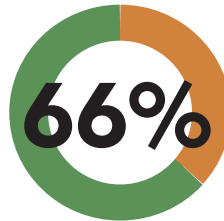
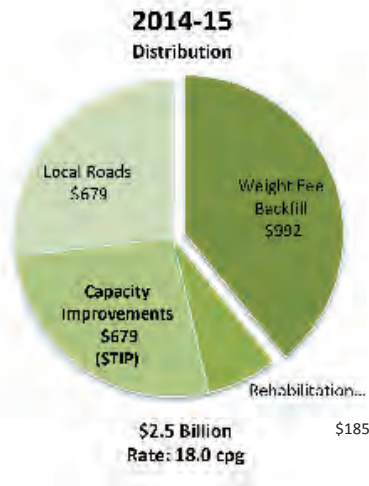


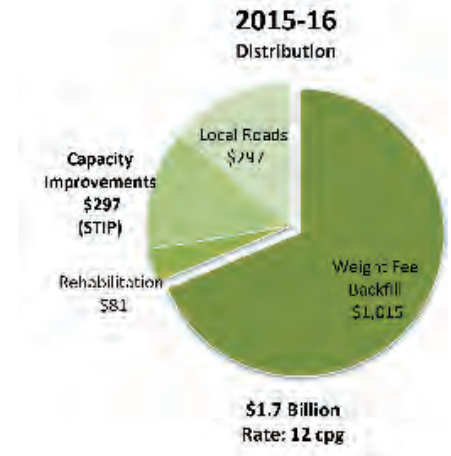
State Funding

State Transportation Improvement Program - STIP Effects on Solano County Priority Project

March 2016



The reduction in the Surface Transportation Improvement Program (STIP) due to the decrease in State Gas Tax revenue.



How Does The Gas Tax Reduction Affect Solano STIP?

The 2016 STIP has no additional funds programmed for FY 2019/20 and FY 2020/21. The recent decrease in gas tax revenue has additionally resulted in some projects, programmed in the 2014 STIP, not having revenues available for allocation in their originally programmed years.

This reduction has resulted in a potentially “negative” STIP, in which projects that were previously programmed in the 2014 STIP, may have their programmed amounts reduced or be deprogrammed entirely.

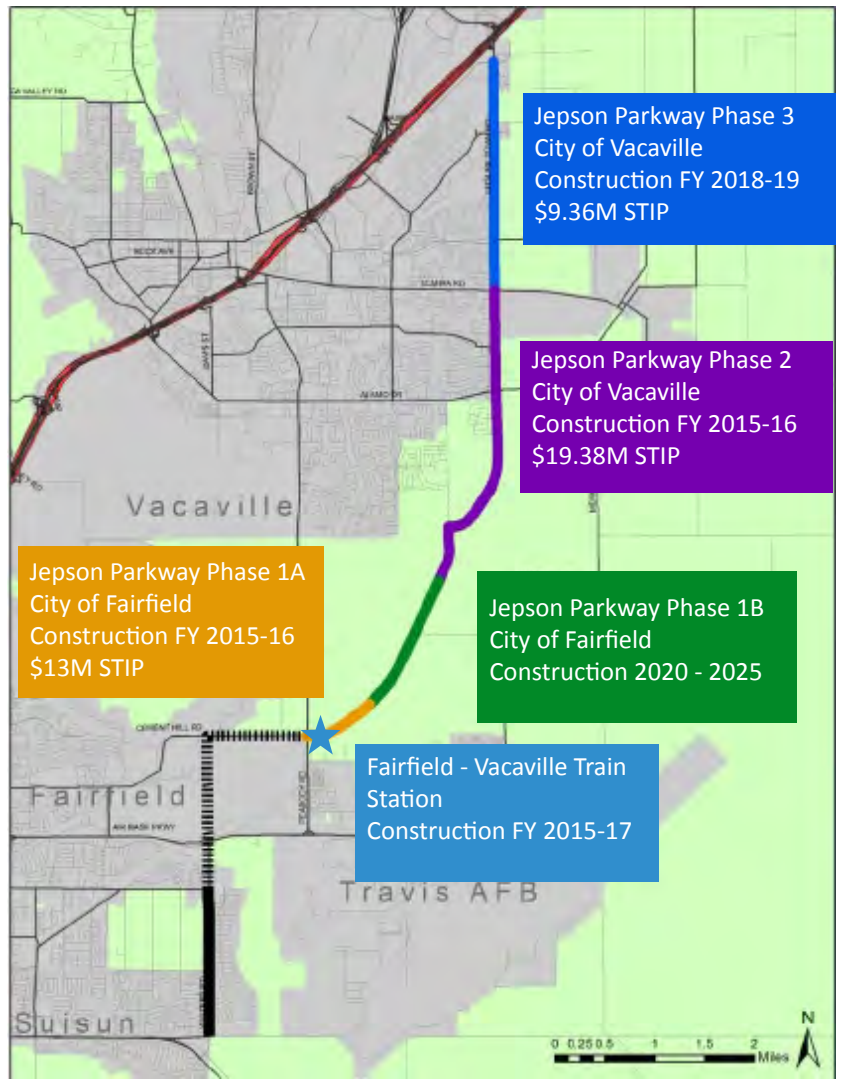
Solano currently has 2 projects programmed in the FY 15-16 STIP totaling \$33.2 M. Both projects are in danger of not being allocated for funding due to shortfall of available funds.

