American Canyon Rd west of I-80	EB	68 (28%)	-35 (-5%)	58 (15%)	231 (32%)	Solano-Napa
	WB	-103 (-24%)		173 (54%)		
SR-29 between Mini Dr and Kimberly Dr	NB	102 (7%)	941 (36%)	1,034 (80%)	1,097 (38%)	Solano-Napa
	SB	839 (70%)		63 (4%)		

Source: Fehr & Peers, 2010

**Appendix F
Calibrated 2010 STA Model Gateway Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,453	8,799	4,290	9,234	Solano-Yolo
	WB	4,346		4,944		
I-505 between Allendale Rd and Grant Ave	NB	618	1,222	646	1,401	Solano-Yolo
	SB	604		755		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	326	692	200	514	Solano-Napa
	SB	366		314		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,522	3,079	1,621	2,975	Solano-Napa
	WB	1,557		1,354		
SR-12 between SR-84 and SR-160	EB	541	1,178	884	1,623	Solano-San Joaquin
	WB	637		739		
I-680 along Benicia-Martinez Bridge	NB	3,012	8,994	6,028	9,325	Solano-Contra Costa
	SB	5,982		3,297		
I-80 along Carquinez Bridge	EB	2,372	9,536	6,211	9,111	Solano-Contra Costa
	WB	7,164		2,900		
SR-37 west of Walnut Ave	EB	669	2,923	2,037	3,181	Solano-Sonoma
	WB	2,254		1,144		
American Canyon Rd west of I-80	EB	266	856	322	609	Solano-Napa
	WB	590		287		
SR-29 between Mini Dr and Kimberly Dr	NB	2,814	4,625	2,358	4,358	Solano-Napa
	SB	1,811		2,000		

Source: Fehr & Peers, 2010

**Appendix F
Existing Count Volumes**

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	4,103	8,301	4,573	9,066	Solano-Yolo
	WB	4,198		4,493		
I-505 between Allendale Rd and Grant Ave	NB	441	949	752	1,382	Solano-Yolo
	SB	508		630		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	73	146	128	256	Solano-Napa
	SB	73		128		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	1,158	2,268	1,195	2,432	Solano-Napa
	WB	1,110		1,237		
SR-12 between SR-84 and SR-160	EB	599	1,346	891	1,618	Solano-San Joaquin
	WB	747		727		
I-680 along Benicia-Martinez Bridge	NB	2,486	7,675	4,584	7,829	Solano-Contra Costa
	SB	5,189		3,245		
I-80 along Carquinez Bridge	EB	2,631	9,539	5,566	8,582	Solano-Contra Costa
	WB	6,908		3,016		
SR-37 west of Walnut Ave	EB	1,208	2,727	1,614	2,651	Solano-Sonoma
	WB	1,519		1,037		
American Canyon Rd west of I-80	EB	247	677	392	712	Solano-Napa
	WB	430		320		
SR-29 between Mini Dr and Kimberly Dr	NB	1,405	2,600	1,293	2,910	Solano-Napa
	SB	1,195		1,617		

Sources: Caltrans 2007 count data, MTC count data, and STA base year model

Appendix F
Calibrated 2010 STA Model to Existing Count Gateway Volume Difference

Roadway Segment/Gateway	Direction	AM Volumes	AM Total	PM Volumes	PM Total	County Line
I-80 between SR-113 and Kidwell Rd	EB	350 (9%)	498 (6%)	-283 (-6%)	168 (2%)	Solano-Yolo
	WB	148 (4%)		451 (10%)		
I-505 between Allendale Rd and Grant Ave	NB	177 (40%)	273 (29%)	-106 (-14%)	19 (1%)	Solano-Yolo
	SB	96 (19%)		125 (20%)		
Suisun Valley Rd south of Wooden Valley Cross Rd	NB	253 (347%)	546 (374%)	72 (56%)	258 (101%)	Solano-Napa
	SB	293 (401%)		186 (145%)		
Jameson Canyon Rd (SR-12) west of Red Top Rd	EB	364 (31%)	811 (36%)	426 (36%)	543 (22%)	Solano-Napa
	WB	447 (40%)		117 (9%)		
SR-12 between SR-84 and SR-160	EB	-58 (-10%)	-168 (-12%)	-7 (-1%)	5 (0%)	Solano-San Joaquin
	WB	-110 (-15%)		12 (2%)		
I-680 along Benicia-Martinez Bridge	NB	526 (21%)	1,319 (17%)	1,444 (32%)	1,496 (19%)	Solano-Contra Costa
	SB	793 (15%)		52 (2%)		
I-80 along Carquinez Bridge	EB	-259 (-10%)	-3 (0%)	645 (12%)	529 (6%)	Solano-Contra Costa
	WB	256 (4%)		-116 (-4%)		
SR-37 west of Walnut Ave	EB	-539 (-45%)	196 (7%)	423 (26%)	530 (20%)	Solano-Sonoma
	WB	735 (48%)		107 (10%)		
American Canyon Rd west of I-80	EB	19 (8%)	179 (26%)	-70 (-18%)	-103 (-14%)	Solano-Napa
	WB	160 (37%)		-33 (-10%)		
SR-29 between Mini Dr and Kimberly Dr	NB	1,409 (100%)	2,025 (78%)	1,065 (82%)	1,448 (50%)	Solano-Napa
	SB	616 (52%)		383 (24%)		

Source: Fehr & Peers, 2010



DATE: April 19, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix. Attachments B and C are legislative updates from our state and federal legislative advocates, respectively.

Discussion:

State:

Assembly Member Eng introduced Assembly Bill (AB) 2620 (Attachment D) which would require an unspecified percentage of toll revenue generated by a toll facility on the state highway system be given to the state for highway maintenance projects. The bill is currently scheduled to be heard by the Assembly Committee on Transportation on April 19th. An analysis of the bill by this committee is included as Attachment E, as well as the Alameda Congestion Management Association's letter of opposition (Attachment F). Staff recommends an oppose position on AB 2620, based on Priority #6 of the 2010 STA Legislative Priorities and Platform:

Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate.

Senator Ducheny introduced Senate Bill (SB) 409 (Attachment G), which places the High-Speed Rail Authority (HSRA) within the Business, Transportation and Housing Agency (BT&H), requires the five members appointed to the HSRA by the Governor be confirmed by the Senate, requires the HSRA submit an annual funding plan to the California Transportation Commission for approval, and requires BT&H to prepare a five-year Strategic Rail Connectivity plan. A bill analysis by the Senate Rules Committee (Attachment H), and a letter of "support with amendments" from Capitol Corridor (CCJPA), Attachment I, are included for information. CCJPA has requested that the Connectivity Plan be updated every 2 years and be incorporated into the State's Rail Plan. As a member agency of the CCJPA, staff recommends the STA take a similar position of "support with amendments."

Senator Steinberg introduced Senate Bill (SB) 1348 (Attachment J), which would require the California Transportation Commission (CTC) to follow the Administrative Procedures Act, establishing a clear and public process on how the CTC develops and adopts guidelines by specifying timelines and notification requirements. Attachment K is an analysis by the Senate Transportation and Housing Committee. Staff recommends a watch position on SB 1348.

Senator Wiggins introduced Senate Bill (SB) 1418 (Attachment L). Sponsored by the Metropolitan Transportation Commission (MTC), this bill would allow a \$1 increase in the state vehicle registration fee for freeway emergency services. Freeway call boxes could be reduced in number (since their usage has dropped dramatically due to the increased usage and availability of cell phones), and funds used to cover other services and support (such as changeable message signs, lighting for call boxes, support for traffic operations centers, freeway service patrols, etc.). An analysis by the Senate Transportation and Housing Committee is included as Attachment M. While the STA supports efficient use of funding for transportation-related services and programs, this bill has no voter approval requirement. Given Governor Schwarzenegger's track record of vetoing bills that increase fees without voter approval, the bill may not be signed by the Governor. A legislatively-mandated increase in the DMV fee could also overshadow a local voter-approval effort authorized by SB 83. Staff recommends a watch position on SB 1418.

Senator DeSaulnier introduced Senate Bill (SB) 1445 (Attachment N), which would increase the Vehicle Registration Fee by \$1 to fund the preparation of sustainable communities strategies related to the reduction of greenhouse gas emissions as mandated by AB 32 and SB 375. 98% of the total revenue (projected to be \$30 million annually statewide) would be returned to the metropolitan planning organizations, councils of governments, or transportation planning agencies based on the amount of the fees collected from registered motor vehicles in these jurisdictions. ABAG and MTC (the region covering the STA) would receive 19% of this revenue. This bill would not require voter approval, but would instead impose the new DMV \$1 fee by direct legislation. An analysis by the Senate Transportation and Housing Committee is included as Attachment O. While the STA supports increases of revenue for transportation-related programs, this bill proposes a fee hike which would not require voter approval that could overshadow a local voter-approval effort authorized by SB 83. Staff recommends a watch position on SB 1445.

Federal:

STA staff held transportation briefings this month (including project site tours) with staff of Congressman John Garamendi, Senator Barbara Boxer and Senator Dianne Feinstein. Staff provided a review of the STA Board's project priorities to fully inform the district staff on the projects submitted in the appropriations and authorization process.

Recommendation:

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

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

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – March (Shaw/Yoder/Antwih)
- C. Federal Legislative Update - March (Akin Gump)
- D. Assembly Bill (AB) 2620 - Eng
- E. AB 2620 Assembly Committee on Transportation Analysis
- F. AB 2620 Alameda CMA Letter of Opposition
- G. Senate Bill (SB) 409 – Ducheny

- H. SB 409 Senate Rules Committee Analysis
- I. SB 409 Capitol Corridor Letter of Support w/Amendment
- J. Senate Bill (SB) 1348 – Steinberg
- K. SB 1348 Senate Transportation and Housing Committee Analysis
- L. Senate Bill (SB) 1418 – Wiggins
- M. SB 1418 Senate Transportation and Housing Committee Analysis
- N. Senate Bill (SB) 1445 – DeSaulnier
- O. SB 1445 Senate Transportation and Housing Committee Analysis

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	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session <i>April 19, 2010</i>	Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp
	Solano Transportation Authority	

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

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 Torrico (D) Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/2009 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. Last Amended on 7/15/2009	Support
AB 2620 Eng D Transportation: toll facilities.	ASMBLY TRANS. 4/12/2010 - Re-referred to Com. on TRANS. 4/19/2010 1:30 p.m. - State Capitol, Rm 4202 ASMBLY TRANS, Lowenthal, Chair	Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The bill would also make legislative findings and declarations in that regard. Last Amended on 4/8/2010	
SB 409 Ducheny D Passenger rail programs: strategic planning.	ASMBLY TRANS. 2/11/2010 - To Com. on TRANS.	Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions. Last Amended on 1/26/2010	

Bill Number/Topic	Location	Summary	Position
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SEN. T & H 4/14/2010 - From committee with author's amendments. Read 2nd time. Amended. Re- referred to Com. on T & H</p> <p>4/20/2010 1:30 p.m. - John L. Burton Hearing Rm (4203) SEN. T & H, Lowenthal, Chair</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> <p>Last Amended on 4/14/2010</p>	
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>SEN. T & H 4/13/2010 - Set for hearing April 20.</p> <p>4/20/2010 1:30 p.m. - John L. Burton Hearing Room (4203) SEN. T & H, Lowenthal, Chair</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes the Metropolitan Transportation Commission (MTC) to function as the service authority for freeway emergencies in the San Francisco Bay area counties upon adoption of a resolution, as specified. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires any plan or amendment to a plan for a motorist aid system of call boxes for any state highway route to be approved by the Department of Transportation (DOT) and the California Highway Patrol (CHP). This bill would authorize those service authorities to be established for freeway and expressway services, instead of only freeway emergencies and would delete the provisions authorizing only excess moneys to be used for additional motorist aid services and would instead authorize moneys from the service authority fee on vehicles to be used for the implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, among other things, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, and traveler information systems. The bill would authorize MTC to place call boxes to assist motorists a in specified parking or roadway areas in mutually agreed upon state and federal parks. The bill would authorize a service authority to impose a fee of up to \$2 per year on vehicles registered in the counties served by the service authority. The bill would provide that any amendment to an existing plan for a motorist aid network of call boxes adopted by a service authority shall be deemed approved by the DOT and CHP unless rejected within 120 days of receipt of amendment.</p>	

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	SEN. T & H 4/15/2010 - Set for hearing April 20. 4/20/2010 1:30 p.m. - John L. Burton Hearing Rm (4203) SEN. T & H, Lowenthal, Chair	Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws. Last Amended on 4/13/2010	

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill’s enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support “complete streets” policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
<u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act	05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None



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

April 5, 2010

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

RE: STATE LEGISLATIVE UPDATE- SPECIAL SESSION-GAS TAX SWAP

On March 22nd, Governor Schwarzenegger signed Assembly Bill 2009-10 Extraordinary Session No. 6 (ABx8 6) and ABx8 9, otherwise known as the gas tax swap package. The Governor also signed SB 70, which provides the exemption language for certain consumers of diesel fuel from the increase in the sales tax on diesel.

The enacted package does the following:

ABx8 6:

- Eliminates the sales tax on gasoline and increases the excise tax on gasoline by 17.3 cents.
- Beginning in 2011-12, increase the sales tax on diesel fuel by 1.75 percent (5% to 6.75%) and decreases the excise tax on diesel by 4.4 cents in 2011-12 (from 18 to 13.6 cents). The Board of Equalization will adjust this tax annually thereafter to maintain revenue neutrality. This change will generate roughly \$118 million in additional revenue for the Public Transportation Account (PTA) to fund the State Transit Assistance program and other PTA eligible expenditures.

ABx8 9:

- Appropriates \$400 million to transit operators to help fund operations for the remainder of 2009-10 and 2010-11.
- Provides that 75 percent of revenue from the increase on diesel sales tax be directed to transit operators beginning in 2011-12 (roughly \$350 million per year). The amount available for intercity rail and other state purposes will grow, via receipt of 25 percent of the state sales tax on gas and most of the non-Article XIX transportation funds (about \$72 million per year).
- Protects the education funding guarantee (Prop 98).
- Appropriates approximately \$700 million of revenue from the increase gas excise tax to go to bond debt service on an annual basis. The remaining funds will be split as follows: 12% SHOPP, 44% STIP, 44% Local Streets and Roads.
- Temporarily suspends STA efficiency criteria (Section 99314.6 of the Public Utilities Code) after January 1, 2010 through the 2011–12 fiscal year to ensure that STA funds can be used for operations.

SB 70

- Under current law, certain fuel consumers are exempt from excise taxes, others pay a reduced excise rate, and others are exempt from sales tax. Included are the following three groups:
 - Users of “dyed diesel fuel” – the excise tax on diesel fuel is intended for users of the highways system and excludes from the tax those that purchase fuel for off-road use. This would include diesel purchased for railroads, off-road construction equipment, farm equipment, etc.
 - School buses and transit buses – the excise tax on diesel fuel for these vehicles is only one cent per gallon (versus the base rate of 18 cents per gallon).
 - Users of aviation gasoline – aviation gasoline is defined in statute as “motor vehicle fuel” along with regular gasoline. Aviation gasoline is exempt from the sales tax, but pays the excise tax.
- This bill revises the tax provisions, so that the special fuel users would not see any negative tax impact. For example, the users of dyed diesel fuel would be exempt from the increase in the sales tax on diesel fuel, since they would not receive the compensating benefit of a reduction in the excise tax (because they are already exempt from the excise tax).
- The amendments in this bill, relative to the language in ABx8 6, are designed to address concerns raised by railroads and other industry groups that they would see a net tax increase due to existing tax breaks not being fully factored into the language. With the amendments in this bill, the tax changes are not only revenue-neutral overall, but are also revenue neutral for each of the special industry groups.
- Dyed-diesel fuel, which is purchased for off-road purposes, is exempted from the sales tax increase because that fuel is already exempted from the excise tax, and therefore users would not see a compensating tax cut on the excise tax side. Had dyed diesel users been subject to the sales tax increase, their net tax obligation would have increased about \$30 million. Also exempted from the sales tax increase is fuel purchased for school buses and transit buses. Exempting those purchases lowers revenue by about \$3 million.

General Fund Relief from Gas Tax Swap Package:

- ABx8 6 produces General Fund relief of \$219 million in 2009-10, \$929 million in 2010-11, and ongoing GF relief of about \$700 million and growing in the out years.
- In 2009-10:
 - Directs \$140 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds (specifically, Proposition 108 of 1990 bonds, Proposition 1A of 2008, and one-quarter of Proposition 1B of 2006 bonds).
 - Directs \$79 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 of 1990 bonds.

- In 2010-11:
 - Directs \$254 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds.
 - Directs \$72 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 bonds.
 - Directs \$603 million in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three-quarters of Proposition 1B of 2006 bonds.
- In 2011-12 and thereafter:
 - Directs \$727 million (and varying amounts over time) in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three quarters of Proposition 1B of 2006 bonds.

Impact on Highways:

- In 2010-11, this bill would fully backfill for the highway and local road funding lost due to the elimination of the sales tax on gas. An additional \$650 million in 2010-11 gas excise tax funds would be set aside in this bill for future appropriation by the Legislature.
- In 2011-12 and thereafter, the excise tax revenue would provide additional funding for highways and roads. This bill would provide net new revenue to highways and roads of about \$420 million in 2011-12, with new revenue over ten years of about \$3 billion.
- While the excise tax offers fewer protections than Prop 42, the legislature's ability to utilize an average of \$700 million annually off the top without repayment should lessen the desire to dip into the STIP, Local Streets and Roads, or SHOPP allocations.
- The County should receive roughly \$18 million annually to address local streets and roads needs.

Impact on Transit:

- While the proposal eliminates three out of the four funding sources for state funding of public transportation (spillover, Proposition 42, and the sales tax on the Prop 111 gas tax), it will provide local transit operators with a State Transit Assistance program of nearly \$350 million beginning in FY 11-12 (\$348 million) and gradually increases in the out years. SB 70 does not significantly impact transit's share as adopted by ABx8 6 and ABx8 9 (only \$3 million).
- Statewide, each agency can expect to receive its share of the \$400 million allocation to the State Transit Assistance (STA) program. As a result, Benicia should receive roughly \$18,000; Dixon \$5,000; Fairfield \$110,000; Rio Vista \$1,300; and Vallejo \$658,000.
- Since the legislation will not take effect until 90 days after the Governor's signature and the Controller will not have the factors for the distribution of funds until sometime in June, the earliest one can expect to receive funding is June 22nd. It would be safer to assume that checks will be cut by the Controller by the first or second week of July. The Controller will cut a lump sum amount

based on each agencies formula share as is provided in ABx8 9 rather than the traditional quarterly allocation.

- Given the language in ABx8 9 relating to suspension of the STA efficiency criteria, all properties are assured of being able to use STA revenue for operations.

Looking towards the future, the STA program will grow beyond \$350 million beginning in FY 13-14 and intercity rail should continue to be fully funded.

HUTA Deferral

On March 1, the Governor signed ABx8 5, which authorizes the deferral of \$50 million each month from July 2010 through March 2011. Any deferrals must be paid within two business days of April 28th, 2011. Cities and Counties with a population of less than 50,000 are exempt from the HUTA deferral. The bill provides that these deferrals from July 2010 to March 2011 are to be made on a pro rata basis, as determined by the Controller, from all allocations to cities, counties, and cities and counties from the Highway Users Tax Account. It also allows local jurisdictions to borrow against Prop 1B funding but requires any accrued interest to be repaid to purposes consistent with Prop 1B. The HUTA deferral creates \$400 million of cash flow in the current year (FY 09-10).

AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

April 1, 2010

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

In March, we followed-up on funding requests for STA's transportation projects that were submitted in February to members of the STA congressional delegation. We also scheduled meetings for STA Board members and staff with congressional representatives and the Federal Transit Administration, advised on meeting strategy and accompanied the group to meetings. We continued monitoring efforts to extend the surface transportation program and enact multiyear surface transportation legislation and climate change legislation that potentially would provide funding for transportation.

Meetings in Washington, D.C.

On March 2 and 3, STA board members and staff met with members or staff from the offices of Senators Boxer and Feinstein, Representatives George Miller, John Garamendi, and Dan Lungren, and FTA Administrator Matt Welbes. The group advocated for funding of STA's fiscal year 2011 priority projects and discussed surface transportation reauthorization. The group discussed its transportation priorities with Matt Welbes, including proposed transit oriented development and livable communities. Mr. Welbes advised the group that FTA would issue notices of funding availability shortly for bus and bus facilities grants (more than \$300 million available) and energy efficiency and greenhouse gas reduction grants (about \$75 million available). We will advise you when FTA issues the notices.

Fiscal Year 2011 Appropriations Process

Congressman George Miller has announced that he has requested that the House Appropriations Committee provide \$3 million for the Transit Center at Curtola and Lemon and \$2 million for the Vacaville Intermodal Station. Congressman John Garamendi has announced that he requested \$2 million for the Dixon Train Station Overcrossing and \$5 million for the Travis AFB North Gate Access Improvements. Congressman Dan Lungren is not requesting funding for any projects because the House Republicans agreed to a moratorium on earmarks for one year. The Senators will list the projects they requested in late April or early May, after the April 25 deadline for them to submit their priority projects to the Transportation Housing and Urban Development (THUD) Appropriations Subcommittee.

Solano Transportation Authority
April 1, 2010
Page 2

The House and Senate THUD Appropriations Subcommittee typically mark up their bills in the June or July time frame. We expect that the bills will include earmarks. There is a strong possibility that Congress will not be able to complete work on the transportation and other appropriations bills before the November elections because of a variety of factors, including the divergent of priorities, the contentiousness of the upcoming election and the desire of the members to recess early in October to campaign for reelection. As a result, Congress likely will pass a continuing resolution to fund the government through the election.

Surface Transportation Reauthorization

On March 17, the President signed into law legislation that extends *The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU)* until December 31, 2010 at fiscal year 2009 levels. The extension was enacted as a provision of *The Hiring Incentives to Restore Employment (HIRE) Act*, Public Law No. 111-147, which provides tax relief for businesses hiring new employees. It also transfers \$19.5 billion from the general fund to the Federal Highway Trust Fund to maintain its solvency through 2011. The Act repeals a rescission of unobligated highway program contract authority that was part of SAFETEA-LU, which took place in September, and includes an expansion of the Build America Bonds program for state and local infrastructure.

An open issue remains regarding distribution of funds under the Projects of National and Regional Significance and the National Corridor Infrastructure Improvement programs. The legislation requires that funding under those programs be distributed based on the amount the state received for those programs through earmarks in SAFETEA-LU. This would result in California, Illinois, Louisiana, and Washington receiving 58 percent of the nearly \$1 billion and 22 states receiving no funding. House Transportation and Infrastructure Committee Chair James Oberstar (D-MN) objected during floor debate and Senate Majority Leader Harry Reid agreed to change the distribution in subsequent legislation so that states receive funding based on the federal-aid highway formula. Leader Reid attempted to include the revision in the Federal Aviation Act (FAA) reauthorization bill; however, individual Senators objected and forced the Leader to remove the provision. Leader Reid is planning to offer the revised formula as amendment to another bill. He has requested that DOT withhold distribution of Projects of National and Regional Significance and National Corridor funds until Congress amends the formula.

Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) is holding hearings on issues relevant to the reauthorization. She has stated her intent to draft a bill this year that she will move once the Senate Finance Committee develops a proposal for funding the program. Senator Boxer has stated that her bill will be titled *The Moving Ahead for Progress in the 21st Century Act (MAP-21)*. During the hearings, she has spoken in support of using infrastructure spending to create jobs and expressed an interest in providing additional funding

Solano Transportation Authority
April 1, 2010
Page 3

for regional multi-modal projects, similar to the TIGER grant program, to promote movement of freight and people. In the Senate, jurisdiction over surface transportation programs is divided among the Environment and Public works (highways), Banking (transit) and Commerce (highway safety, freight movement). The Senate Banking Committee and Commerce Committee have not announced a schedule for drafting their titles of the bill. Senate Commerce Committee Chairman John Rockefeller and Surface Transportation Subcommittee Chairman Frank Lautenberg (D-NJ) introduced legislation (S. 1036) in May 2009 to adopt policies increase the use of intercity passenger rail and the proportion of freight transportation provided by rail and other non-truck modes to reduce vehicular traffic.

While Democrats and Republicans support enacting a multi-year bill to reform transportation policy, they have not resolved the issue of how to finance the bill since the Highway Trust Fund will not have sufficient gas tax revenues to fund the program even at current levels. The House Ways and Means Committee and Senate Finance Committee have not identified a revenue source for the bill and the Obama Administration is opposed to increasing the gasoline tax during the economic recession. On March 26, Chairman Oberstar proposed that the federal government issue \$130 billion in treasury bonds which would be repaid by a future 10 to 15 cent gas tax increase that would take effect in three or four years. Chairman Oberstar's view is that the bond revenues would provide an immediate infusion of cash into the Highway Trust Fund, but would postpone the need to increase the gas tax until the economy recovers. The Administration has not officially commented on Oberstar's proposal.

Rescissions Amendment

On March 16, the Senate voted to adopt an amendment to the FAA reauthorization bill, sponsored by Sen. Russ Feingold (D-WI), to rescind transportation earmarks that are 10 years old, if less than 10 percent of the funding is unobligated. The amendment is expected to rescind about \$478 million in earmarks. Most of the projects that DOT will rescind were authorized in *The Transportation Equity Act for the 21st Century (TEA21)*, which was enacted in 1998. DOT has not released a list of affected projects but it has estimated that it will rescind \$35.7 million for 17 high priority projects in California. The Secretary has the discretion to delay a rescission if he determines that it will obligate the funding within 12-months. The Senate and House have both passed FAA bills. The provision is not in the House bill and the conferees will determine whether to retain it in the final bill. Although we do not believe that any STA projects are impacted, this provision is of interest because Congress may be more likely to impose deadlines on using funding for projects.

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Page 4

Operating Assistance

On March 26, Senators Sherrod Brown (D-OH) and Ron Wyden (D-OR) introduced legislation (S. 3189) to allow transit agencies more flexibility to use federal grant funding for operating expenses. The bill is a companion to a House bill introduced by Rep. Russ Carnahan (D-MO) and would allow transit agencies to use between 30 to 50 percent of their federal funds for operations. Transit agencies could also use TIGGER (Transit Investments for Greenhouse Gas and Energy Reduction) grants for operating expenses if the agency demonstrates an energy saving or reduction in greenhouse gas emissions. Sen. Brown may offer his bill as an amendment to future jobs legislation or the reauthorization bill.

Climate Change

Senators John Kerry (D-MA), Joseph Lieberman (I-CT) and Lindsey Graham (R-SC) have indicated that they will introduce a compromise climate change bill after the Easter recess. Rather than capping all carbon emissions and establishing a trading system, the bill will regulate industries by sector, beginning with the electric utility industry. Over 60 percent of emissions revenue generated under the bill's "reduction and refund" program will be returned to consumers to reduce the electricity costs. Caps on emissions from the manufacturing sector will take effect four years later. The bill is expected to impose a "linked fee" on transportation fuels based on their carbon emissions. Debate continues over whether a portion of the revenue from the fuels tax will be deposited in the Highway Trust Fund and used for transportation or used for other purposes, such as retirement of the national debt.

AMENDED IN ASSEMBLY APRIL 8, 2010

CALIFORNIA LEGISLATURE—2009—10 REGULAR SESSION

ASSEMBLY BILL

No. 2620

Introduced by Assembly Member Eng

February 19, 2010

An act to add Section 149.05 to the Streets and Highways Code relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2620, as amended, Eng. ~~Transportation~~.—*Transportation: toll facilities.*

Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities.

This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The bill would also make legislative findings and declarations in that regard.

~~Existing law provides various funding sources for a variety of modes of transportation:~~

~~This bill would state the intent of the Legislature to enact legislation to promote cleaner, faster, and more efficient modes of transportation:~~

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 *SECTION 1. The Legislature finds and declares all of the*
2 *following:*

3 *(a) The level of funding available for maintenance, preservation,*
4 *and rehabilitation of the state highway system is straining the*
5 *ability to meet rehabilitation and preservation needs of the system.*

6 *(b) Rehabilitation and reconstruction needs on the state highway*
7 *system are increasing as the infrastructure ages.*

8 *(c) The continued increase in vehicle travel and goods movement*
9 *contributes to an increased rate of pavement and bridge*
10 *deterioration, new accident concentration locations, and increasing*
11 *hours of traffic congestion.*

12 *(d) Continued underfunding of maintenance, preservation, and*
13 *rehabilitation needs delays projects and increases the cost when*
14 *the work is eventually undertaken.*

15 *(e) Transportation agencies are increasingly interested in*
16 *developing tolled facilities on the state highway system, a*
17 *state-owned asset.*

18 *(f) At least a portion of the proceeds from tolled facilities should*
19 *be directed to maintenance, preservation, and rehabilitation of*
20 *the state highway system, which serves as a backbone to those*
21 *facilities.*

22 *SEC. 2. Section 149.05 is added to the Streets and Highways*
23 *Code, to read:*

24 *149.05. Notwithstanding any other provision of law, _____*
25 *percent of net toll revenues generated by a toll facility on the state*
26 *highway system shall be dedicated to maintenance, preservation,*
27 *and rehabilitation of the state highway system, including funding*
28 *of projects in the state highway operation and protection program.*
29 *This section shall only apply to toll facilities developed on and*
30 *after January 1, 2011, that are the subject of a cooperative*
31 *agreement between the department and another public agency*
32 *entered into on and after that date. The cooperative agreement*
33 *between the department and the other public agency shall provide*
34 *for the payment of these revenues to the department for deposit in*
35 *the State Highway Account. Those revenues shall be subject to*
36 *appropriation by the Legislature for purposes consistent with this*
37 *section.*

1 ~~SECTION 1.—It is the intent of the Legislature to enact~~
2 ~~legislation to promote cleaner, faster, and more efficient modes of~~
3 ~~transportation.~~

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BILL ANALYSIS

AB 2620

Page 1

Date of Hearing: April 19, 2010

ASSEMBLY COMMITTEE ON TRANSPORTATION
 Bonnie Lowenthal, Chair
 AB 2620 (Eng) - As Amended: April 8, 2010

SUBJECT : State highways: toll facilities

SUMMARY : Dedicates an unspecified percentage of net toll revenues from future toll facilities on the state highway system for maintenance, preservation, and rehabilitation of the system. Specifically, this bill :

- 1) Make legislative findings and declarations regarding the decreasing level of available funding for maintenance, preservation, and rehabilitation of the state highway system and the increasing needs in these areas.
- 2) Provides that an unspecified percentage of net toll revenues generated by future toll facilities on the state highway system are to be dedicated to maintenance, preservation, and rehabilitation of the system.
- 3) Applies these provisions only to toll facilities developed on and after January 1, 2011, that are subject to a cooperative agreement between the California Department of Transportation (Caltrans) and another public agency entered into on or after that date.

EXISTING LAW:

- 4) Authorizes various specific transportation agencies and/or joint powers agencies to conduct value-pricing high-occupancy toll lane programs in specific state highway system corridors.
- 5) Authorizes regional transportation agencies or Caltrans to enter into public-private partnership agreements for transportation projects, under specific conditions and until January 2, 2017.
- 6) Authorizes Caltrans and other public agencies to enter into agreements to develop toll facilities in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals.

7) Requires Caltrans to prepare a State Highway Operation and Protection Program (SHOPP) identifying major capital improvements that are needed to preserve and protect the state highway system; limits SHOPP projects to, among other things, those projects that do not add capacity to the system.

FISCAL EFFECT: Unknown but will result in increased revenues for maintenance and rehabilitation activities on the state highway system, to the extent that new toll facilities are developed.

COMMENTS: Regional transportation agencies are generally responsible for making improvements within the urban areas of the state highway system. Increasingly, these regional transportation agencies are considering developing toll facilities on the state highway system as a means of funding transportation improvements in the corridor and in the region. Several such toll facilities have already been authorized in statute and others are being considered.

Despite the role of the regional transportation agencies in making improvements to the state highway system, Caltrans is the owner-operator of the system. Any improvements made to the system have to have Caltrans' approval, typically via a cooperative agreement, and have to be constructed consistent with Caltrans' design standards. Further, Caltrans is responsible for the maintenance and operation of the system-costs for which are soaring as the system ages well beyond its design life. Caltrans is also legally responsible for the state highway system and assumes related tort liabilities.

According to the author, the intent of AB 2620 is to increase the amount of money available for use in SHOPP. The SHOPP is a four-year program of projects developed to reduce collisions, restore major damage, preserve bridges, preserve the roadway and roadside, enhance mobility, and preserve other transportation facilities related to the state highway system.

In February 2010, the California Transportation Commission adopted the \$6.75 billion, four-year 2010 SHOPP. This SHOPP has less funding compared to the 2008 SHOPP. The capacity to add new projects has been reduced primarily due to the reduction of available funding. Further, the escalation of construction

costs continues to erode the buying power of the limited funding that is available. The decline of available funding for the SHOPP together with the following items continues to strain the ability to meet rehabilitation and preservation needs on the state highway system:

8)The continuing increase in vehicle travel and goods movement contribute to an increasing rate of pavement and bridge deterioration, new traffic collision concentration locations, and increasing hours of traffic congestion.

9)The continued under-funding of preservation and rehabilitation delays needed projects and ultimately increases the cost when projects are undertaken.

AB 2620 acknowledges that the backbone of regions' plans for developing and operating toll facilities is the state highway system-a state asset. As such, it directs some portion of the revenues derived from the toll facilities to Caltrans to preserve and maintain the system. The author indicates that, at this point, the amount of the percentage is still undecided as talks continue with Caltrans and regional transportation authorities to determine an equitable percentage of the toll proceeds that should be directed to the SHOPP.

Previous legislation : SB 1422 (Ridley-Thomas) Chapter 547, Statutes of 2008 authorized a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Route 110 and Interstate 10 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority.

AB 1954 (Jeffries) Chapter 421, Statutes of 2008 authorized a value-pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in Riverside County by the Riverside County Transportation Commission.

AB 2032 (Dutra) Chapter 418, Statutes of 2004 authorized the San Diego Association of Governments, the Sunol Smart Carpool Lane Joint Powers Authority, the Santa Clara Valley Transportation Authority, and the Alameda County Congestion Management Agency to undertake value-pricing programs involving various HOT lanes under the jurisdiction of these agencies.

REGISTERED SUPPORT / OPPOSITION :

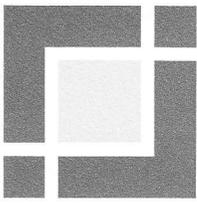
Support

None on file

Opposition

None on file

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093



April 15, 2010

Assemblywoman Bonnie Lowenthal, Chair
Assembly Committee on Transportation
State Capital, Room 5158
Sacramento, CA 95814

RE: AB 2620 (Eng): Transportation: Toll Facilities – **OPPOSE**
Assembly Committee on Transportation – April 19, 2010

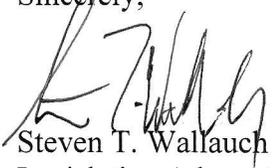
Dear Assemblywoman Lowenthal:

On behalf of the Alameda County Congestion Management Agency (ACCMA), I urge you to vote “NO” on AB 2620 (Eng). This measure would require an unspecified percentage of toll revenue be allocated to the state.

Existing law authorizes the construction and operation of two high occupancy toll (HOT) lanes in Alameda County. Streets & Highways Code Section 149.5 requires Alameda County to enter into a cooperative agreement with Caltrans regarding each party’s responsibilities. This includes the use of toll revenue to reimburse Caltrans for expenses and it addresses the use of toll revenue for maintenance projects. AB 2620 would direct an unspecified percentage to of these toll revenues to the State Highway Account without consideration of the needs within the corridor or consultation with the administering agency. Negotiation of the cooperative agreement is the most appropriate means of allocating these responsibilities, not an arbitrary percentage in statute.

AB 2620 also raises nexus issues of using toll revenue for projects outside the corridor. The bill allows for these toll revenues to be used for any project on the state highway system. A key component in existing law is the requirement that all toll revenue must be spent within the corridor. Even net toll revenue must be used for projects within the corridor. Using toll revenue for projects in another part of the state undermines the credibility of these projects with motorists.

The ACCMA agrees that the state must develop a long term stable funding stream to build and maintain the state highway system. However, diverting toll revenue from HOT lanes is not appropriate. Therefore, on behalf of the ACCMA, I urge you to vote “NO” on AB 2620.

Sincerely,

Steven T. Wallauch
Legislative Advocate

Cc: Members and consultant to the Assembly Committee on Transportation
Assemblyman Mike Eng
Dennis Fay, Executive Director, ACCMA

AMENDED IN SENATE JANUARY 26, 2010

AMENDED IN SENATE MAY 21, 2009

SENATE BILL

No. 409

Introduced by Senator Ducheny
(Coauthor: Assembly Member Torres)

February 26, 2009

~~An act to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of the Government Code, and to amend Section 185020 of, and to repeal Section 185024 of, the Public Utilities Code, relating to transportation.~~ *An act to amend Section 13975 of, and to add Chapter 2 (commencing with Section 13985) to Part 4.5 of Division 3 of Title 2 of, the Government Code, and to amend Section 185020 of, and to add Section 185025 to, the Public Utilities Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 409, as amended, Ducheny. ~~Department of Railroads. Passenger rail programs: strategic planning.~~

Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission, with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of Business, Transportation and Housing in formulating state transportation policies.

This bill would place the High-Speed Rail Authority within the Business, Transportation and Housing Agency. The bill would require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. The bill would require the authority to annually submit a funding plan to the California Transportation Commission for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary to accommodate those investments.

This bill would require the Business, Transportation and Housing Agency to prepare a 5-year Strategic Rail Connectivity Plan for the state, the focus of which would be to identify, with a statewide emphasis, opportunities for passenger rail system improvements and linkages. The plan would be required to include desirable linkages and feeder opportunities between high-speed and conventional intercity rail, commuter rail, and rail transit, and to identify the coordination in planning and the capital investments necessary in that regard. The plan would also be required to identify future right-of-way needs of passenger rail lines in connection with state and local highway system improvements in order to accommodate future rail system improvements. The plan would be developed in consultation with transportation planning agencies and the agencies and entities responsible for the various rail and highway systems. The plan would initially be submitted to the California Transportation Commission for approval on September 1, 2011, and every 5 years thereafter. Upon approval of the plan, the commission, for each transportation project subject to commission approval and implicated by the plan, would be required to make a determination that the project is consistent with the plan. The bill would also provide that the commission, for good cause, may approve a project that is not consistent with the plan, subject to a waiver granted by the Secretary of Business, Transportation and Housing.