\$0

Solano County's STIP county share funding will decrease from \$9.36M in 2014 to \$0 in 2016

\$0

STA's Planning, Programming, & Monitoring (PPM) funds will decrease from \$407K in 2014 to \$0 in 2016 STIP



Jepson Parkway is an I-80 reliever route, which has been planned since the early 2000s. To date, two segments have been completed and four more segments are programmed for construction within the next 7 years.

- Two segments totaling \$33.4M, originally programmed for construction in FY 2015/16, have been delayed, by a year, due to the STIP funding crisis.
- The STIP funding crisis may impact the delivery of another Jepson Parkway segment, totaling \$9.36M and programmed for construction in FY 2018/19, which has been recommended by MTC for a \$6M reduction in STIP funding.



Solano County Cap and Trade Report



March 2016



Climate Action in Solano County

Solano County has a long history of taking actions to support a clean environment by focusing on compact development. In recent years, funds from the Strategic Growth Council helped to continue that tradition.



Every city in Solano County, and the County itself, has some form of Climate Action Plan (CAP). Many of the cities have CAPs that were funded in part with money from the Strategic Growth Council and from Pacific Gas & Electric Company (PG&E).

In 2012, STA received \$440,000 from the SGC to cover development of complete climate action plans incorporating the work already funded by PG&E. When these two grant programs were completed, every community in Solano County had a common GHG emission inventories and, a comparable set of measures to reduce GHG emissions, and a draft plan ready for approval by their city council.

Funding Struggle

Solano County struggles to compete with more populated areas in the state for Cap and Trade grants. Our priorities are two large projects:

- 2016: Fairfield/Vacaville Train Station
- 2017: Vallejo Station Phase B

Cap and Trade funds are most effectively applied to projects that meet GHG emission reduction goals when **regional jurisdictions** can make the determination how best to meet those goals in their own jurisdictions.



A more effective approach is to be able to fund a myriad of mid-sized projects on a regular basis, and to concentrate on the large projects only occasionally. Instead, staff time that could be used to deliver projects must be used to chase grants.

The communities in Solano County need funding to implement the ideas and policies found in their CAPs. The biggest single contributor to GHG emissions in Solano County, as in the rest of the Bay Area, is transportation, and STA helps provide local agencies support in implementing transportation measures.

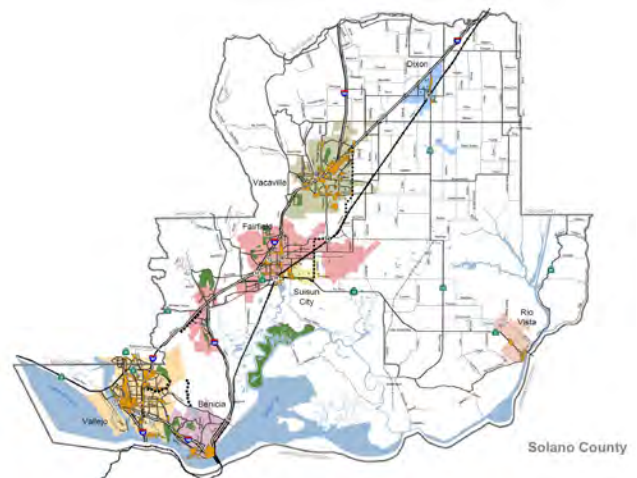
How have communities in Solano County helped with GHG reduction?

Local jurisdictions need a reliable funding stream to plan, design and build facilities that get people to and from homes, jobs and shopping in the cleanest manner possible. Examples of how Solano communities have already done so include:



- » Suisun City has built an extensive bicycle network that ties into the city's downtown district – where the Capitol Corridor passenger rail system has a very active stop.
- » Vacaville has converted its entire municipal bus fleet to compressed natural gas vehicles, and used its own funds to construct and operate transit and park-and-ride centers along I-80.
- » Vallejo has invested in its downtown waterfront area which is served by a ferry service providing trips directly to San Francisco. Each of these cities has made important progress.

All of the Solano county cities have important projects that remain undeveloped due to lack of funding.



Bay Trail/Vine Trail Gap Closure Project

Making bike connections from the Vallejo Ferry to Napa

Active Transportation Program (ATP) Project

March 2016



Successful trail networks create connections. The City of Vallejo is the connecting piece of two regional trail systems.

The San Francisco Bay Trail and the Napa Valley Vine Trail both have plans to connect multi-use trails to the Vallejo Ferry terminal in Downtown Vallejo, opening connections to thousands of more users per year.

STA is applying for ATP funds to create fill the gap between the Vallejo Ferry and Downtown Napa.

FUNDING PLAN

Funding Source	Amount (\$ in millions)
Local Match	\$ 1
ATP Application	\$ 6.2
Total Project Cost	\$ 7.2

OUR PARTNERS



Bay Trail/Vine Trail Gap Closure Project



Legend

 Proposed Project

 SF Bay Trail 

 Napa Valley Vine Trail 

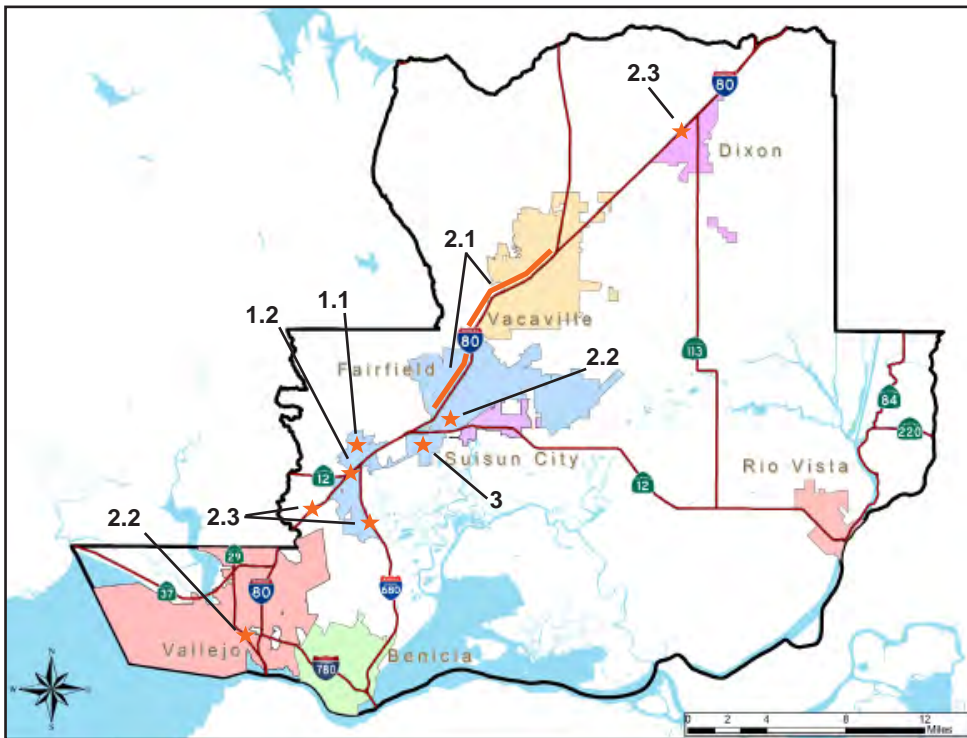
 School

Solano County

Priority Projects and Operating Needs

(Future RM3 Bridge Toll)