~~Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency, with various powers and duties relative to the intercity rail passenger program, among other transportation programs. Existing law creates the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. Existing law creates the Public Utilities Commission, with various powers and duties relative to railroads, among other responsibilities.~~

~~This bill would create the Department of Railroads in the Business, Transportation and Housing Agency, and create the positions of director~~

~~and deputy director within the department, to be appointed by the Governor, as specified. The director would be subject to Senate confirmation. The bill would transfer to the department responsibility for various state railroad programs currently administered by the above-referenced agencies. The bill would specify new duties of the department relative to an analysis of the state's freight rail transportation system. The bill would provide that the department shall be the only state agency eligible to apply for and receive grant and loan funds from the federal government for intercity rail, high-speed rail, or freight rail purposes. The bill would require the Secretary of Business, Transportation and Housing to convene a joint task force cochaired by the Director of Transportation, the Director of Railroads, and a representative of the Public Utilities Commission for the purpose of resolving issues relative to overlapping jurisdiction of the agencies.~~

~~Existing law provides for the Governor to appoint 5 members of the High-Speed Rail Authority. Existing law provides for the authority to elect a chairperson from among its members and to appoint an executive director.~~

~~This bill would revise these provisions by requiring one of these appointees to be the Director of Railroads, who would be subject to Senate confirmation. The Director of Railroads would serve as the chairperson of the authority. The bill would reconstitute the authority as a division of the Department of Railroads, with the chief of the division to be nominated by the Director of Railroads and approved by the authority, and would delete the provision for an executive director.~~

~~Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.~~

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 13975 of the Government Code is
- 2 amended to read:
- 3 13975. The Business and Transportation Agency in state
- 4 government is hereby renamed the Business, Transportation and
- 5 Housing Agency. The agency consists of the State Department of
- 6 Alcoholic Beverage Control, the Department of the California
- 7 Highway Patrol, the Department of Corporations, the Department
- 8 of Housing and Community Development, the Department of
- 9 Motor Vehicles, the Department of Real Estate, the Department
- 10 of Transportation, *the High-Speed Rail Authority*, the Department

1 of Financial Institutions, the Department of Managed Health Care,
 2 and the Board of Pilot Commissioners for the Bays of San
 3 Francisco, San Pablo, and Suisun; and the California Housing
 4 Finance Agency is also located within the Business, Transportation
 5 and Housing Agency, as specified in Division 31 (commencing
 6 with Section 50000) of the Health and Safety Code.

7 *SEC. 2. Chapter 2 (commencing with Section 13985) is added*
 8 *to Part 4.5 of Division 3 of Title 2 of the Government Code, to*
 9 *read:*

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CHAPTER 2. STRATEGIC RAIL CONNECTIVITY PLAN

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13985. (a) The agency shall be responsible for preparation
of a five-year Strategic Rail Connectivity Plan for the state. The
focus of the strategic plan shall be to identify, with a statewide
emphasis, those opportunities for passenger rail system
improvements and linkages that otherwise are likely to be missed,
or assigned a relative lower priority, by implementing agencies
because of the natural focus of those agencies on the specific rail
systems under their respective jurisdictions. In that regard, the
strategic plan shall include desirable linkages and feeder
opportunities between various passenger rail services, including
high-speed and conventional intercity rail, commuter rail, and rail
transit, where the various services are the responsibility of different
implementing and operating agencies. The strategic plan shall
identify the coordination in planning and capital investments
necessary to maximize the opportunities for each of those services
in providing a cohesive, connected, and easy-to-use system for
Californians consisting of all of those services, rather than a
cumbersome set of unlinked individual rail services. The strategic
plan shall also identify future right-of-way needs of passenger rail
lines in connection with state and local highway system
improvements in order to accommodate future rail system
improvements as those highway improvements proceed to
implementation, with the objective of avoiding lost opportunities
by failure to reserve right-of-way capacity for future rail
improvements. The strategic plan may also include other matters
that offer similar opportunities for statewide coordination,
including the efficient movement of goods.

1 (b) *The strategic plan shall be developed in consultation with*
2 *transportation planning agencies and agencies and entities*
3 *responsible for the various rail and highway systems. The strategic*
4 *plan shall be submitted to the California Transportation*
5 *Commission for approval on September 1, 2011, and every five*
6 *years thereafter on September 1. Amendments to an approved*
7 *strategic plan may be developed and presented to the commission*
8 *for approval in the same manner during each five-year period.*

9 (c) *Upon approval of the strategic plan, the commission, for*
10 *each transportation project subject to commission approval and*
11 *implicated by the strategic plan, shall make a determination that*
12 *the project is consistent with the strategic plan. The commission*
13 *may approve a project that is not consistent with the strategic plan*
14 *for good cause, subject to a waiver granted by the secretary.*

15 *SEC. 3. Section 185020 of the Public Utilities Code is amended*
16 *to read:*

17 185020. (a) ~~There is in state government a the Business,~~
18 *Transportation and Housing Agency the High-Speed Rail*
19 *Authority.*

20 (b) (1) *The authority is composed of nine members as follows:*

21 (A) *Five members appointed by the Governor with the advice*
22 *and consent of the Senate.*

23 (B) *Two members appointed by the Senate Committee on Rules.*

24 (C) *Two members appointed by the Speaker of the Assembly.*

25 (2) *For the purposes of making appointments to the authority,*
26 *the Governor, the Senate Committee on Rules, and the Speaker of*
27 *the Assembly shall take into consideration geographical diversity*
28 *to ensure that all regions of the state are adequately represented.*

29 (c) *Except as provided in subdivision (d), and until their*
30 *successors are appointed, members of the authority shall hold*
31 *office for terms of four years. A vacancy shall be filled by the*
32 *appointing power making the original appointment, by appointing*
33 *a member to serve the remainder of the term.*

34 (d) (1) *On and after January 1, 2001, the terms of all persons*
35 *who are then members of the authority shall expire, but those*
36 *members may continue to serve until they are reappointed or until*
37 *their successors are appointed. In order to provide for evenly*
38 *staggered terms, persons appointed or reappointed to the authority*
39 *after January 1, 2001, shall be appointed to initial terms to expire*
40 *as follows:*

1 (A) Of the five persons appointed by the Governor, one shall
 2 be appointed to a term which expires on December 31, 2002, one
 3 shall be appointed to a term which expires on December 31, 2003,
 4 one shall be appointed to a term which expires on December 31,
 5 2004, and two shall be appointed to terms which expires on
 6 December 31, 2005.

7 (B) Of the two persons appointed by the Senate Committee on
 8 Rules, one shall be appointed to a term which expires on December
 9 31, 2002, and one shall be appointed to a term which expires on
 10 December 31, 2004.

11 (C) Of the two persons appointed by the Speaker of the
 12 Assembly, one shall be appointed to a term which expires on
 13 December 31, 2003, and one shall be appointed to a term which
 14 expires on December 31, 2005.

15 (2) Following expiration of each of the initial terms provided
 16 for in this subdivision, the term shall expire every four years
 17 thereafter on December 31.

18 (e) Members of the authority are subject to the Political Reform
 19 Act of 1974 (Title 9 (commencing with Section 81000)).

20 (f) From among its members, the authority shall elect a
 21 chairperson, who shall preside at all meetings of the authority, and
 22 a vice chairperson to preside in the absence of the chairperson.
 23 The chairperson shall serve a term of one year.

24 (g) Five members of the authority constitute a quorum for taking
 25 any action by the authority.

26 *SEC. 4. Section 185025 is added to the Public Utilities Code,*
 27 *to read:*

28 *185025. The authority shall submit an annual funding plan to*
 29 *the California Transportation Commission for approval. Among*
 30 *other things, the funding plan shall identify the need for investments*
 31 *during the fiscal year to which it applies, and the amount of bond*
 32 *sales necessary to accommodate those investments.*

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All matter omitted in this version of the bill appears in the bill as amended in the Senate, May 21, 2009. (JR11)

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BILL ANALYSIS

SENATE RULES COMMITTEE	SB 409
Office of Senate Floor Analyses	
1020 N Street, Suite 524	
(916) 651-1520 Fax: (916)	
327-4478	

THIRD READING

Bill No: SB 409
 Author: Ducheny (D)
 Amended: 1/26/10
 Vote: 21

PRIOR VOTES NOT RELEVANT

SUBJECT : High-Speed Rail Authority

SOURCE : Author

DIGEST : This bill places the High-Speed Rail Authority (HSRA) within the Business, Transportation and Housing Agency (BT&H), requires the five members appointed to the HSRA by the Governor be confirmed by the Senate, requires the HSRA submit an annual funding plan to the California Transportation Commission for approval, and requires BT&H to prepare a five-year Strategic Rail Connectivity plan.

Senate Floor Amendments of 1/26/10 delete the prior content of the bill, which created a Department of Railroads in the BT&H, and instead add the current language.

ANALYSIS :

Existing law:

1. Creates the Department of Transportation (Caltrans) in the BT&H. An undersecretary of the BT&H is required to oversee Caltrans matters.

CONTINUED

2. Creates within Caltrans a division of rail, which is responsible for the development of a comprehensive rail passenger system and the preparation of the rail passenger development plan.
3. Requires capital expenditures for intercity rail projects funded from the state's Public Transit Account to be included in the State Transportation Improvement Program, which is a five-year state transportation capital outlay program, adopted every two-years by the California Transportation Commission (CTC).
4. Authorizes that the state rail program be funded from the Public Transit Account for state operations and from the State Highway Account for the grade separation program and the grade crossing program.
5. Authorizes \$400 million for rail capital programs from Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, and \$190 million for capital programs from 2008's Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.
6. Establishes the HSRA, which is governed by five members appointed by the Governor, two members appointed by the Senate Rules Committee, and two members appointed by the Speaker of the Assembly.

This bill:

1. Incorporates the HSRA into BT&H.
2. Requires Senate confirmation of the Governor's five appointees to the HSRA.
3. Requires the HSRA to submit an annual funding plan to the CTC for approval. The plan shall include investments to be made during the upcoming fiscal year and the amount of bond sales necessary to finance the investments.
4. Makes BT&H responsible for the preparation of a

Strategic Rail Connectivity plan. The purpose of the Strategic Rail Connectivity plan is to identify opportunities for passenger rail system improvements that ensure there are linkages between the proposed high-speed rail system and the conventional intercity and commuter rail services in the state. The strategic plan shall be submitted to the CTC for approval on September 1, 2011, and every five years thereafter. When allocating passenger rail funds, the CTC shall insure that the projects are consistent with the adopted Strategic Rail Connectivity plan.

Background

In 1996, the California High-Speed Rail Authority was created with responsibility for planning, constructing, and operating a high-speed train system serving California's major metropolitan areas. With passage of Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, the HSRA is responsible for developing high-speed rail service between Anaheim-Los Angeles-Bakersfield-San Jose-San Francisco. This service is to be developed as a public-private partnership, with private, state, and federal funding. Proposition 1A specified that the service cannot rely upon state, federal, or local operating subsidies.

Related Legislation

SB 455 (Lowenthal) requires the Governor's appointees to the HSRA to be subject to Senate confirmation, establishes criteria for selecting high-speed rail projects, and provides the HSRA with eminent domain authority similar to the authority assigned to Caltrans and the Department of Water Resources.

AB 1375 (Galgiani) creates a Department of High-Speed Rail to manage and implement the high-speed rail program described in Proposition 1A and other statutes. The management of this department is overseen by the governing board of the HSRA.

FISCAL EFFECT : Appropriation: No Fiscal Com.: Yes
Local: No

Unknown.

JJA:mw 1/27/10 Senate Floor Analyses

SUPPORT/OPPOSITION: NONE RECEIVED

**** END ****



March 25, 2010

The Honorable Denise Ducheny
State Capitol
Sacramento, CA 95814

RE: SB 409 Passenger Rail Strategic Plans – REQUESTED AMENDMENTS

Dear Senator Ducheny:

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am seeking **AMENDMENTS** to your bill, SB 409, so the CCJPA can provide its **SUPPORT** of this bill.

As the managing agency for the state-supported Capitol Corridor (Auburn/ Sacramento-Oakland/San Francisco-San Jose) intercity passenger rail (IPR) service, the CCJPA is vitally interested in ensuring passenger rail and transit services that are well coordinated, which will result in enhanced passenger convenience resulting in increased ridership for ALL services. Some examples at the CCJPA are:

- Capitol Corridor passengers receive a free “Transit Transfer” from the conductor that allows the passenger free access to all transit agencies that serve our train stations;
- The CCJPA and BART have a joint phone information center where operators provide trip planning, schedule and fare information, and service advisories; and
- Passenger train schedules in Northern California are coordinated and integrated to maximize passenger convenience and transfers and efficiently allocate available track capacity.

While the CCJPA does not have a position on the organizational location of the California High Speed Rail Authority (CHSRA) in SB 409, the CCJPA concurs with the idea of having the California Business Transportation and Housing Agency (BTH) prepare a statewide 5-Year Strategic Rail Connectivity Plan (updated every 5 years) especially with all the planned interfaces between the State's IPR services and High Speed Train (HST) system. This plan will provide guidance and a path forward to ensure a balanced approach in the State's applications for federal High Speed/Intercity Passenger Rail (HSIPR) capital grants. The linkage between the conventional IPR services and the HST system must be developed to be seamless and coordinated to ensure a positive passenger experience, which in turn will generate customer loyalty and ridership retention.

The CCJPA, however, is seeking changes to SB 409 in order to make the Connectivity Plan an element of the state's comprehensive planning and programming process. We are requesting that the term of the connectivity plan be maintained at 5 years but that the Plan be updated every 2 years to be synchronized with the biennial State Transportation Improvement Program (STIP) and also be incorporated into the State's Rail Plan. As both the STIP and State Rail Plan are updated every 2 years, it makes sense for the Connectivity Plan to be updated every 2 years as well, which will allow the flexibility for projects in the connectivity plan to pursue the FRA HSIPR capital grants.

To that end, the CCJPA is seeking the aforementioned amendments to SB 409, which will ensure CCJPA support for the bill.

Thank you for your consideration of our request.

Sincerely,

David B. Kutrosky
Managing Director

cc: CCJPA Board of Directors

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AMENDED IN SENATE APRIL 14, 2010

SENATE BILL

No. 1348

Introduced by Senator Steinberg

February 19, 2010

An act to add Section ~~14516~~ 14521.5 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1348, as amended, Steinberg. California Transportation Commission: guidelines.

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.

~~Existing law generally requires regulations adopted by state agencies to be reviewed and approved by the Office of Administrative Law pursuant to the Administrative Procedure Act. A regulation is required to be consistent with the statute to which it pertains. Existing law provides that no state agency may issue, utilize, enforce, or attempt to enforce any guideline that is a regulation, as defined, unless the guideline has been adopted as a regulation.~~

~~This bill would provide that guidelines adopted by the commission shall have no force or effect unless adopted as regulations pursuant to the Administrative Procedure Act.~~

Existing law, the Administrative Procedure Act, generally governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the

Office of Administrative Law. Existing law, in certain instances, exempts state agencies from these requirements.

This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. *The Legislature finds and declares all of the*
2 *following:*

3 (a) *From time to time, the Legislature has authorized the*
4 *California Transportation Commission to adopt guidelines for the*
5 *development and administration of statutorily created*
6 *transportation programs.*

7 (b) *Examples of the legislative authorization described in*
8 *subdivision (a) include, but are not limited to, the authority for*
9 *guidelines for the administration of transportation programs*
10 *funded by the Highway Safety, Traffic Reduction, Air Quality, and*
11 *Port Security Bond Act of 2006 (Chapter 12.49 (commencing with*
12 *Section 8879.20) of Division 1 of Title 2 of the Government Code),*
13 *including the Corridor Mobility Improvement Account (CMIA)*
14 *and the Highway-Railroad Crossing Safety Account.*

15 (c) *In 2009, the commission also adopted program guidelines*
16 *for the implementation of the public-private partnership authority*
17 *the Legislature granted to the Department of Transportation*
18 *(Caltrans) and to regional transportation planning agencies*
19 *pursuant to Section 143 of the Streets and Highways Code.*

20 (d) *The Legislature has exempted program guidelines adopted*
21 *by the commission from the Administrative Procedure Act (Chapter*
22 *3.5 (commencing with Section 11340) of Part 1 of Division 3 of*
23 *Title 2 of the Government Code) so that the commission may adopt*
24 *guidelines quickly and may amend adopted guidelines in response*
25 *to quickly changing circumstances.*

26 (e) *On some occasions, the commission’s process for adopting*
27 *program guidelines has lacked transparency and has not provided*
28 *the public with ample opportunity to fully review and comment on*
29 *proposed guidelines.*

1 (f) To ensure the commission’s process for the adoption of
2 program guidelines is understandable, predictable, and
3 transparent, and to ensure the commission’s process provides
4 ample opportunity for public review and comment on proposed
5 guidelines, it is necessary to place into statute a process for the
6 adoption of program guidelines by the commission.

7 SEC. 2. Section 14521.5 is added to the Government Code, to
8 read:

9 14521.5. (a) Notwithstanding any other law, in instances where
10 the commission adopts guidelines pursuant to a statutory
11 authorization or mandate and the adoption of the guidelines is
12 exempted from the rulemaking provisions of the Administrative
13 Procedure Act (Chapter 3.5 (commencing with Section 11340) of
14 Part 1), the commission shall adopt guidelines using the procedures
15 established pursuant to this section.

16 (b) The commission’s general counsel shall review the proposed
17 guidelines for matters such as necessity, authority, clarity,
18 consistency, reference, and nonduplication, and recommend any
19 proposed action to the commissioners. For purposes of this section,
20 “necessity,” “authority,” “clarity,” “consistency,” “reference,”
21 and “nonduplication” shall each have the same meaning as defined
22 in Section 11349.

23 (c) A program or policy guideline adopted by the commission
24 shall be adopted by a majority vote of the commission at a public
25 hearing. The public shall be provided the opportunity at the
26 hearing to comment on the proposed or draft guideline prior to a
27 vote of the commission on the pending matter.

28 (d) The proposed or draft guideline shall be sent, at least 30
29 days prior to the public hearing required pursuant to subdivision
30 (c), to any person who has requested notices of the meetings of
31 the commission and shall be available to the public in electronic
32 format. The proposed or draft guideline shall include notice of the
33 right of the public to comment orally or in writing on the proposed
34 or draft guideline either prior to or during the public hearing.

35 (e) The commission shall maintain a guideline adoption file
36 containing the public notice, public comments, and minutes of the
37 public hearing, including the action taken by the commission.

38 (f) The guideline adoption file shall contain a summary of each
39 objection or recommendation made and an explanation of how
40 the proposed guideline was changed to accommodate each

1 *objection or recommendation, or the reason or reasons for making*
2 *no change.*

3 *(g) The commission shall include in its annual report to the*
4 *Legislature, required pursuant to Section 14535, a summary of its*
5 *activities related to the adoption of program or policy guidelines*
6 *during the previous calendar year, including, but not limited to,*
7 *a summary of the proposed guidelines considered by the*
8 *commission, a description of the actions taken by the commission,*
9 *and the votes of the commission on matters it considered.*

10 SECTION 1. Section 14516 is added to the Government Code,
11 to read:

12 ~~14516. Guidelines adopted by the commission shall have no~~
13 ~~force or effect unless adopted as regulations pursuant to the~~
14 ~~Administrative Procedure Act (Chapter 3.5 (commencing with~~
15 ~~Section 11340) of Part 1).~~

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BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: SB 1348
AUTHOR: steinberg
VERSION: 4/14/10
FISCAL: YES

Analysis by: Art Bauer
Hearing date: April 20, 2010

SUBJECT:

California Transportation Commission guidelines

DESCRIPTION:

This bill provides a procedure for the California Transportation Commission (CTC) to adopt legislatively mandated policy guidelines.