March 2016



Project Number	Project Title	10-Year* (\$214 M)	20-Year (\$428 M)	Proposed Benefits
1	Highway I-80 Goods Movement Corridor Improvements (Freight)	\$100 M	\$200 M	Congestion reduction, improved safety for drivers, improved connection routes, bike and pedestrian safety
1.1	WB Truck Scales Relocation			
1.2	I-80/I-680/SR 12 Interchange			
2	MLIP/SolanoExpress	\$64 M	\$128 M	Congestion reduction, incentive to carpool/vanpool or use express bus system
2.1	I-80 Express Lanes			
2.2	Fairfield Transportation Center & Vallejo Station			
2.3	Transit Facilities/Park-n-Ride Lots/ Safe Routes to Transit/Bus Capital			
3	SolanoExpress Operating (per year, w escalation at 2%/yr)	\$5 M/yr (\$50 M/ 10-yrs)	\$5 M/yr (\$100 M/ 20-yrs)	Congestion reduction

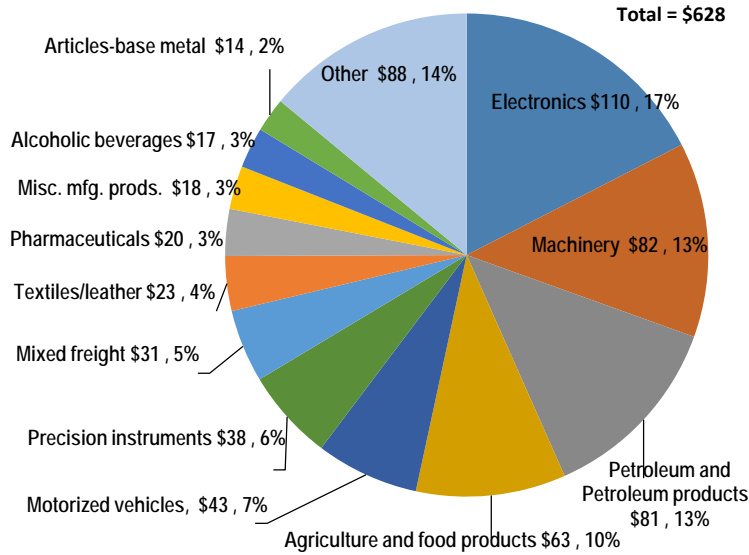
* If 10-yr Plan adopted, Request new Expenditure Plan every 10-yrs.

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Solano County Goods Movement



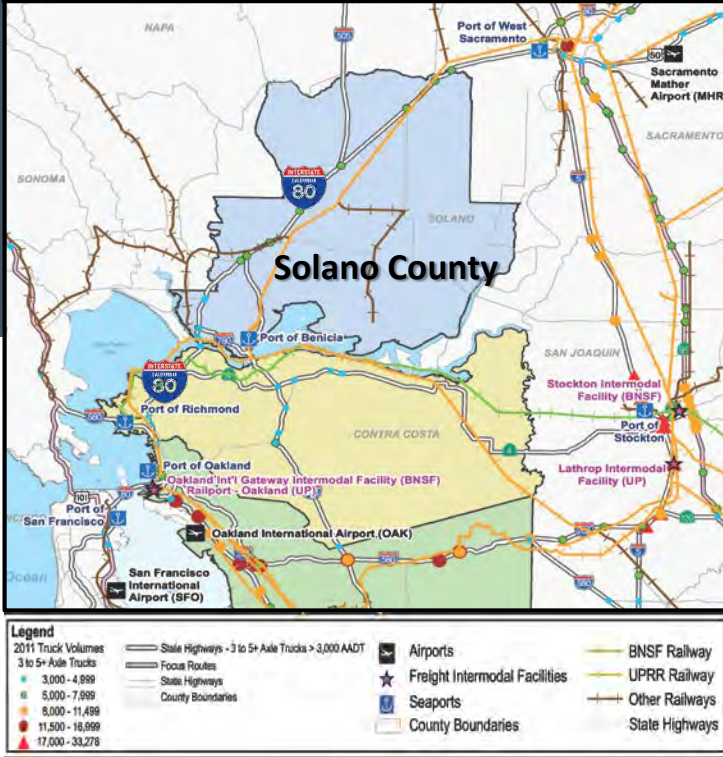
Goods movement has always played a critical role in **Solano County**. According to the Metropolitan Transportation Commission Draft Goods Movement Plan, over **\$600 billion** of goods flow within or through the region each year. Over 30 percent of jobs in the region (and 35 percent of jobs in Solano County) are in goods movement dependent industries which is a **key source of job diversity** in the region.