ANALYSIS:

Established in 1978, the CTC provides a single venue for addressing transportation development and funding issues in the state. The CTC consists of eleven voting members and two non-voting ex-officio members. Of the eleven voting members, the governor appoints nine, the Senate Rules Committee appoints one, and the Speaker of the Assembly appoints one. The two ex-officio non-voting members are the chairs of the transportation policy committees in each house. The CTC programs and allocates funds for the construction of highway, passenger rail, and transit improvements throughout California.

Existing law authorizes the CTC to adopt policy guidelines for various transportation programs, but provides little direction on how the adoption process should proceed. Among the programs for which the CTC adopts guidelines are the the State Transportation Improvement Program (STIP) and regional transportation planning process. The passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) mandated the issuance of several new guidelines such as the Corridor Mobility Improvement Account (CMIA), State Route 99 Corridor Program, the Trade Corridors Improvement Fund, the Public Transportation Modernization, Improvement, and Service Enhancement Account and the Highway-Railroad Crossing Safety Account.

□

SB 1348 (STEINBERG)

Page 2

This bill :

- 1) Requires the CTC's counsel to review proposed guidelines for necessity, authority, consistency, reference, and nonduplication.
- 2) Stipulates that the words "necessity," "authority," "clarity," "consistency," "reference," and "nonduplication" shall have the same meaning as defined by Section 11349 of the Government Code, which establishes definitions for these terms for purposes of rule making pursuant to the Administrative Procedures Act (APA).
- 3) Requires that proposed policy guidelines must be adopted by a majority vote of the commissioners at a public hearing in which members of the public have had an opportunity to testify prior to the vote on the proposed policy guidelines.
- 4) Requires the CTC to send, at least thirty days prior to the public hearing, a notice of the hearing to anyone who has requested it. The notice shall be available to the public in an electronic format as well.
- 5) Requires the CTC to maintain a guideline adoption file containing the public notice, public comments, and minutes of the public hearing, including the action taken by the CTC. In addition, the adoption file shall contain a summary of each objection or recommendation made with an explanation of how the proposed guideline was changed to accommodate each objection or recommendation, or the reason for no change.
- 6) Requires the CTC to include in its annual report to the Legislature a summary of the adoption of policy guidelines during the previous calendar year, including a summary of the proposed guidelines the CTC considered, commission, a description of the action the CTC took, and the commissioners' votes on guidelines considered.

COMMENTS:

□

- 1) Purpose . With the increase in the number of policy guidelines that the CTC is adopting, this legislation is intended to systematize the process CTC uses to adopt policy guidelines under its purview and to increase the transparency of the process.
- 2) Policy guidelines vs. regulations . Policy guidelines and regulations are two very distinct administrative tools to manage state programs. Regulations are adopted according to the terms and conditions of APA. According to counsel, numerous court decisions have ruled that administrative regulations are an extension of a statute and carry the weight of law. Policy guidelines, even when mandated by a statute, are an elaboration of policy and do not have the weight of law. Typically, the guidelines are adopted through a relatively informal process compared to regulations. To be sure, this bill will add structure, discipline, and transparency to the process for adopting guidelines, but it does not invoke the APA. In fact, the CTC was able to quickly adopt guidelines for implementing the various programs included in Proposition 1B, which benefited the public through the acceleration of project funding. The agility of the CTC would have been impossible to achieve had regulations been required instead of guidelines.
- 3) Definitions reference the Administrative Procedures Act . This bill identifies specific terms to guide the CTC's counsel when reviewing proposed guidelines, including "necessity", "authority", and "consistency". This uses the definition of these terms found in the APA, but the cross reference does not convert the guidelines to draft regulations subject to the APA.
- 4) Suggested amendment . The committee may wish to consider amending this bill to require the CTC to maintain the adoption file of the guidelines be maintained on the CTC's website to ensure ease of accessibility by the public. A second amendment that committee may wish to consider is requiring that hearing notices be published forty-five rather than thirty days in advance of the CTC meeting in which the adoption of the guidelines are to occur. This will allow local and regional agencies to more easily include on the agenda of regularly schedule meetings a discussion of the draft guidelines.

□

SB 1348 (STEINBERG)

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POSITIONS: (Communicated to the Committee before noon on
Wednesday,
April 14, 2010)

SUPPORT: Professional engineers in California Government

OPPOSED: None received.

SENATE BILL**No. 1418**

Introduced by Senator WigginsFebruary 19, 2010

An act to amend Sections 2550, 2551, 2555, and 2557 of the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 1418, as introduced, Wiggins. Transportation: motorist aid services.

Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes the Metropolitan Transportation Commission to function as the service authority for freeway emergencies in the San Francisco Bay area counties upon adoption of a resolution, as specified. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires any plan or amendment to a plan for a motorist aid system of call boxes for any state highway route to be approved by the Department of Transportation and the Department of the California Highway Patrol.

This bill would authorize those service authorities to be established for freeway and expressway services, instead of only freeway emergencies and would delete the provisions authorizing only excess

moneys to be used for additional motorist aid services and would instead authorize moneys from the service authority fee on vehicles to be used for the implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, among other things, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, and traveler information systems. The bill would authorize the Metropolitan Transportation Commission to place call boxes to assist motorists a in specified parking or roadway areas in mutually agreed upon state and federal parks. The bill would authorize a service authority to impose a fee of up to \$2 per year on vehicles registered in the counties served by the service authority. The bill would provide that any amendment to an existing plan for a motorist aid network of call boxes adopted by a service authority shall be deemed to be approved by the Department of Transportation and the Department of the California Highway Patrol unless rejected within 120 days of receipt of the amendment.

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 2550 of the Streets and Highways Code
- 2 is amended to read:
- 3 2550. The Legislature declares that its intent in enacting this
- 4 chapter is to encourage ~~the placement of call boxes~~ *services that*
- 5 *directly aid motorists* along the California ~~Freeway~~ *freeway* and
- 6 ~~Expressway System to enable motorists in need of aid to obtain~~
- 7 ~~assistance~~ *expressway system*. However, it is not intended that a
- 8 ~~motorist aid system of call boxes~~ *any services provided* be
- 9 considered an emergency ~~telephone~~ system.
- 10 SEC. 2. Section 2551 of the Streets and Highways Code is
- 11 amended to read:
- 12 2551. (a) A service authority for ~~freeway emergencies~~ *freeways*
- 13 *and expressways* may be established in any county if the board of
- 14 supervisors of the county and the city councils of a majority of the
- 15 cities within the county having a majority of the population of the
- 16 cities within the county adopt resolutions providing for the
- 17 establishment of the authority.
- 18 (b) The resolutions may designate the county transportation
- 19 commission for the county, created pursuant to Division 12

1 (commencing with Section 130000) of the Public Utilities Code
2 or council of governments formed pursuant to Chapter 5
3 (commencing with Section 6500) of Division 7 of Title 1 of the
4 Government Code, as the service authority for ~~freeway emergencies~~
5 *freeways and expressways*. The powers of a commission or council
6 of governments so designated are limited to those of the service
7 authority.

8 (c) (1) The Metropolitan Transportation Commission may
9 function as the service authority for ~~freeway emergencies~~ *freeways*
10 *and expressways* in any or all of the Counties of Santa Clara, San
11 Mateo, Alameda, Contra Costa, Marin, Solano, Sonoma, Napa,
12 and the City and County of San Francisco upon adoption of a
13 resolution by the commission to act as a service authority and upon
14 ratification of the commission’s resolution in a particular county
15 by the board of supervisors of the city and county or by the board
16 of supervisors of the county and by the city councils of the cities
17 within the county having a majority of the population of the cities
18 within the county.

19 (2) *The Metropolitan Transportation Commission may also*
20 *exercise, as the service authority in any of those counties, the*
21 *power to strategically place call boxes to assist motorists in*
22 *parking or roadway areas in mutually agreed upon state and*
23 *federal parks where telecommunication services are not available.*

24 (d) (1) The Sacramento Area Council of Governments may
25 function as the service authority for ~~freeway emergencies~~ *freeways*
26 *and expressways* in any or all of the Counties of Sacramento, Yolo,
27 Yuba, Sutter, and San Joaquin, or any other county that is not
28 within another multicounty service authority, upon adoption of a
29 resolution by the council to act as a service authority and upon
30 ratification of the resolution in a particular county by the board of
31 supervisors of the county and by the city councils of the cities
32 within the county having a majority of the population of the cities
33 within the county.

34 (2) The Sacramento Area Council of Governments may also
35 exercise, as a service authority, in any of those counties, the powers
36 specified in Section 891.5 pertaining to ~~callboxes~~ *call boxes* on
37 class 1 bikeways.

38 (e) As used in this chapter, “authority” and “service authority”
39 mean a service authority for ~~freeway emergencies~~ *freeways and*
40 *expressways* created pursuant to this chapter.

1 SEC. 3. Section 2555 of the Streets and Highways Code is
2 amended to read:

3 2555. An authority may impose a fee of ~~one dollar (\$1)~~ *up to*
4 *two dollars (\$2)* per year, *in one dollar (\$1) increments*, on vehicles
5 registered in the county pursuant to Section 9250.10 of the Vehicle
6 Code.

7 SEC. 4. Section 2557 of the Streets and Highways Code is
8 amended to read:

9 2557. (a) Except as provided in ~~subdivisions~~ *subdivision (c)*
10 ~~and (d)~~, the moneys received by each authority pursuant to
11 subdivision (b) of Section 9250.10 of the Vehicle Code shall be
12 used for the implementation, maintenance, and operation of ~~a~~
13 ~~motorist aid system of call boxes~~ *systems, projects, and programs*
14 *to aid and assist motorists, including, but not limited to, a call box*
15 *system, freeway service patrol, mobile roadside assistance systems,*
16 *intelligent transportation systems, incident management programs*
17 *and coordination, traveler information system programs, and*
18 *support for traffic operation centers, including the lease or*
19 *lease-purchase of facilities and equipment for the system, project,*
20 *or program on the portions of the California Freeway and*
21 ~~Expressway System~~ *state freeway and expressway system* and a
22 county expressway system, and the unincorporated county roads
23 in that county, and on state highway routes that connect segments
24 of these systems, which are located within the county in which the
25 authority is established. ~~The Department of Transportation and~~
26 ~~the Department of the California Highway Patrol shall each review~~
27 ~~and approve plans for implementation of a motorist aid system of~~
28 ~~call boxes proposed for any state highway route and shall be~~
29 ~~reimbursed by the service authority for all costs incurred due to~~
30 ~~review and approval of the plan.~~

31 (b) An authority or any other public entity may construct and
32 maintain, and lease or lease-purchase on terms and conditions it
33 deems appropriate, the facilities of a motorist aid system, *project,*
34 *or program* or it may contract with a private person or entity to
35 do so.

36 (c) If leases or lease-purchase agreements are entered into
37 pursuant to subdivision (a), or if revenue bonds are issued and sold
38 pursuant to Section 2558, the moneys received by each authority
39 pursuant to subdivision (b) of Section 9250.10 of the Vehicle Code
40 shall be used to the extent necessary to make lease payments or to

1 pay the principal of, and interest on, the amount of bonded
2 indebtedness outstanding, as the case may be. Facilities and
3 equipment acquired through the expenditure of proceeds from the
4 sale of those bonds shall have a useful life at least equal to the
5 term of the bonds.

6 ~~(d) (1) Any money received by an authority pursuant to~~
7 ~~subdivision (b) of Section 9250.10 of the Vehicle Code that~~
8 ~~exceeds the amount needed for full implementation and ongoing~~
9 ~~costs to maintain and operate the motorist aid system of call boxes,~~
10 ~~installed pursuant to subdivision (a), may be used for purposes of~~
11 ~~paragraph (2) and for additional motorist aid services or support,~~
12 ~~including, but not limited to, the following safety-related projects:~~

13 ~~(A) Changeable message signs.~~

14 ~~(B) Lighting for call boxes.~~

15 ~~(C) Support for traffic operations centers.~~

16 ~~(D) Contracting for removal of disabled vehicles from the~~
17 ~~traveled portion of the right-of-way, including operation of the~~
18 ~~freeway service patrol pursuant to Chapter 15 (commencing with~~
19 ~~Section 2560).~~

20 ~~(2)~~

21 *(d) The Department of Transportation and the Department of*
22 *the California Highway Patrol shall each review and approve*
23 *plans for implementation of a motorist aid network of call boxes*
24 *proposed for any state highway route and shall be reimbursed by*
25 *the service authority for all costs incurred due to review and*
26 *approval of the plan. Any amendment to an existing plan for a*
27 *motorist aid system network of call boxes adopted by an authority*
28 *for any state highway route shall, prior to implementation, be*
29 *submitted to the Department of Transportation and the Department*
30 *of the California Highway Patrol for review and approval and shall*
31 *not be implemented until so reviewed and approved. The authority*
32 *shall reimburse each department for the costs of that review. Any*
33 *amendment to an existing plan for a motorist aid network of call*
34 *boxes adopted by an authority shall be deemed to be approved by*
35 *the Department of Transportation and the Department of the*
36 *California Highway Patrol unless otherwise rejected within 120*
37 *days of receipt of the amendment.*

38 (e) An authority may develop policies for the retention of
39 records, including, but not limited to, authority operations,
40 contracts, and programs, and the length of the retention period.

1 (f) A motorist aid—~~system~~ *call box network* constructed,
2 maintained, or operated pursuant to this section shall meet the
3 applicable standards of Title II of the Americans with Disabilities
4 Act of 1990 (Public Law 101-336) and federal regulations adopted
5 pursuant thereto.

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ATTACHMENT M

BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

2/19/2010

Analysis by: Mark Stivers

Hearing date: April 20, 2010

BILL NO: sb 1418

AUTHOR: wiggins

VERSION:

FISCAL: yes

SUBJECT:

Highway call boxes and motorist aid services

DESCRIPTION:

This bill makes a number of changes to the statute governing service authorities for freeway emergencies.

ANALYSIS:

Under current law, a county board of supervisors and the city councils of a majority of the cities having a majority of the population of cities within the county may establish a service authority for freeway emergencies. In the larger regions, the regional transportation agency may function as the service authority for any member county whose board of supervisors and majority of cities so authorize.

A service authority for freeway emergencies may impose a fee of \$1 per year on vehicles registered in the county. The authority must use these funds for the implementation, maintenance, and operation of a system of call boxes on freeways, expressways, unincorporated county roads, and state highway routes that connect these roads. The Department of Transportation (Caltrans) and the California Highway Patrol (CHP) must each review and approve plans for implementation of a system of call boxes proposed for any state highway route and receive reimbursement from the service authority for all costs incurred due to review and approval of the plan.

If the funds from the \$1 vehicle registration fee exceed the

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amount needed to implement, maintain, and operate the call box system, the authority may use the excess funds to provide additional motorist aid services or support, including, but not limited to:

- Changeable message signs.
- Lighting for call boxes.
- Support for traffic operations centers.
- Freeway service patrols.

This bill makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill:

- Deletes the requirement that an authority operate and fund a system of call boxes.
- Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers.
- Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments.
- Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt.
- Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree.
- Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.

COMMENTS:

1. Purpose of the bill . According to the author, demands on service authority programs have increased due to additional congestion and changing technologies, and the existing \$1 service authority fee no longer provides sufficient funding for authorities to a maintain existing successful programs,

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address increasing demand for motorist aid services, and take advantage of new technologies to reach a more diverse customer base. Moreover, service authorities have limited authority to implement a broader range of motorist aid services to meet evolving needs. This bill seeks to address these problems by allowing a \$2 fee per vehicle and by providing more flexibility on what services an authority may fund.

In addition, the author is interested in making it easier to install call boxes at state and federal park facilities. Over the past few years, a number of drowning and other accidents have occurred at state beaches along the Sonoma Coast where pay phones have been removed and there is no cell coverage. Had call boxes been available, witnesses could have called in the emergency, and emergency crews could have arrived much sooner. This bill makes clear that MTC may install and operate call boxes at such remote parks.

2. Allows increased fees and funding . The current authorization for a service authority to charge a \$1 fee on each vehicle registered in the county has existed unchanged since 1986. A 1986 dollar is now worth fifty-one cents. Allowing services authorities to increase fees to \$2 per vehicle will add an incremental cost to the registration of a vehicle but provide additional revenue to maintain and improve services to motorists.

3. Allows the elimination of call boxes without state input .

While this bill allows an authority to maintain call boxes, it makes call boxes only one of many different types of motorist aid services an authority may choose to offer. In essence, then, this bill removes the requirement that a service authority operate and maintain a system of call boxes before operating other services. This change would make it easier for service authorities to eliminate call boxes.

Under current law, an authority may, with the approval of Caltrans and the CHP, amend its call box plan to reduce the number of call boxes it operates. The authority, however, must fully fund the call box plan before funding other services. By giving authorities the flexibility not to fund their own call box plan, this bill effectively allows authorities to reduce the number of or eliminate call boxes without having to amend its plan with state approval.

As cell phone use increases, the use of call boxes has

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diminished. MTC provided committee staff with a chart demonstrating that the annual total of call box calls in the Bay Area has fallen from a high of 216,000 in 1996 to 29,000 in 2009, an 87% decrease, while the number of call boxes declined only 27% during that same time period. Nonetheless, 29,000 persons in the Bay Area alone represents a large number of callers that did not have access to a cell phone in their time of need. Given that service authorities may already amend their call box plans with state approval to reduce the number of call boxes, the committee may wish to consider maintaining the requirement for service authorities to operate and maintain those call boxes that remain in the plan before offering other services.

4.ADA language . This bill includes a provision that applies federal ADA requirements only to a call box network and not to any other portion of a motorist aid system. First, the state cannot create an exemption to federal law. Second, while it is likely that ADA would not be relevant to some parts of a motorist aid system (for example, traveler information systems), there may be other portions of a system to which ADA should apply to ensure access for all users. The committee may wish to consider removing this change from the bill.

5.Arguments in opposition . Opponents argue that motorists are already overburdened with hidden vehicle fees and should not be subjected to further increases in the cost of vehicle ownership unless they elect to tax themselves.

POSITIONS: (Communicated to the Committee before noon on
Wednesday,
April 14, 2010)

SUPPORT: Metropolitan Transportation Commission (sponsor)
California State Association of Counties

OPPOSED: California New Car Dealers Association

AMENDED IN SENATE APRIL 13, 2010

AMENDED IN SENATE MARCH 24, 2010

SENATE BILL

No. 1445

Introduced by Senator DeSaulnier

February 19, 2010

An act to amend Section 65040.6 of, and to add Section 65080.6 to, the Government Code, to amend Section 75125 of the Public Resources Code, and to add Section 9250.20 to the Vehicle Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

SB 1445, as amended, DeSaulnier. Planning.

(1) Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided.

This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council.

(2) Existing law creates the Planning Advisory and Assistance Council in the Office of Planning and Research in the Governor's office, with a specified membership appointed by the Director of State Planning and Research consisting of representatives of cities, counties, each regional planning districts, and Indian tribes and bands, from persons nominated by those entities. Existing law requires the council to provide advice on certain planning matters, including the preparation of state long-range goals and policies, and evaluation of the planning functions of various state agencies.

This bill would delete the reference to regional planning districts and instead require 7 of the council's members to be appointed from the governing boards of specified regional planning organizations. The bill would also provide for the appointment of one member each from the California Transportation Commission, the State Air Resources Board, the State Energy Conservation and Development Commission, the Speaker of the Assembly, and the Senate Committee on Rules. The bill would expand the duties of the council by requiring it to work with the Strategic Growth Council and various regional and local agencies to facilitate the implementation of regional blueprint plans, and to develop and propose recommendations to the Strategic Growth Council and certain state agencies in order to facilitate coordination between regional blueprint plans, state growth and infrastructure plans, and programs that facilitate the implementation of regional blueprint plans. The bill would also require reports by the council to the Legislature on specified matters.