Bay Area Freight Flows by Commodity in Billions

Solano County Goods Movement Challenges

Solano Freight Corridors



Goods Movement Challenges

High volumes of mixed traffic on I-80 corridor.

Increasing demands for passenger/freight corridor for limited rail facilities

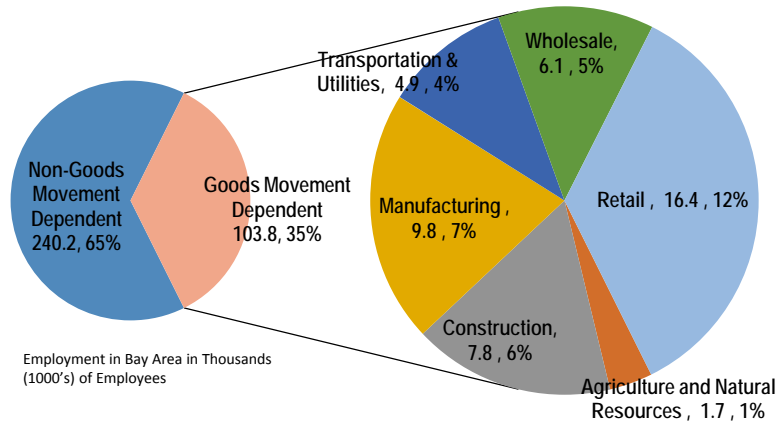
Safety and traffic congestion resulting from frequent weaving and merging at the I-80/I-680/SR 12 Interchange

Limited operations and enforcement the I-80 westbound truck scales, a regionally significant truck State inspection facility

Growing importance as a truck corridor for interregional agriculture and wine traffic on SR 12

Access and logistical support for Travis Air Force Base from I-80 and Hwy 12.

Goods Movement Dependent Industries in Solano County



Source: ABAG Plan Bay Area Economic Forecasts; factors from CCSCE and Cambridge Systematics Analysis.

Goods Movement has a significant benefit to Solano County's economy with 35% of Solano County employees reliant on Goods Movement Dependent jobs. The Draft 2016 Goods Movement Plan published by Metropolitan Transportation Commission highlighted the following for Solano County:

Top three goods movement industries (measured by employment):

1. Specialty Trade Contractors
2. Food and Beverage Storage
3. Durable Wholesale

Top three Truck Commodities by Tonnage:

1. Waste/Scrap
2. Nonmetallic Mineral Products
3. Gravel

Top three Truck Commodities by Value:

1. Motorized Vehicles
2. Mixed Freight
3. Machinery



Solano County Goods Movement Priorities

Priority #1

I-80/I-680/SR 12 Interchange



This multi-year, multi-phase project is located near Fairfield's Green Valley and Cordelia neighborhoods. The project will improve safety and travel times for motorists on I-80, I-680, Highway 12 and adjacent city streets.

Total Cost \$208 Million

Priority #2

I-80 Westbound Truck Scales



The westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues.

Total Cost \$170 Million

Priority #3

I-80 Express Lane



The I-80 Express Lanes project will cover the existing High Occupancy Vehicle (HOV) lanes as well as new construction from Air Base Parkway to I-505.

Total Cost \$154 Million

State Route 37



Corridor Description

SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between Marin, Sonoma, Solano and Contra Costa and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

Traffic Forecasting

Growing housing demand in the North Bay counties has produced a housing market that a high percentage of household cannot afford. Consequently, many have to live far away from their jobs. This jobs/housing imbalance is one cause of congestion Bay Area wide, and specifically for SR 37. Average Annual Daily Trips are projected to increase from 45,00 in 2013 to 58,00 by 2040.