(3) Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would increase the registration fee imposed by the state on the registration of each vehicle by \$1, and require the Department of Motor Vehicles to distribute 1% of the net revenues from the fee increase to the Planning Advisory and Assistance Council. The remaining net revenues would be distributed to designated transportation planning

agencies based on the number of vehicles registered within the jurisdiction of each agency. The bill would require the transportation planning agencies to use the funds solely to develop and implement a sustainable communities strategy, a regional blueprint plan, or a rural transportation plan element in order to identify land use strategies to reduce the use of motor vehicles and to carry out transportation-related activities in the strategy, plan, or plan element and, in the case of an agency preparing a regional blueprint plan, to provide grants to cities, counties, and congestion management agencies for planning and projects related to implementation of the plan. The bill would also provide for sharing of available revenues between various agencies, as specified.

(4) The bill would also make legislative findings and declarations.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares as follows:

2 (a) Uncoordinated and unplanned growth together with a lack
3 of common goals to effect the public's interest in the conservation
4 and wise use of our lands pose a threat to the environment,
5 sustainable economic development, and the health, safety, and
6 high quality of life enjoyed by residents of this state.

7 (b) The enactment of Senate Bill 375 of the 2007–08 Regular
8 Session (Chapter 728 of the Statutes of 2008) and the establishment
9 of requirements for regional transportation plans to address
10 greenhouse gases can only be successfully implemented if regional
11 and local governments have the tools they need to collaboratively
12 plan for the type of growth that can achieve these goals, and if that
13 collaborative planning is coordinated with the efforts of the
14 Governor's Strategic Growth Council and other state agencies as
15 required by the enactment of Senate Bill 732 of the 2007–08
16 Regular Session (Chapter 729 of the Statutes of 2008).

17 (c) The successful development of sustainable communities
18 strategies as part of regional transportation plans and
19 implementation of those strategies by the amendment of city and
20 county general and specific plans will result in significantly
21 reduced vehicle travel. The reduced travel will reduce greenhouse
22 gas emissions and air pollution and provide environmental benefits
23 that mitigate the adverse impacts associated with vehicle use. The

1 resulting reduction in traffic congestion provides a user benefit to
2 all vehicle owners which is at least equal in value to a fee of two
3 dollars (\$2) per vehicle annually.

4 (d) Cooperation between regional and local governments and
5 air districts is essential to the achievement of the greenhouse gas
6 emission reductions envisioned in regional transportation plans.

7 (e) Therefore, it is in the public interest that state residents,
8 communities, local governments, air districts, and the private sector
9 cooperate and coordinate with one another in comprehensive,
10 sustainable land use planning.

11 (f) It is the intent of the Legislature to update the duties and
12 composition of the Planning Advisory and Assistance Council to
13 assist in the state’s land use planning processes by providing
14 funding to support the development and implementation for
15 regional blueprints and related planning and to work with state
16 agencies providing funding for resource protection and local
17 infrastructure to facilitate coordination between state planning and
18 funding decisions and regional blueprints.

19 SEC. 2. Section 65040.6 of the Government Code is amended
20 to read:

21 65040.6. (a) The Planning Advisory and Assistance Council
22 is hereby created within the office, the membership of which shall
23 be as follows: three city representatives; three county
24 representatives; seven representatives of regional planning
25 organizations; one member of the State Air Resources Board; one
26 member of the California Transportation Commission; one member
27 of the State Energy Resources Conservation and Development
28 Commission; one member appointed by the Speaker of *the*
29 Assembly; one member appointed by the Senate Committee on
30 Rules; and one representative of Indian tribes and bands which
31 have reservations or rancherias within California. The city and
32 county representatives appointed pursuant to this subdivision shall
33 be selected by the director from nominees submitted by the League
34 of California Cities and by the California State Association of
35 Counties. Representatives of regional planning organizations
36 appointed pursuant to this subdivision shall be selected by the
37 director from nominees submitted by the regional planning
38 organizations set forth in paragraphs (1) to (5), inclusive, of
39 subdivision (b) and from nominees submitted by the California
40 Association of Councils of Governments for the representatives

1 set forth in paragraphs (6) and (7) of subdivision (b). The
2 representative of Indian tribes and bands shall be a member of one
3 tribe or band, and shall be selected by the director.

4 Appointment to the advisory council shall be for a term of two
5 years, provided that the members of the first council shall classify
6 themselves by lot so that one-half shall serve an initial term of one
7 year and one-half shall serve an initial term of two years. Vacancies
8 shall be filled in the same manner provided for the original
9 appointment.

10 (b) Seven of the council's members shall be from the governing
11 body of each of the following:

12 (1) The Southern California Association of Governments.

13 (2) The Metropolitan Transportation Commission or the
14 Association of Bay Area Governments. The person appointed to
15 the council pursuant to this paragraph shall be a member of the
16 governing body for both the Metropolitan Transportation
17 Commission and the Association of Bay Area Governments.

18 (3) The San Diego Association of Governments.

19 (4) The Sacramento Area Council of Governments.

20 (5) The San Joaquin Valley Regional Policy Council.

21 (6) A metropolitan planning organization or council of
22 governments that is not identified in paragraphs (1) to (5),
23 inclusive.

24 (7) A regional transportation planning agency, as defined in
25 Section 65080, that is neither a metropolitan planning organization
26 nor a council of governments.

27 (c) The council shall provide such advice as may be necessary
28 to assist the office in discharging the requirements of Sections
29 65040 to 65040.4, inclusive. In particular, the council shall:

30 (1) Assist the office in the preparation of the state long-range
31 goals and policies, in the manner specified in subdivision (a) of
32 Section 65040.

33 (2) Evaluate the planning functions of the various state agencies
34 involved in planning, in the manner specified in subdivision (c)
35 of Section 65040.

36 (3) Make appropriate decisions and provide such advice and
37 assistance as may be required by federal statute or regulation in
38 connection with any federal program administered by the office.

39 (4) Work with the Strategic Growth Council, created pursuant
40 to Section 75121 of the Public Resources Code, regional agencies,

1 such as metropolitan planning organizations or councils of
2 governments, and with cities and counties to facilitate the
3 implementation of regional blueprint plans.

4 (5) Develop and propose recommendations to the Strategic
5 Growth Council, created pursuant to Section 75121 of the Public
6 Resources Code, the Department of General Services, the State
7 Allocation Board, the Department of Housing and Community
8 Development, the Department of Transportation, the California
9 Transportation Commission, and any other state agencies that
10 affect land use, housing, or transportation in order to facilitate
11 coordination between regional blueprint plans, state growth and
12 infrastructure funding plans, and programs that facilitate the
13 implementation of regional blueprint plans.

14 (6) Receive reports, including, but not limited to, a copy of the
15 five-year infrastructure plan described in Section 13102.

16 (7) Report to the Legislature, in consultation and coordination
17 with the Strategic Growth Council, created pursuant to Section
18 75121 of the Public Resources Code, on the manner in which state
19 agencies are implementing the requirements of Chapter 1016 of
20 the Statutes of 2002.

21 (8) Report to the Legislature on regional performance measures,
22 evaluating the progress of each region of the state in improving
23 results for its residents in employment, environmental protection,
24 education, housing, mobility, and other criteria as determined by
25 the council. The council shall provide the Legislature with updates
26 to the report periodically, as the council determines is required.

27 (d) The council shall meet on call of the director of the office,
28 who shall convene at least two council meetings during each year.

29 (e) Council members shall serve without compensation, but
30 they may be reimbursed for actual expenses incurred in connection
31 with their duties.

32 SEC. 3. Section 65080.6 is added to the Government Code, to
33 read:

34 65080.6. (a) All revenue received pursuant to Section 9250.20
35 of the Vehicle Code shall be used by the metropolitan planning
36 organization, the council of governments, or a county transportation
37 planning agency solely to develop and implement a sustainable
38 communities strategy, a regional blueprint plan, or a rural
39 transportation plan element that is consistent with the guidelines
40 developed by the Department of Transportation for regional

1 blueprints, in order to identify land use strategies to reduce the use
2 of motor vehicles in its jurisdiction and carry out applicable
3 transportation-related activities in the strategy, plan, or plan
4 element, and thereby to achieve the greenhouse gas emission
5 reduction target as specified in Section 65080, and to provide
6 grants to cities, counties, cities and counties, and congestion
7 management agencies for planning and projects related to the
8 implementation of a regional blueprint plan.

9 (b) A metropolitan planning organization that is jointly preparing
10 a sustainable communities strategy with a council of governments
11 shall share all revenue it receives and expend that revenue in
12 accordance with an agreement between the two agencies.

13 (c) The Southern California Association of Governments
14 (SCAG) shall distribute a share of revenues received pursuant to
15 Section 9250.20 of the Vehicle Code to a county transportation
16 commission or subregional council of governments that has elected
17 to prepare a subregional sustainable communities strategy pursuant
18 to Section 65080. The share of each eligible agency shall be
19 computed after deducting from total revenues available to SCAG
20 pursuant to Section 9250.20 of the Vehicle Code the costs incurred
21 by SCAG for preparing the regionwide sustainable communities
22 strategy pursuant to Section 65080, and then, with respect to those
23 ~~remaining revenues, computing the proportionate share for an~~
24 ~~eligible agency based on the percentage of total revenues collected~~
25 ~~for the region that are attributable to fees collected in the~~
26 ~~jurisdiction of the eligible agency:~~ *remaining revenues, allocating*
27 *the revenues based on the amount of fees collected from motor*
28 *vehicles registered within the jurisdiction of each eligible agency.*

29 (d) The metropolitan planning organization, the council of
30 governments, or a county transportation commission and a
31 subregional council of governments jointly preparing a subregional
32 sustainable communities strategy, may, pursuant to an agreement
33 with the local air quality management district that has responsibility
34 over the jurisdiction, share revenues received pursuant to this
35 section with the local air quality management district.

36 (e) All revenue received by the local air quality management
37 district pursuant to subdivision (d) shall be used to assist local and
38 regional governments in reducing greenhouse gas emissions.
39 Appropriate assistance includes, but is not limited to, all of the
40 following:

- 1 (1) Assistance in the development of a subregional sustainable
- 2 communities strategy.
- 3 (2) Assistance in the development of local greenhouse gas
- 4 emission inventories.
- 5 (3) Assistance in the development of greenhouse gas emission
- 6 reduction strategies in general plans.
- 7 (4) Development of and assistance with CEQA guidelines and
- 8 review of greenhouse gas emissions in CEQA analyses.
- 9 (5) Consultation and development of local climate action plans.
- 10 (6) Project-specific consultation work to reduce greenhouse gas
- 11 emissions from local transportation and land use decisions.
- 12 (f) For purposes of this section, a sustainable communities
- 13 strategy and an alternative planning strategy shall both be
- 14 considered to be a regional blueprint plan.
- 15 SEC. 4. Section 75125 of the Public Resources Code is
- 16 amended to read:
- 17 75125. The council shall do all of the following:
- 18 (a) Identify and review activities and funding programs of
- 19 member state agencies that may be coordinated to improve air and
- 20 water quality, improve natural resource protection, increase the
- 21 availability of affordable housing, improve transportation, meet
- 22 the goals of the California Global Warming Solutions Act of 2006
- 23 (Division 25.5 (commencing with Section 38500) of the Health
- 24 and Safety Code), encourage sustainable land use planning, and
- 25 revitalize urban and community centers in a sustainable manner.
- 26 At a minimum, the council shall review and comment on the
- 27 five-year infrastructure plan developed pursuant to Article 2
- 28 (commencing with Section 13100) of Chapter 2 of Part 3 of
- 29 Division 3 of the Government Code and the State Environmental
- 30 Goals and Policy Report developed pursuant to Section 65041 of
- 31 the Government Code.
- 32 (b) Recommend policies and investment strategies and priorities
- 33 to the Governor, the Legislature, and to appropriate state agencies
- 34 to encourage the development of sustainable communities, such
- 35 as those communities that promote equity, strengthen the economy,
- 36 protect the environment, and promote public health and safety,
- 37 consistent with subdivisions (a) and (c) of Section 75065.
- 38 (c) Provide, fund, and distribute data and information to local
- 39 governments and regional agencies that will assist in developing
- 40 and planning sustainable communities.

1 (d) Manage and award grants and loans to support the planning
2 and development of sustainable communities, pursuant to Sections
3 75127, 75128, and 75129. To implement this subdivision, the
4 council may do all of the following:

5 (1) Develop guidelines for awarding financial assistance,
6 including criteria for eligibility and additional consideration.

7 (2) Develop criteria for determining the amount of financial
8 assistance to be awarded. The council shall award a revolving loan
9 to an applicant for a planning project, unless the council determines
10 that the applicant lacks the fiscal capacity to carry out the project
11 without a grant. The council may establish criteria that would allow
12 the applicant to illustrate an ongoing commitment of financial
13 resources to ensure the completion of the proposed plan or project.

14 (3) Provide for payments of interest on loans made pursuant to
15 this article. The rate of interest shall not exceed the rate earned by
16 the Pooled Money Investment Board.

17 (4) Provide for the time period for repaying a loan made
18 pursuant to this article.

19 (5) Provide for the recovery of funds from an applicant that fails
20 to complete the project for which financial assistance was awarded.
21 The council shall direct the Controller to recover funds by any
22 available means.

23 (6) Provide technical assistance for application preparation.

24 (7) Designate a state agency or department to administer
25 technical and financial assistance programs for the disbursing of
26 grants and loans to support the planning and development of
27 sustainable communities, pursuant to Sections 75127, 75128, and
28 75129.

29 (e) In making recommendations pursuant to subdivisions (a)
30 and (b) and in providing data and information pursuant to
31 subdivision (c), the council shall consult with and coordinate its
32 recommendations with the Planning Advisory and Assistance
33 Council created pursuant to Section 65040.6 of the Government
34 Code.

35 (f) No later than July 1, 2012, and every year thereafter, provide
36 a report to the Legislature that shall include, but is not limited to,
37 all of the following:

38 (1) A list of applicants for financial assistance.

39 (2) Identification of which applications were approved.

40 (3) The amounts awarded for each approved application.

- 1 (4) The remaining balance of available funds.
- 2 (5) A report on the proposed or ongoing management of each
- 3 funded project.
- 4 (6) Any additional minimum requirements and priorities for a
- 5 project or plan proposed in a grant or loan application developed
- 6 and adopted by the council pursuant to subdivision (c) of Section
- 7 75126.
- 8 SEC. 5. Section 9250.20 is added to the Vehicle Code, to read:
- 9 9250.20. (a) Effective July 1, 2011, the fee imposed by Section
- 10 9250 shall be increased by an additional one dollar (\$1).
- 11 (b) After deducting the costs incurred pursuant to subdivision
- 12 (d), 1 percent of all revenues received from the additional fee
- 13 imposed pursuant to this section shall be transmitted to the Planning
- 14 Advisory and Assistance Council to perform the functions specified
- 15 in subdivision (c) of Section 65040.6 of the Government Code.
- 16 (c) The department shall distribute the remaining revenues from
- 17 the fee increase to metropolitan planning organizations, councils
- 18 of governments outside of metropolitan planning organizations,
- 19 and transportation planning agencies in areas outside of
- 20 metropolitan planning organizations or councils of governments
- 21 in accordance with Section 65080.6 of the Government Code,
- 22 based upon the amount of fees collected from motor vehicles
- 23 registered within each jurisdiction.
- 24 (d) The department may annually expend for its costs not more
- 25 than the following percentages of the fees collected pursuant to
- 26 subdivision (a):
- 27 (1) Two percent during the first year after the increased fee is
- 28 imposed.
- 29 (2) One percent during any subsequent year.

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BILL ANALYSIS

SENATE TRANSPORTATION & HOUSING COMMITTEE BILL NO: SB 1445
 SENATOR ALAN LOWENTHAL, CHAIRMAN AUTHOR: desaulnier
 VERSION: 4/13/10
 Analysis by: Carrie Cornwell FISCAL: yes
 Hearing date: April 20, 2010

SUBJECT:

Land use planning

DESCRIPTION:

This bill increases by \$1 the fee to register a vehicle to pay for regional land use planning activities. This bill also makes changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council.

ANALYSIS:

Fees on vehicle registrations to fund blueprint planning

Existing law prohibits a person from driving, moving, or parking on the highway or in a public parking facility a motor vehicle unless it is registered with the Department of Motor Vehicles (DMV). Existing law establishes a basic vehicle registration fee of \$34, plus a \$22 surcharge for additional personnel for the California Highway Patrol, and authorizes local agencies to impose separate vehicle registration fee surcharges in their respective jurisdictions for a variety of special programs, including:

- \$1 for service authorities for freeway emergencies;
- \$1 for deterring and prosecuting vehicle theft;
- up to \$7 for air quality programs;
- \$1 for removing abandoned vehicles; and
- \$1 for fingerprint identification programs.

Existing law permits local agencies to form joint powers agencies (JPAs). Cities and counties in regions have exercised this authority to form JPAs called councils of government (COGs)

to implement regional planning activities required under state law, including regional housing needs assessments and regional transportation plans. COGs generally serve as federally recognized metropolitan planning organizations (MPOs) for transportation planning purposes, although there are exceptions. For example, in the nine-county San Francisco Bay region, the Association of Bay Area Governments (ABAG) is the COG that prepares the regional housing needs assessment, but the Metropolitan Transportation Commission (MTC) is the region's MPO. Rural counties of the state are generally outside of an MPO, and their county transportation planning agencies typically develop required transportation plans.

SB 375 (Steinberg), Chapter 728, Statutes of 2008, required the Air Resources Board (ARB), by September 30, 2010, to provide each region that has a metropolitan planning organization (MPO) with a greenhouse gas emission reduction target for the automobile and light truck sector for 2020 and 2035, respectively. Each MPO, in turn, is required to include within its regional transportation plan (RTP) a sustainable communities strategy (SCS) designed to achieve the ARB targets for greenhouse gas emission reduction. If the SCS does not achieve the reduction target, the MPO must prepare also an alternative planning strategy. SB 375 provided that in the Southern California Association of Governments' region, a subregional entity may prepare a subregional SCS.

This bill :

- 1)Increases, effective July 1, 2011, the vehicle registration fee by \$1 to \$35 annually.
- 2)Limits DMV to expend for administrative purposes not more than two percent of the new vehicle registration revenues collected on its costs in the first year the increased fee is in effect and not more than one percent each year thereafter.
- 3)Directs one percent of the new vehicle registration revenues collected to the Planning Advisory and Assistance Council.
- 4)Directs the remainder of the new revenues to each MPO, COG, or a county transportation planning agency based on the number vehicles registered there to:
 - i) fund the development and implementation of an SCS, a regional blueprint plan, or a rural transportation plan

element consistent with Caltrans' guidelines for regional blueprints in order to identify land use strategies to achieve the greenhouse gas emission reduction targets under SB 375; and

- ii) provide grants to local agencies for planning and projects to implement a regional blueprint.

The Southern California Association of Governments, after deducting its own costs of preparing its SCS, must distribute funds its receives to subregional jurisdictions that have elected to prepare a subregional SCS. A regional agency may share revenues with the local air quality management district to assist in reducing greenhouse gas emissions.

Planning Advisory and Assistance Council (PAAC)

Existing law establishes the Office of Planning and Research (OPR) within the governor's office as the state's comprehensive planning agency, responsible for helping local and regional officials with land use planning. State law charges OPR with coordinating state agencies' planning activities, including directing OPR to prepare every four years a State Environmental Goals and Policies Report, a 20- to 30-year look ahead at state growth and development.

Existing law creates the Planning Advisory and Assistance Council (PAAC) to assist OPR in various land-use planning related activities, including development of the State Environmental Goals and Policies Report. OPR's Director appoints the PAAC members, which must include:

- Three city representatives, nominated by the League of California Cities

- Three county representatives, nominated by the California State Association of Counties

- One representative from each of the regional planning districts designated by OPR

- One representative of Indian tribes with reservations in California

SB 732 (Steinberg), Chapter 729, Statutes of 2008 created the Strategic Growth Council, consisting of:

- Director of OPR
- Secretary of the Natural Resources Agency

Secretary of the Environmental Protection Agency
 Secretary of the Business, Transportation and Housing
 Agency
 Secretary of the California Health and Human Services
 Agency
 A public member, appointed by the Governor

The Strategic Growth Council coordinates the activities and funding programs of its member state agencies to improve air and water quality, improve natural resources protection, increase the availability of affordable housing, improve transportation, meet the state's greenhouse gas emission goals, encourage sustainable land use planning, and revitalize urban and community centers. The council must recommend policies to the governor, state agencies, and the Legislature to encourage the development of sustainable communities and provide local governments and regional agencies with data to assist in planning sustainable communities.

This bill :

1.Changes the PAAC's membership to be:

Three city representatives, nominated by the League of California Cities
 Three county representatives, nominated by the California State Association of Counties
 Seven representatives of specified regional planning organizations
 One member of the State Air Resources Board
 One member of the California Transportation Commission
 One member of the California Energy Commission
 One member appointed by the Speaker of the Assembly
 One member appointed by the Senate Rules Committee
 One representative of Indian tribes with reservations in California

1.Assigns the PAAC five new duties, as follows:

- i) Work with the Strategic Growth Council to facilitate the implementation of regional blueprint projects.
- ii) Facilitate coordination between regional blueprint plans and state growth and infrastructure funding plans by developing recommendations to specified state agencies.
- iii) Receive reports, including the state's five-year infrastructure plan.

- iv) Report to the Legislature on how state agencies implement the state's planning priorities.
- v) Report to the Legislature on regional performance measures that evaluate each region based on the PAAC's criteria for improving the regions' employment, environmental protection, education, housing, and mobility.

2. Directs the Strategic Growth Council in performing its duties to consult with the PAAC and delays for two years, until 2012, the due date of the council's first annual report to the Legislature on financial awards it makes to support sustainable planning activities.

COMMENTS:

1. Purpose . The author notes that SB 375 requires that each MPO develop an SCS reflecting preferred land uses as part of its regional transportation plan. The SCS will build on regional blueprints already being prepared in these regions. Proponents note that the state has provided few resources to implement SB 375 and its required regional transportation plans that will address greenhouse gas emissions. Regional and local governments need resources for strategic planning and opportunities for coordination with state agencies. The author introduced this bill to provide those resources and the opportunity for greater coordination. Specifically, this bill will impose an increase in the vehicle \$1 registration fee on all vehicles to fund development and implementation of sustainable communities strategies or regional plans. This bill will allow the Planning and Advisory and Assistance Council to coordinate state investments with these regional plans.

2. Arguments in opposition . The California New Car Dealers Association states that California motorists are already overburdened with hidden vehicle fees. In addition to the annual Vehicle License Fee (VLF), which last year increased from 0.65 percent to 1.15 percent of a vehicle's value, and annual \$34 vehicle registration fees, vehicle owners are also subject to "add-on" fees: \$1-7 annual air quality district fee, \$20 smog abatement fee for vehicles six model-years old or newer, \$1 annual abandoned vehicle trust fee, \$22 annual CHP fee; \$1 annual freeway call box fee; \$1 annual theft deterrence fee; \$1 annual fingerprint identification fee; and, the \$1.75 per tire California tire fee. The dealers believe there is no reason to further increase the cost of vehicle

ownership in California.

3.Limits on DMV's cost recovery . This bill limits the amount of money that DMV may recover for imposing this bill's registration fee increase and distributing the revenues derived as the bill prescribes to two percent of those revenues in the first year and one percent in each year thereafter. While these may be sufficient funds for these purposes, it is typical and more appropriate to limit DMV to its actual costs for serving as a revenue collection agency rather than to burden the Motor Vehicle Account, which receives vehicle registration fees to fund both DMV and the California Highway Patrol. The author or the committee may wish to consider an amendment to delete the bill's limits on the costs that DMV can recovery for implementing the bill and instead limit DMV to recovering its actual costs of implementation.

4.Last year's bill vetoed . This bill is similar to SB 406 (DeSaulnier) of 2009, which would have authorized regions to impose a surcharge on vehicles registered within their jurisdictions to pay for regional land use planning activities; it also made the same changes as this bill does to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council. That bill passed the Transportation and Housing Committee by a 6 to 4 on April 28, 2009. The governor vetoed that bill because it authorized regional planning agencies to impose a surcharge on motor vehicle registrations within their jurisdictions without voter approval. This bill imposes an increase in the statewide vehicle registration fee in an attempt to address the governor's concern.

5.Committee of second referral . The Rules Committee referred this bill to the Local Government Committee and to the Transportation and Housing Committee. This bill passed that committee on April 7, 2010 by a 3 to 2 vote. The Local Government Committee's analysis and hearing of the bill dealt primarily with the provisions of the bill related to the Planning Advisory and Assistance Council, leaving the vehicle registration surcharge provisions for review in this committee.

RELATED LEGISLATION

SB 406 (DeSaulnier) would have authorized regions to impose a

surcharge on vehicle registrations to pay for regional land use planning activities and would have made changes to the membership and duties of the Office of Planning and Research's Planning Advisory and Assistance Council. Vetoed.

POSITIONS: (Communicated to the Committee before noon on Wednesday, April 14, 2010)

SUPPORT: California Association of Councils of Governments (sponsor)
Association of Bay Area Governments

OPPOSED: California New Car Dealers Association

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DATE: April 20, 2010
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Summary of Local Transportation Funding Options

Background:

In December 2009, the STA Board began discussing options for development of a coordinated funding strategy to determine how to best allocate limited transportation funds in the short term to fully fund the construction of priority projects. In January 2010, a STA Board workshop was held in conjunction with the monthly Board meeting. At the workshop, a listing of the priority highway, arterial and transit projects and the funding sources currently programmed and potentially available to each project was provided and discussed.

For more than a decade, Solano County has grappled with various options to address the growing funding gap between available federal, state, regional and local transportation funds and the estimated funding needs necessary to address maintenance of the current transportation system in Solano County, and to construct the critical improvements needed to provide safety, access and to improve current mobility, both now and in the future. Since the placement of an advisory measure on the ballot in 1998, Solano County has tried unsuccessfully three times to join other California counties in passing a local sales tax measure for transportation. On two occasions, over 60% of Solano County voters supported the effort, but each time it fell short of the 66.7 % necessary for passage. The last effort took place in June of 2006.

Since 2006, Solano County has focused its transportation efforts funding efforts on maximizing its activities to seek and attract federal, state and regional funds and has explored other options for funding transportation projects and improvements. In 2008, members of the STA Board traveled to Southern California and to several adjacent North California counties to view and discuss a variety of options for funding and constructing projects. These funding options included: Regional Transportation Impact Fees (RTIF) (Contra Costa, Placer and Riverside counties), Express/High Occupancy Toll (HOT) lanes (Alameda, San Diego and Santa Clara counties), and toll freeways (Orange County).

Later that year, the STA Board commissioned a feasibility study for a Regional Transportation Impact Fee. In December 2008, following the completion of the feasibility study, the STA Board authorized the initiation of a RTIF Nexus Study, which is currently underway. In May 2009, the STA Board designated the Solano Transportation Improvement Authority (STIA) Board to serve as the governing board for the administration of the RTIF, if it is adopted by the County and a combination of all or some of the seven cities. Also in May of 2009, the STA Board took action to request funding from the Bay Area Toll Authority (BATA) for the initiation of a preliminary engineering study for Express/HOT lanes on two segments of I-80 adjacent to Fairfield and Vacaville. In July 2009, the STA Board, upon receiving a commitment of the requested funding from the BATA, authorized moving forward on hiring consultants to conduct the preliminary engineering for the two segments covering approximately 16 miles of I-80.

In February 2010, members of the STA Board traveled to Sacramento to meet with Solano County's State Legislators and to discuss the potential impact of proposed state budget cuts to local streets and roads, transit, and priority projects. That same month, the STA Board's tasked the Executive Committee to work with staff to prepare a list of potential new local funding options for review and discussion by the Board.

In March 2010, the Governor and State Legislature agreed to a swap of gas tax revenues in exchange for an imposition of an excise tax on gas to be dedicated to transportation. This legislative fund swap was advertised as being revenue neutral for the State Transportation Improvement Program (STIP) and local streets and roads, but reduced the annual amount of funds available for transit. This followed on the previous State Budget when the State Legislature and the Governor agreed to zero out the State Transit Assistance Fund (STAF), the primary source of state funds for transit. A potential negative outcome of this new revenue source is that it is much more vulnerable to future diversions by the State Legislature and the Governor to balance future State Budgets, a common occurrence in past years.

Discussion:

The Board's Executive Committee and staff have worked the past two months to identify potential new revenues to offset the projected loss of future state funding and to help address the most critical projects and transportation needs facing Solano County.

One option available to the Board would be to develop a funding strategy with only the currently available federal, state, regional and local funding, and not pursue any new local revenues. The development of a funding strategy is in process and will continue to be discussed under separate Board items and as part of the development of the STA's updated Overall Work Program.

The Executive Committee and staff have discussed the potential, merits, and obstacles for seven potential new local funding options. The seven options presented for discussion by the STIA Board are as follows:

1. Regional Express/High Occupancy Toll Lanes on I-80
2. Regional Transportation Impact Fee (RTIF)
3. Rio Vista Bridge Toll
4. Benefit Assessment District for Transit – Benicia-Vallejo
5. Public Private Partnerships (P3)
6. Local Sales Tax Option for Transportation
7. Local DMV Fee for Transportation Benefits and Mitigation Authorized by SB 83

Attached is a brief summary of each new revenue option and a description of the potential transportation projects or programs that could be funded from the revenue option described (Attachment A).

On April 14, 2010, the STIA met to review and discuss each of these seven new revenue options. At the meeting, the STIA Board unanimously forwarded a recommendation to the STA Board as specified in Attachment C. This recommendation was subsequently approved by the STA Board at their meeting later this evening. Specifically, this approved adding a Public Private Partnership

Feasibility Study focused on several new and/or expanding transit centers to the STA's Overall Work Program (OWP) and authorized the Executive Director to conduct a public opinion poll to help gauge the feasibility of voter support for a SB 83 DMV fee expenditure plan. As part of this action, the Board specifically recommended the focus for the SB 83 expenditure plan be on maintenance of local streets and roads, improving mobility for seniors and the disabled, and Safe Route to School. Staff will provide an update at the TAC meeting.

Recommendation:

Informational.

Attachments:

- A. Summary of New Revenue Options
- B. Memo from STA's Legal Counsel, Chuck Lamoree, re. Transportation Funding under SB 83 (Vehicle Registration Fee)
- C. New Revenue Options Recommendations Authorized by the STA Board

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SUMMARY OF LOCAL FUNDING OPTIONS

1. Regional Express/High Occupancy Toll Lanes on I-80

Regional Express/High Occupancy Toll (HOT) lanes are dedicated lanes that require single-occupancy vehicles to pay a toll to use a lane designated for use by high occupancy vehicles (HOVs), commonly referred to as carpools. Express/HOT lanes provide a mobility option for single occupancy vehicles to provide reliable travel at a variable price. The revenue generated from the use of the Express/HOT lanes can be used to build out the HOV/HOT lanes more rapidly and provide for maintenance and operation of the lane and the facility.

In order to construct and operate an Express/HOT lanes facility, authorizing legislation is needed. Currently, Alameda and Santa Clara counties and several counties in Southern California (Orange, Riverside, San Bernardino and San Diego) have authorization to construct HOT lanes demonstration projects. In 2009, the Metropolitan Transportation Commission (MTC) tried unsuccessfully to pass legislation (AB 744) obtaining authorization for an 800 mile Express/HOT lanes network throughout seven counties, including Solano, in the Bay Area. This legislation was supported by the STA, which had taken action to initiate Express/HOT lanes on I-80. With the passage of AB 744 uncertain, staff recommends the STA sponsor an Express/HOT lanes demonstration bill for the I-80 corridor in Solano County.

Eligible projects to be funded:

Express/HOT lanes revenues can be dedicated to build out of the Express/HOT lanes projects, maintenance and operation of the facility (includes the new lane and equipment), traffic enforcement, and improving mobility in the corridor (express bus service and ridesharing are examples).

2. Regional Transportation Impact Fee (RTIF)

In 2008, the STA completed a feasibility study for the RTIF. Based on this study, the Board authorized the STA to retain consultants to conduct a nexus study to determine a list of projects eligible to be funded through the imposition of a RTIF. In May 2009, the STA Board designated the STIA Board as the governing board for the RTIF if it is implemented. In March 2010, the STA Board approved criteria for evaluation of potential projects. Once the nexus study is completed by the STA, the authority to establish the fee resides with each of the seven city councils and the Board of Supervisors. Staff recommends the STA complete the RTIF nexus study.

Eligible projects to be funded:

The purpose for the RTIF is to help mitigate the impact of future growth on the regional transportation system. The focus for eligible projects has been on projects included in the list of routes of regional significance and transit facilities of regional significance, both of which have been updated as part of the STA's Comprehensive Transportation Plan update. RTIF funds are not to address existing deficiencies, such as maintenance of local streets and roads, or providing senior and disabled transit service.

3. Rio Vista Bridge Toll

As part of the most recent federal authorization bill, the City of Rio Vista received an earmark from Congressman Dan Lundgren to evaluate the potential for upgrading and relocation the Rio Vista Bridge. Due to the coordination required with three Caltrans districts and three regional agencies, Rio Vista requested the STA take the lead on the study. The final alignment alternatives have been identified and are under review. The study is scheduled to be presented to the STA Board in June 2010. Staff recommends completing the study and then determining whether to further examine options for a funding plan that includes the potential for tolling the Rio Vista Bridge.

Eligible projects to be funded:

The primary project to be funded would be the upgrade and potential relocation of the Rio Vista Bridge. SR 12 corridor improvements with a nexus to the bridge could also be eligible.

4. Benefit Assessment District for Transit – Benicia-Vallejo

In 2009, the STA Board completed and approved a Solano Transit Consolidation Study that included a recommendation to consider consolidating Benicia and Vallejo's transit service into one transit system. Later in 2009, Benicia, Vallejo and STA entered into a memorandum of understanding to evaluate in greater detail the potential for this to occur. A draft joint powers agreement (JPA) has been prepared and is being finalized. A business plan is being prepared by a STA consultant team and is being reviewed by staff from all three agencies. One of the goals of the study is to identify a longer term and sustainable revenue source to maintain and expand the transit service for both cities to address future need. One of the options to be evaluated is the formation of a benefit assessment district. Staff recommends this option be evaluated and considered as part of a Short Range Transit Plan to be developed by the new JPA after it is formed.

Eligible projects to be funded:

The revenues from a benefit assessment district could fund local transit service, senior and disabled transit, commuter transit, taxi-script program, and other transit services. The funding could be used both for capital and operating.

5. Public Private Partnerships

Public Private Partnerships is a funding option that has not been explored in any great detail by STA or the various project sponsors in Solano County. This option is being discussed at a national, state and regional level and all three levels of governments are looking for candidate and pilot projects. Solano County has obtained over \$100 million to help construct new or expand six major transit facilities in the next five years. Each of these projects will need to fund operations and maintenance of the facility once it is constructed and will need additional funding to fully fund the current or future phases of the project.

Staff recommends adding a Public Private Partnership Feasibility Study to the STA's Overall Work Program for FY 2010-11 to evaluate the viability and options for interested transit centers.

Eligible projects to be funded:

A range of projects could be funded through public private partnerships. This could include transit centers, parking structures, toll lanes, and roadways.

6. Local Sales Tax Option for Transportation

The passage of local sales tax measures in California began with Santa Clara County in the mid 1980s and a number of counties in California have passed local measures in the last 25 years. Currently, seven of nine Bay Area Counties have local sales tax measures in place. Nearby Sacramento and San Joaquin counties also have passed local measures. Napa and Solano are the two Bay Area counties that have not. Local sales tax measures must be approved by 2/3rd of voters in that specified county based on an expenditure plan approved by a majority of the cities representing a majority of the incorporated population for that County, and approved by the Board of Supervisors. Solano has tried unsuccessfully on three separate occasions to pass a local sales tax for transportation. Obtaining the support of 2/3 of Solano County's voters is difficult even during more positive economic times. Staff recommends not pursuing this option in 2010.

Eligible projects to be funded:

One of the benefits of local sales tax measures is its flexibility and options for funding a variety of transportation projects, improvements and programs. This list of eligible projects and programs is defined through the expenditure plan.

7. Local DMV Fee for Transportation Benefits and Mitigation

In 2009, the State Legislature passed SB 83 (Hancock) which authorizes congestion management agencies to place an expenditure plan on the ballot of each county to raise the DMV fee for congestion benefit and mitigation. The fee can range up to \$10 per year and requires a simple majority vote for passage. Each \$1 of fee would generate an estimated \$320,000 annually with \$3.2 million per year for a \$10 fee. Projects contained in the congestion management plan and that demonstrate a benefit for and/or mitigation of the automobile are eligible. This new local revenue option has the potential to address local streets and roads, senior and disabled mobility, safe routes to schools and other local community mobility issues. Currently, seven of the other eight Bay Area counties are considering placing a SB 83 expenditure plan on the ballot for the November 2010 election. First recommended step is to authorize the conducting of a public opinion poll to assess the feasibility of placing a SB 83 expenditure plan on November 2010 ballot for consideration by Solano County voters.

Eligible projects to be funded:

The SB 83 expenditure plan is somewhat more constrained than a local sales tax expenditure plan (note attached memo from Legal Counsel on SB 83). Specifically, the fee can only fund projects or programs that provide a benefit to or mitigate the impacts caused by the automobile. Example of eligible projects would be maintenance and repair of local streets and roads, safe routes to schools, safety projects, specified roadway or transit projects, and senior and disabled transit service.

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April 8, 2003

To: Solano Transportation Improvement Authority (STIA) Governing Board
 From: Chuck Lamoree, STA Legal Counsel
 Re: Transportation Funding under SB83 (Vehicle Registration Fee)

Effective January 1, 2010, there is an additional mechanism for funding local transportation projects. Under the provisions of SB83--**and following majority approval by the electorate--** up to \$10.00 may be added to vehicle registrations a county in order to fund a wide-variety of transportation projects. *Attached is a copy of the legislation.*

In summary, SB83 provides:

1. Continues to require county congestion management agencies (CMA) prepare and adopt congestion management programs (CMP) and update those plans every two years. A county's CMP includes traffic level of service standards, performance elements regarding the movement of people and goods. plan elements that promote alternative transportation methods, including carpools, vanpools, transit, bicycles, and other strategies, an analysis of land use decisions on regional, and a long range capital improvement program.
2. Authorizes a "countywide transportation planning agency" (i.e., STA in Solano County) to place on the ballot a majority vote local measure that will impose a fee of up to \$10 on each vehicle registered in that county to fund programs to address congestion mitigation and motor vehicle induced pollution.
3. Requires that the CMA adopt two studies before submitting the matter before the electorate:
 - a. **Benefit Relationship Study:** Legally, there must be a relationship between the fee and the benefit to the public from the improvements to be funded. To do this, SB83 authorizes the governing boards of countywide transportation planning agencies to adopt a resolution containing a finding of fact that projects and programs to be funded by the fee has a relationship or benefit to the persons who will be paying the fee and are consistent with the regional transportation plan. The finding of fact requires a majority vote of the governing board. *Attached is a copy of a draft Benefit-Relationship Analysis.*
 - b. **Expenditure Plan:** Second, SB 83 requires a countywide transportation planning agency's governing board to adopt a plan for the expenditure of fee revenues that finance "congestion mitigation programs and projects" benefiting the persons paying the fee. The STA Board will be very familiar with "expenditure" plans from the prior work on the potential of a local transportation sales tax. However, the expenditure plan contemplated by SB 83 is more streamlined than the prior process. These programs and projects will include, but not be limited to, providing matching funds for bond-funded transportation projects and creating or sustaining congestion or pollution mitigation programs and projects.

4. The types of projects that can use these funds is very broad:
 - a. "Congestion mitigations programs and projects" that can be included in the expenditure plan is extensive and includes, but is not be limited to, "programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology, bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road rehabilitation; and transit service expansion."
 - b. "Pollution mitigation programs and projects" are defined to include, but not be limited to, "programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district."
5. SB 83 authorizes up to five percent of fee revenue to be used by a countywide transportation planning agency for administrative costs associated with the programs and projects.
6. Finally, SB 83 requires the Department of Motor Vehicles (DMV), if requested by a countywide transportation planning agency, to collect the fee upon the registration or renewal of the registration of a motor vehicle registered in the county. However, the bill also requires the countywide transportation planning agency to pay for the initial setup and programming costs identified by DMV through a direct contract with the DMV and for any direct contract payment by the CMA to be repaid from the initial revenues available for distribution.
7. Ballot measures that are to be considered at a November election usually have to be to the County Registrar of Voters by early August.

If any Board member has questions in advance of the Board meeting, please do not hesitate to call me.

END OF MEMO

BILL NUMBER: SB 83 CHAPTERED
BILL TEXT

CHAPTER 554
FILED WITH SECRETARY OF STATE OCTOBER 11, 2009
APPROVED BY GOVERNOR OCTOBER 11, 2009
PASSED THE SENATE SEPTEMBER 10, 2009
PASSED THE ASSEMBLY SEPTEMBER 9, 2009
AMENDED IN ASSEMBLY SEPTEMBER 4, 2009

INTRODUCED BY Senator Hancock

JANUARY 20, 2009

An act to add Section 65089.20 to the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to traffic congestion.

LEGISLATIVE COUNSEL'S DIGEST

SB 83, Hancock. Traffic congestion: motor vehicle registration fees.

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes.

The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) Motor vehicle congestion negatively impacts businesses and commuters, inhibits the efficient movement of goods, and elevates pollutants that impact the quality of the state's air.

(2) There are transportation improvements that will reduce congestion, including those that improve signal coordination, traveler information systems, intelligent transportation systems, highway operational improvements, and public transit service

expansions.

(3) There are measures available to lessen the impact of motor vehicle-related pollution, including congestion management programs, stormwater runoff best management practices, and transportation control measures aimed at reducing air pollution.

(b) It is the intent of the Legislature to establish a program that allows countywide transportation planning agencies or their counterparts to address congestion through transportation services and improvements and to mitigate the impacts of motor vehicles on air and water quality, and improve the business climate and natural environment.

SEC. 2. Section 65089.20 is added to the Government Code, to read:

65089.20. (a) A countywide transportation planning agency may place a majority vote ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs described in this chapter. The agency may impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county. The ballot measure resolution shall be adopted by a majority vote of the governing board of the countywide transportation planning agency at a noticed public hearing. The resolution shall also contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the regional transportation plan adopted pursuant to Section 65080. The finding of fact shall require a majority vote of the governing board at a noticed public hearing.

(b) The ballot measure described in subdivision (a) shall be submitted to the voters of the county and if approved by the voters in the county, the increased fee shall apply to the original vehicle registration occurring on or after six months following the adoption of the measure by the voters and to a renewal of registration with an expiration date on or after that six-month period.

(c) (1) The governing board of the countywide transportation planning agency shall adopt an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee. The transportation-related programs and projects include, but are not limited to, programs and projects that have the following purposes:

(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.

(B) Creating or sustaining congestion mitigation programs and projects.

(C) Creating or sustaining pollution mitigation programs and projects.

(2) For the purposes of paragraph (1), the following terms have the following meanings:

(A) "Congestion mitigation programs and projects" include, but are not limited to, programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology and bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road

rehabilitation; and transit service expansion.

(B) "Pollution mitigation programs and projects" include, but are not limited to, programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district.

(d) Not more than 5 percent of the fees distributed to a countywide transportation planning agency shall be used for administrative costs associated with the programs and projects.

(e) For purposes of this section, "countywide transportation planning agency" means the congestion management agency created pursuant to Chapter 2.6 (commencing with Section 65088) or the agency designated pursuant to Section 66531 to submit the county transportation plan.

SEC. 3. Section 9250.4 is added to the Vehicle Code, to read:

9250.4. (a) The department shall, if requested by a countywide transportation planning agency, collect the fee imposed pursuant to Section 65089.20 of the Government Code upon the registration or renewal of registration of a motor vehicle registered in the county, except those vehicles that are expressly exempted under this code from the payment of registration fees.

(b) The countywide transportation planning agency shall pay for the initial setup and programming costs identified by the department through a direct contract with the department. Any direct contract payment by the board shall be repaid, with no restriction on the funds, to the countywide transportation planning agency as part of the initial revenues available for distribution.

(c) (1) After deducting all costs incurred pursuant to this section, the department shall distribute the net revenues pursuant to subdivision (a) of Section 65089.20 of the Government Code.

(2) The costs deducted under paragraph (1) shall not be counted against the 5-percent administrative cost limit specified in subdivision (d) of Section 65089.20 of the Government Code.

**SB 83 Additional Vehicle Registration Fee – Draft SFCTA Preliminary Findings
on Benefit-Relationship Analysis**

DRAFT – April 7, 2010

The following is a summary of a memorandum we received on March 22, 2010 from our consultant, Cambridge Systematics, regarding its preliminary benefit-relationship analysis of the Expenditure Plan projects and programs. We have not vetted this preliminary analysis with legal counsel, and it is in draft form. It was based upon a list of potential projects and programs that could be included in the Authority’s proposed draft Expenditure Plan, which is still in preliminary form. It is also not exhaustive of all the projects and programs that other CMAs are considering for inclusion in their Expenditure Plans.

Summary of Preliminary Benefit-Relationship Analysis:

The purpose of the preliminary analysis was to determine (1) whether the identified projects and programs may be funded with an increased vehicle registration fee pursuant to the requirements of *California Government Code* Section 65089.20 (SB 83), and (2) what technical approach should be used to justify the finding of benefit or relationship between the projects and programs and those paying the vehicle registration fee.

The consultants evaluated the benefit and relationship according to three categories, within which they could apply the same analytical approach:

1. **Mobility Improvements** (including complete streets projects, transit station improvements, connectivity improvements, sidewalk widening, sidewalk bulbouts, trees, lighting, landscaping, repair or upgrade of pedestrian walkways, traffic signal and equipment, pedestrian countdown signals, real-time information systems, parking management, transportation demand management, transit operations, transit signal priority, small transit upgrades and expansion);
2. **Street Maintenance** (including street resurfacing, curb ramps, and pothole-filling); and
3. **Pedestrian Safety** (including intersection reconfiguration, shortening of crossing distances and minimizing conflicts with other modes, including many pedestrian improvements listed also under Mobility).

The benefit and relationship analysis has two parts that, taken together, are referred to as the “dual test.” The first part of the dual test relates to what impact or need is reasonably related to the activity. In this case the “activity” is ownership of private vehicles in San Francisco. The second part relates to what specific revenues associated with the activity, in this case SB 83 fees, will either fund mitigations reasonably related to the impact, or benefits reasonably related to the need. Thus, each part of the dual test has two alternative interpretations as shown in Figure 1 below.

Figure 1: Dual Test

	Part 1	Part 2
Impact or Need Analysis	Does the activity generate a negative impact?	If so, are the fee revenues used to mitigate that impact?
Benefit and Relationship Analysis	Does the activity cause the need for a public service or facility?	If so, are fee revenues used for the service or facility that benefits the activity?

**SB 83 Additional Vehicle Registration Fee – Draft SFCTA Preliminary Findings
on Benefit-Relationship Analysis**

DRAFT – April 7, 2010

Cambridge Systematics' initial findings indicate that all projects we submitted for consideration meet one or both elements of the dual test, and are therefore eligible for inclusion in an SB 83 vehicle registration fee Expenditure Plan.

Specifically, for each category, the consultants made the following preliminary analysis:

Mobility Improvements

- Impact-Need: Congestion caused by motorists constrains mobility.
- Benefit-Relationship: Capacity to relieve congestion by expanding roadway network is severely constrained, so a feasible alternative is to enhance capacity of existing transportation systems (most directly vehicle and transit capacity, but also including bicycle and pedestrian infrastructure).

Street Maintenance

- Impact-Need: Streets deteriorate from vehicle use, and additional funds are needed to adequately maintain them.
- Benefit-Relationship: Vehicle owners benefit from maintained streets through reduced vehicle maintenance costs, improved safety, enhanced driving experience, and travel time savings.

Pedestrian Safety

- Impact-Need: Vehicle operation causes pedestrian injuries and fatalities.
- Benefit-Relationship: Projects that improve pedestrian safety reduce those injuries and fatalities.

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SOLANO TRANSPORTATION IMPROVEMENT AUTHORITY

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

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

NEW LOCAL FUNDING OPTIONS AND RECOMMENDATIONS

April 14, 2010

1. Establish Regional Express/HOT Lanes Network including I-80 and I-680 in Solano	
Status:	MTC has been unsuccessful in passing enabling legislation (AB 744). Authority is needed for STA to proceed with implementation of I-80 corridor.
Recommendation:	Sponsor Express/HOT Lanes demonstration bill for I-80 corridor.
2. Regional Transportation Impact Fee	
Status:	STA completed feasibility study. Board has authorized initiation of nexus study. The study's criteria has been adopted and draft project list prepared. Next step is completion of nexus study and evaluation of fee allocation options. Ultimate decision to establish fee will be made by seven city councils and Board of Supervisors.
Recommendation:	Continue RTIF process and complete nexus study.
3. Rio Vista Bridge Toll	
Status:	Rio Vista Bridge Study in process with final alternatives under review. Study scheduled to be presented to STA Board in May-June 2010.
Recommendation:	Complete study and then determine whether to further examine option for funding plan that includes option for tolling bridge.
4. Benefit Assessment District –SolTrans (Benicia/Vallejo Transit)	
Status:	Draft JPA prepared by legal counsel and under review by Benicia and Vallejo staff and legal counsel. Business plan being developed by STA consultant team and reviewed by staff from three agencies.
Recommendation:	Long range funding plan to be considered as part of Short Range Transit Plan for JPA.
5. Public Private Partnerships (3 Ps)	
Status:	Six major transit stations in process, but each with funding shortfalls for construction and operations and maintenance. Individual project consideration of 3 Ps is uncertain.
Recommendation:	Add Public Private Partnership Feasibility Study to STA's Overall Work Program for FY 2010-11 to evaluate viability and options for interested transit centers.

6. Local Sales Tax Option for Transportation	
Status:	This option required 2/3 supermajority vote for passage. Three previous efforts fell short (60% in 2002, 64% in 2004 and less than 50% in 2006).
Recommendation:	Reconvene STIA Board in the future to consider option for November 2012 or future election.
7. Local DMV Fee for Transportation Benefits and Mitigation Authorized by Passage of SB 83 in 2009	
Description:	Recent passage of SB 83 authorizes CMAs to place expenditure plan on the ballot of each county for a simple majority vote to raise DMV fee for congestion benefit and mitigation.
Status:	Seven of eight other Bay Area counties are considering SB 83 expenditure plan for November 2010 ballot. Issue of developing a new revenue recommendation tasked to Executive Committee for a recommendation. STA has not made a determination about this or other options.
Recommendation:	Recommend STA Board authorize poll to assess feasibility of planning SB 83 expenditure plan on November 2010 ballot for Solano voter consideration.



DATE: April 20, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2011 Transportation Improvement Program (TIP)

Background:

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

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

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

Discussion:

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

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

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

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

2011 TIP Development Schedule of Tasks and Committee Actions:

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

Project sponsors will be able to begin project development activities for Block Grant projects once MTC publishes the Draft 2011 TIP on August 6, 2010 (e.g., field reviews, DBE approval, NEPA compliance, etc.).

Additional details and guidance from MTC regarding the 2011 TIP development and Block Grant project programming are attached (Attachments A & B).

Recommendation:

Informational.

Attachment:

- A. Primer on 2011 TIP Development and Draft Schedule, 04-19-10
- B. 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs, 04-19-10



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Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Sri Srinivasan, Programming and Allocations Section

RE: Primer on 2011 TIP Development and Draft Schedule

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Please enter Carryover to FY2010-11 if:

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

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

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

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

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

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

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

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

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

Attachment 1: Draft TIP Development Schedule

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

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

Attachment 4: Process flowchart for TIP Data Clean-up

Attachment 5: Definition of regionally significant projects

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

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



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Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Craig Goldblatt

W. I.

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

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

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

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

Step 1— Submit Project Selection

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

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

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

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

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

Step 2—Request Resolution of Local Support from Project Sponsors

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

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

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

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

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

Step 4—Obligation Deadlines and Opportunities to Modify Projects

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

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

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

Staff Contacts

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

General Cycle 1 Programming Requirements and CMA Block Grant Administration

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

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

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

Sui Tan stan@mtc.ca.gov (510) 817-5844

Project Selection: Regional Bicycle Program

Sean Co sco@mtc.ca.gov (510) 817-5748

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

Doug Johnson djohnson@mtc.ca.gov (510) 817-5846

TIP Revisions and the Online FMS Application Process

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

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

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

Notes:

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

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DATE: April 20, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Funding Strategy for Priority Projects

Background:

STA staff has STA Board direction to create a coordinated funding strategy consistent with the priorities identified in the Board's adopted Overall Work Plan to complete the vision defined through the Comprehensive Transportation Plan (CTP) process. It is proposed this strategy consider the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, and the next programming cycle of federal and state funding.

The projects submitted by local agencies to the STA far exceed the projected available revenue. STA staff is projecting a current project shortfall estimate of \$2.3 billion for STA and local priority projects. Despite STA and local agency staffs best efforts in coordinating and leveraging state, regional and federal funds, this shortfall cannot be addressed within existing projected revenue sources. As the State's ability to fund transportation continues to lessen due to the projected lean State budget years to come, the STA staff has direction from the STA Board to identify and prioritize a narrower list of priority projects that can collectively be fully funded and delivered in a timely manner.

Funding Strategy Principles & Criteria

On March 10, 2010, the STA Board adopted principles and criteria (Attachment A) to determine how to deliver priority projects as efficiently as possible, in the near-term, once they have been added to the STA's OWP as a priority CTP project for implementation by the STA.

1. Minimum of One Top Priority Project Per Agency every 10 years
 - a. Criteria: Developed project phases per member agency per decade
2. Create Funding Certainty
 - a. Criteria: Funded Project Delivery Phases
3. Reward Project Progress
 - a. Criteria: Completed Project Delivery milestones
4. Maximize Countywide Funding through Leveraging
 - a. Provide basic local matches to obligate grant funds
 - i. Criteria: Ratio of STA grants vs. other funding
 - b. Develop projects to compete for "Shovel-Ready" grants
 - i. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
 - c. Invest comprehensively in a project area to compete for large grants
 - i. Criteria: Ratio of STA investments vs. regional grant funding

CTP Gap Analysis Goal for Prioritizing Roadway Projects

On April 14, 2010, the STA Board approved the Arterials, Highways, and Freeways Gap Analysis which will help direct STA staff when preparing draft implementation policies and the subsequent development of funding strategies and recommendations. The Gap Analysis specifically recommends that the STA prioritize roadway projects for available and future funding with the following criteria:

- a. Project Deliverability
- b. Safety improvements
- c. Increased system efficiency
- d. Capacity improvements
- e. Goods movement enhancements
- f. Climate change policies
- g. Routes of Regional Significance
- h. Economic Development

Discussion:

STA Project Delivery staff proposes to define “Project Deliverability” for each of the STA’s Overall Work Plan (OWP) priority capital projects, as discussed by the Arterials, Highways, and Freeways Gap Analysis, using the “Funding Strategy Principles & Criteria”. After projects have been analyzed by the criteria, STA staff will propose project funding priorities.

Finalizing Project Information

In Fall 2009, STA staff discussed local priority projects with member agency public works staff to help craft draft funding strategy principles and criteria. STA staff also collected draft information on project readiness and funding. As part of the STA’s 2011 Transportation Improvement Program (TIP) Development Process (see April 20, 2010 STA TAC Item VIII.C, “2011 Transportation Improvement Program) project sponsors will work with STA staff to draft project delivery and funding information, due to MTC by June. Between April and early May, STA staff will finalize project information with project sponsors to not only prepare the 2011 TIP for MTC but also finalize project information for the STA’s Funding Strategy for Priority Projects.

Funding Strategy Schedule

To complete a Funding Strategy for the STA’s Priority Capital Projects for use beginning in FY 2010-11, STA Project Delivery Staff proposes the following schedule of tasks & committee actions:

- May 15: STA Staff Finalizes Project Information with Project Sponsors
- May 27, 28: STA TAC, Review Draft Funding Strategy
- June 9: STA Board Reviews Draft Funding Strategy
- June 29, 30: STA TAC, Recommend Draft Funding Strategy
- July 9: STA Board Adopts Funding Strategy

Application of Remaining CTP Gap Analysis Criteria

Criteria such as “Safety Improvements”, “System Efficiency, and “Economic Development” will be applied to funding strategy recommendations once defined by STA staff through the CTP development process.

Recommendation:

Informational.

Attachments:

- A. STA’s Funding Strategy Principles & Criteria (adopted 03-10-10)

Solano Transportation Authority (STA) Funding Strategy Principles and Criteria, DRAFT 01-20-10

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

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DATE: April 20, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: STA Safe Routes to School (SR2S) Update

Background:

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008. The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events.

On October 14, 2009, the STA Board approved the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools. In June 2009, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. In January 2010, STA staff executed an agreement with Solano County Department of Public Health to provide both services for 2 years.

Discussion:

Between the months of February and May, the SR2S Spring 2010 Program will support up to 20 schools with about 60 total education and encouragement events and materials (see attachment A). Recently, the STA has purchased a Bicycle Rodeo Trailer for use at Bicycle Rodeo events to teach students bicycle travel safety. This trailer will be loaded with rodeo obstacles, bicycle tune-up equipment, prizes & incentives, and a fleet of 20 bicycles for students to use. Bicycles will also be prizes at these events. The trailer will be wrapped with STA SR2S logos and funding partner logos as part of the SR2S Program's marketing efforts.

Engineering project funds for SR2S projects will be evaluated by the SR2S Advisory Committee on May 20, 2010. MTC has programmed up to \$942,000 in Cycle 1 for SR2S Programs and Projects in Solano County (Attachment B). Funding recommendation drafts are due to MTC by June 15 and will follow STA staff's schedule for the development of the 2011 Transportation Improvement Program (TIP) (see STA TAC Item VIII.C, "2011 Transportation Improvement Program"). Preliminarily, the SR2S Advisory Committee has recommended that about half of this funding be used for the STA's SR2S Education and Encouragement Program.

Caltrans has also recently released a Call for Projects for about \$24M in Cycle 9 State SR2S grants for engineering projects. STA staff is working with local agencies to develop grant applications by the July 15, 2010 deadline. In addition, MTC also has a Regional SR2S Innovative Grant Call for Projects for four \$500,000 demonstration SR2S projects (Attachment C). In May and June, the SR2S Advisory Committee will consider grant proposals for this demonstration grant.

Recommendation:

Informational.

Attachments:

- A. Spring 2010 Safe Routes to School Events (provided under separate cover).
- B. Climate Change Initiatives Program Overview, 12-16-09
- C. Safe Routes To School Creative Grants Program, 04-19-10

**Solano Transportation Authority, Safe Routes to School Program
Fiscal Year 2009-2010 Education and Encouragement Events, 2-22-10**

District	School	Staff Contacts	Coordination Meeting #1	Coordination Meeting #2	Assembly	Bicycle Safety Course	W & R Events	Walking Audits	Evening Planning Events
Benicia	Benicia High School	Gary Jensen							
Benicia	Benicia Middle School	Bill Light	3/26/2010						
Benicia	Matthew Turner Elementary School	Barbara Sanders	email 3/10/2010			5/12/2010	5/13/2010		
Benicia	Robert Semple Elementary School	Gary Dias	3/4/2010						
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Kinder 3/31/2010	4/15/2010 12:30-2:45pm	5/12/2010		
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Grade 1-3 4/1/2010 1-2 pm				
Dixon	Anderson Elementary	Amy Blakey	3/17/2010		Grade 4-6 4/1/2010 2-2:45				
FSUSD	Anna Kyle	David Mariano	2/17/2010		5-17-10 @ 8:45 & 9:30		5/19/2010		
FSUSD	Armijo High	Eric Tretten							
FSUSD	Crescent Elementary School	Stephanie Wheeler	3/25/2010						
FSUSD	Crystal Middle School	Dave Marshall							
FSUSD	Dan O. Root	Jodie Phan		3-4-10 Phone Conversation					
FSUSD	David Weir Elementary School	Martha Lacy	2/17/2010		5-13-10 @ 1:30 & 2:10	5-20-10 @ 3:30	5/19/2010		
FSUSD	E. Ruth Sheldon	Lauran Hawker	2/18/2010		NA	NA	NA		
FSUSD	Fairfield High School	Mark Roberts							
FSUSD	Laurel Creek	Bill Stockman		Called 3-16-10 to Busy with STAR Testing call back in late May to June to discuss	NA	NA	NA		
FSUSD	Rodriguez High	Amy Gillespie - Oss							
FSUSD	Suisun Elementary	Richard Yee		2-8-10 E-Mail		5-28-10 3:00 pm?			
River Delta	D.H. White Elementary	Joe Galindo							
River Delta	Riverview Middle	Pierre Laleau							
Travis	Cambridge Elementary School	Connie Green-Ownby	2/9/2010		5-24-10 @ 9:00 & 9:45	5-25-10 @ 3:00	5-28-10 @ 8:30		
Travis	Foxboro Elementary School	Lisa Eckhoff	2/9/2010		5-25-10 @ 9:00 & 10:00	5-26-10 @ 1:35	5-28-10 @ 8:30		
Travis	Center Elementary	Patricia Zitah	2/9/2010		5-11-10 @ 8:45 & 9:30	5-12-10 @ 5 pm			
Travis	Vanden High School	Stephen Liles							
Vacaville	Alamo Elementary	Kimberley Forrest	4/7/2010						
Vacaville	Callison Elementary	Alison Gardner	4/7/2010						
Vacaville	Cooper Elementary School	David Robertson	4/7/2010						
Vacaville	Edwin Markham Elementary	Manolo Garcia	2/17/2010		5/19/2010 @ ??	5-27-10 @ 3:30	6-3-10 @ 8:00		
Vacaville	Eugene Padan Elementary	Sylvia Rodriguez							
Vacaville	Hemlock Elementary	Luci Del Rio	4/7/2010						
Vacaville	Jepson Middle School	Kelley Birch							
Vacaville	Sierra Vista Elementary	Eldridge Glover							
Vacaville	Will C. Wood High School	Chris Strong							
Vallejo	Dan Mini Elementary	Denise Hawke	3/19/2010						
Vallejo	Franklin Middle School	Michael David	3/19/2010						
Vallejo	Springstowne MS (Hogan?)	Jocelyn Hendrix	3/19/2010						
Vallejo	Steffan Manor Elementary	Dennis Gulbransen	3/19/2010						
Vallejo	Widenmann Elementary	Alexa Hauser	3/19/2010						

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Attachment B: Climate Change Initiatives Program Overview

Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
SFgo*	15	60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2) Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.
- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional “anticipated” revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

SAFE ROUTES TO SCHOOL CREATIVE GRANTS PROGRAM

GOALS & OBJECTIVES

The Safe Routes to School (SR2S) Creative Grants Program seeks to fund roughly four projects with promising, novel approaches that can further best practices in the SR2S field. These projects would serve as models which can be replicated across the Bay Area region and clearly demonstrate the effectiveness of strategies to reduce greenhouse gases related to school related trips.

To achieve the goals of the SR2S Creative Grants Program, projects selected for funding should achieve as many of the following objectives as possible:

- Measurably reduce emissions of GHG and criteria pollutants;
- Have the greatest potential to be replicated by other Bay Area schools; and
- Pilot new, innovative strategies that further best practices in the SR2S field; and
- Remove a substantial barrier – technical, financial, policy or political – that impedes successful implementation of a new strategy

PROJECT REQUIREMENTS

Projects must meet the following minimum requirements in order to be considered eligible for grant funding:

- Provide a clear connection between transportation and air quality improvement, focusing on innovative ways to reduce GHG and yield co-benefits for reducing criteria pollutants emissions from transportation sources;
- Serve as a model project for replication in other school districts in the region, if successful;
- Include at least one of the 5 E's (engineering, evaluation, education, encouragement, and enforcement) of the Safe Routes to School Program);
- Any infrastructure project must be implemented within a two-mile radius of a school;
- Clearly demonstrate the ability to fully implement activities funded by the grant within two years of executing the funding agreement;
- Describe a methodology for project evaluation;
- If the project sponsor has previously been awarded state or federal SR2S program grants, demonstrate that the project sponsor has expended these funds in a timely fashion.

GRANT FUNDING

Grant size starts at \$500,000. Applicants are required to provide a match from a non-federal fund source not less than 11.47 percent of the total project cost.

ELIGIBLE APPLICANTS

Public agencies (with agreements in place to receive federal-aid funding) are eligible applicants. Non-profit 501(c)(3) organizations, businesses and community organizations may also apply if they partner with a public agency that is willing to sponsor the project. In such cases, if a grant is awarded, the public agency will be the grant recipient and can subcontract with the

business/organization to implement the project. The public agency is responsible for carrying out all requirements and obligations associated with the use of federal funds. The public agency is also accountable for implementing and delivering the project. Successful grant recipients will work with Caltrans to meet federal-aid requirements in order to receive federal funds for the project. In addition, they are required to provide for regular and timely reporting of activities and results to MTC.

APPLICATION AND EVALUATION PROCESS

The SR2S Creative Grant Program will follow a two-step application and evaluation process that will be overseen by an evaluation committee of staff from MTC, BAAQMD, Association of Bay Area Governments and Bay Conservation and Development Commission, and other evaluators as appropriate.

Step One: All interested applicants must submit a Letter of Interest that includes the following components (total of 3 page maximum):

- Identify the project title, name of applicant, project manager, and contact information;
- Describe the proposed project. Explain how this project is innovative and addresses one or more of the five “E’s” of the Safe Routes to School framework that are applicable to the project (engineering, evaluation, education, encouragement, and enforcement);
- Explain how the project will measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions;
- Describe how this project will further best practices in the SR2S field significantly adding to the knowledge base;
- Describe how the project can be replicated at a larger scale; and
- Identify the amount of grant funding requested and the local match source.

Step Two: The evaluation committee will review all Letters of Interest and contact applicants, as needed, for additional information, clarification, and/or modification. The evaluation committee will then identify a small number of projects that show the most promise and invite these applicants to submit a more formal proposal for further evaluation including:

- a. **Project Description:** Identify the project title, name of applicant, project manager, and contact information. Explain the purpose and need for the project, state the specific goals and objectives of the project and explain how they help to advance the goals and objectives set for this grant program, describe the collaboration required to carry out the scope of work and the actions that will be undertaken to achieve the objectives. Describe the results anticipated from this project.
- b. **Scope of Work and Schedule:** Detail the actions/tasks, work products, estimated completion dates and key partners.
- c. **Response to Questions from Evaluation Committee:** Provide a detailed response to questions posed by the evaluation committee as a result of its review of the Letter of Interest for this project.
- d. **Approach to Project Evaluation:** Describe a possible approach to how the project could be evaluated. Provide as much information as available about the “target population” for the greenhouse gas reductions, such as the number of people potentially affected by project (students, school employees, parents, etc.); existing

- trip length or mode share, trip costs (parking or other), etc. (see Bay Area Climate Initiatives Program summary for more details on program evaluation)
- e. **Project Cost and Funding:** Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, etc.). Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of grant funds requested, amount of local match, and funding source for local match. Identify any cost sharing by multiple partners.

The evaluation committee will qualitatively evaluate proposals using a high, medium, and low rating against the following evaluation criteria:

- Level of Innovation
- Potential for Replication at a Larger Scale
- Quality of the Proposal
- Potential for Greenhouse Gas Emission Reductions
- Cost Effectiveness
- Percent Local Match

Upon the completion of the evaluation process, the evaluation committee will recommend a program of projects for grant funding to MTC's Commission. The Commission will review the program of projects and approve the grant awards.

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**New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009**

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	\$667	\$2,000
Innovative Approaches SubTotal	TBD	TBD	\$667	\$2,000
Supplemental School Roll-out			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Roll-out SubTotal	1,114,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

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DATE: April 12, 2010
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: STA Funding Opportunities Report

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.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	April 30, 2010
5.	MTC Innovative Grants Program*	Up to \$31 million	Call for Projects Anticipated April 30, 2010
6.	MTC Safe Routes to School Creative Grants Program*	Up to \$2 million	Call for Projects Anticipated April 30, 2010
7.	Caltrans State-legislated Safe Routes to School (SR2S) Program	Up to \$450,000	July 15, 2010

*New funding opportunity

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- 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
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
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

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com 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
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
Urban Greening for Sustainable Communities Planning Program*	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	April 30, 2010 Eligible Applicants: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$31 million	The program funds approximately a dozen high-impact innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.	Eligible Projects: connections to transportation and air quality improvements, parking management and pricing policies, cleaner vehicles, transportation demand management project
Safe Routes to School Creative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$2 million	The program funds approximately four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.	Eligible Projects: Pilot programs, innovative strategies to further best practices, projects that reduce substantial technical, financial, or political barriers

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Caltrans State-legislated Safe Routes to School (SR2S) Program	Sylvia Fung Caltrans (510) 286-5226 sylvia_fung@dot.ca.gov	July 15, 2010 Eligible Applicants: City and County agencies only	Up to \$450,000; 10% local match for a total project cost of \$500,000	The program is for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.	Eligible Projects: Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities and public outreach/education/enforcement. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

*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.

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**Solano Transportation Authority
Board Meeting Highlights
April 14, 2010
6:00 p.m.**

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 April 14, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of April 14, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Pete Sanchez, Chair	City of Suisun City
Harry Price, Vice-Chair	City of Fairfield
Mike Ioakimedes, Board Alternate Member	City of Benicia
Jack Batchelor	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Elizabeth Patterson	City of Benicia
Osby Davis	City of Vallejo

ACTION – FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

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.

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

B. Summary of Local Transportation Funding Options

Recommendation:

Authorize the Executive Director to collect additional data and/or initiate feasibility studies for potential new revenue options based on recommendations from the STIA Board.

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

ACTION – NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Recommendation:

Adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

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

CONSENT CALENDAR ITEMS

On a motion by Vice-Chair Price, and a second by Board Member Spering, the STA Board approved Consent Calendar Items A to L. Since he was not at the March 10th Board meeting, STA Board Alternate Member Ioakimedes abstained from the vote of Item A, STA Board Meeting Minutes of March 10, 2010.

A. STA Board Meeting Minutes of March 10, 2010

Recommendation:

Approve STA Board Meeting Minutes of March 10, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of March 31, 2010

Recommendation:

Receive and file.

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

Recommendation:

Review and file.

- D. Selection of Auditing Firm for STA’s Financial Audit Services**
Recommendation:
Authorize the Executive Director to award the contract for Financial Audit Services to Vavrinek, Trine, Day & Company, LLP, and sign a three-year contract for the amount \$46,500 with an option to renew for one 2-year extension or two 1-year extensions for an additional amount of \$33,500.
- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010**
Recommendation:
Approve FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.
- F. Jepson Parkway and North Connector Funding Agreements**
Recommendation:
Authorize the Executive Director to enter into a funding agreement as specified for:
1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
 2. The Jepson Parkway Project between the STA and Solano County.
- G. Accept Construction Contract for the North Connector Phase 1**
Recommendation
Approve the following:
1. Accept the North Connector Phase 1 contract as complete; and
 2. Authorize the Executive Director to file a Notice of Completion with the County Recorder’s office.
- H. Paratransit Coordinating Council (PCC) Member Appointment**
Recommendation:
Appoint Judy Nash as a Public Agency – Education representative to the STA PCC for a 3-year term.
- I. Proposed Modifications to Paratransit Coordinating Council (PCC) By-laws**
Recommendation:
Approve modifications to the PCC By-Laws to reflect:
1. Changing the PCC meeting date from every third Friday to every third Thursday of every other month; and
 2. Replacing the Elderly and Disabled MTC Advisor for Solano County with the Policy Advisory Council (PAC) MTC Advisor for Solano County.
- J. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Benicia**
Recommendation:
Appoint J.B. Davis as City of Benicia’s representative to the STA Bicycle Advisory Committee for a three-year term.

K. Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee for a three-year term expiring in April 2013:

- City of Fairfield – Betty Livingston
- City of Vacaville – Joel Brick
- County of Solano – Thomas Kiernan

L. Agreement for Redwood Parkway – Fairgrounds Drive Access Improvement Project

Recommendation:

Approve authorizing the Executive Director to enter into a contract with the City of Vallejo and the County of Solano for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

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

A. MTC Report:

MTC Commissioner and STA Board Member Spring and STA Board Vice-Chair Price recapped the MTC's recent Planning Committee/CMA Joint Meeting on April 9, 2010.

B. Caltrans Report:

Janet Adams announced that Caltrans has programmed (SHOPP) the Pavement and Rehabilitation project along the I-80 corridor from Leisure Town Rd. in Vacaville to SR 113 in Dixon.

C. STA Reports:

1. Update on Water Emergency Transportation Authority (WETA) Transition of Ferry Service

Nina Rannells, WETA Executive Director, provided a status report on the transition of the Baylink Ferry Service operated by the City of Vallejo to the statutorily created WETA.

Ferry Capital Projects Update

Bill Gray, Gray-Bowen, Inc., provided a construction update of the Vallejo Station.

2. Directors Reports:

a. Planning:

Robert Guerrero provided an update to the improvement development of STA's Website.

b. Projects

Janet Adams reported on the completion of the North Connector Phase 1 Project.

c. Transit and Rideshare

Elizabeth Richards reported on the upcoming 2010 Bike to Work Day scheduled on May 13, 2010.

INFORMATIONAL – NO DISCUSSION

- A. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP**
- B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program**
- C. Legislative Update**
- D. Senior and Disabled Transportation Advisory Committee – Membership Status**
- E. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update**
- F. Local Transportation Development Act (TDA) and Member Contributions for Fiscal Year (FY) 2010-11**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Schedule for 2010**

ADJOURNMENT

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 12, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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Solano Transportation Improvement Authority Board Meeting Highlights of April 14, 2010

Notice to the Public:

By action of the Solano County Board of Supervisors, the Solano Transportation Improvement Authority (STIA) was established pursuant to, and for the purposes provided for under California Public Utilities Code §§180000 et seq which relate to the funding of transportation and transit projects.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiel, STIA Clerk of the Board
RE: Summary Actions of the April 14, 2010 (5:30 p.m.)
STIA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a regular meeting held on April 14, 2010. If you have any questions regarding specific items, please give me a call at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Chair)	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

SELECTION OF STIA CHAIR AND VICE-CHAIR

On a motion by Board Member Price, and a second by Board Member Sanchez, the STIA Board elected Board Member Jim Spering, County of Solano, as Chair.

On a motion by Board Member Price, and a second by Board Member Vick, the STIA Board elected Board Member Pete Sanchez, City of Suisun City, as Vice-Chair.

INFORMATION ITEMS

A. **Status of Current Transportation Funding in Solano County**

Daryl Halls provided a status report on the current transportation funding in Solano County. He stated that Solano County currently relies on a combination of State (59%), regional (28%), local (7%) and federal (6%) funding sources to fund the list of priority projects. He noted that based on the most recent Regional Transportation Plan (RTP) adopted by MTC, Solano County is only projected to have enough federal, State and regional funds available over the next 25 years to fund all or part of seven new projects. He indicated that these projects include the next segment of the I-80/I-680/SR 12 Interchange, auxiliary lanes on I-80 near Fairfield, the Jepson Parkway, the West End of the North Connector, the Fairfield Vacaville Train Station, the Vallejo Station, and the Vacaville Transit Center. He also provided a summary of funding for local streets and roads and seniors, and discussed transit.

B. **Summary of New Local Revenue Options**

Daryl Halls provided an overview of the current status and projections for each of the new local revenue options. He listed them as follows 1.) Regional Express/High Occupancy Toll Lanes on I-80; 2.) Regional Transportation Impact Fee (RTIF); 3.) Rio Vista Bridge Toll; 4.) Benefit Assessment District for Transit (Benicia/Vallejo); 5.) Public Private Partnerships (P3); 6.) Local Sales Tax Option for Transportation; and 7.) Local DMV Fee for Transportation Benefits and Mitigation Authorized by SB 83.

ACTION ITEMS

A. **Board Discussion and Direction of New Local Revenue Options**

The STIA Board Members addressed their questions and concerns to staff regarding the development process of putting together a draft expenditure plan to place on the ballot for the November 2010 election. The Board directed staff to focus on addressing funding for Local Streets and Roads, Senior and Disabled mobility, and Safe Routes to Schools.

Recommendation:

Forward a recommendation to the STA Board regarding further evaluating and conducting feasibility analysis for specified new local revenue options as indicated in Attachment A.

On a motion by Board Member Patterson, and a second by Board Member Price, the STIA Board unanimously approved the recommendation.

ADJOURNMENT

The next scheduled meeting will be at **5:30 p.m., Wednesday, May 12, 2010 at the Suisun City Hall.**



DATE: April 19, 2010
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2010

Background:

Attached is the STA Board and Advisory Committee meeting schedule for the calendar year of 2010 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2010



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2010**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., April 28	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 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Thurs., May 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
Fri., May 21	12 noon	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Wed., May 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Wed., June 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., July 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Thurs., July 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
Fri., July 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 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., September 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Thurs., September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Confirmed</i>
Fri., September 17	12 noon	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Wed., September 29	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 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Wed., October 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., November 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 11 th Annual Awards	TBD - Suisun City	<i>TBD</i>
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
Fri., November 19	12 noon	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 24	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 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
Wed., December 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

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