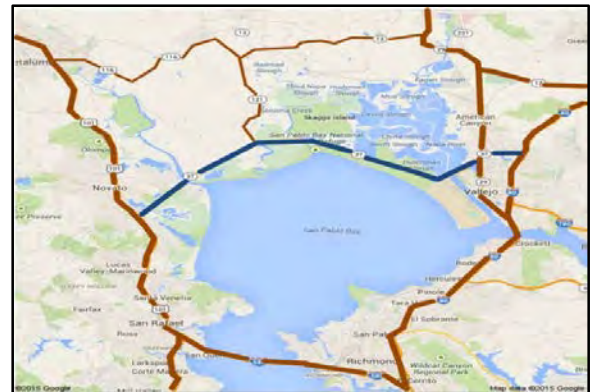
Sea Level Rise

SR 37 is protected by a complex system of interconnected levee which makes the corridor vulnerable to Sea Level Rise inundation and flooding now and in future.

SR 37 MOU Partnership

In December 1, 2015, the Congestion Management Agencies (CMA) of Marin, Napa, Solano and Sonoma Counties have agreed to form a partnership through a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

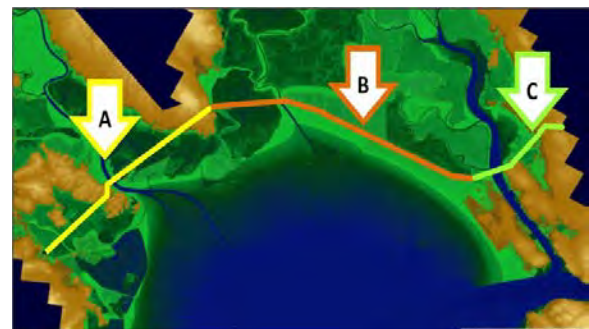
More information on the SR 37 MOU Partnership can be obtained via e-mail from Robert Guerrero, STA Senior Project Manager, at rguerrero@sta.ca.gov.



SR 37 Alternative Routes

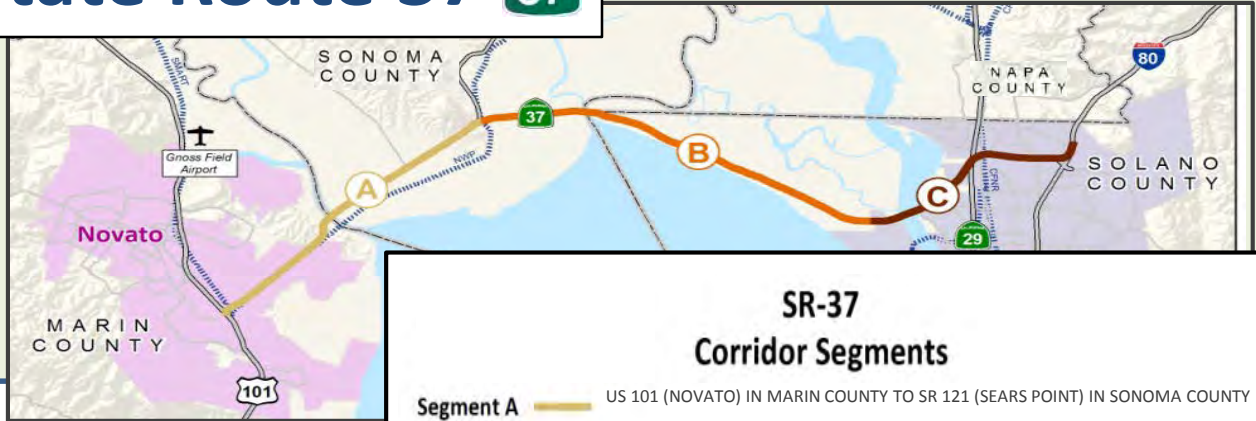
SEG	2013 VOLUMES		2040 FORECASTS	
	2013 AADT		2040 AADT	
	EB	WB	EB	WB
A	20,300	20,100	34,650	37,500
B	20,350	19,100	35,800	34,500
C	49,200	45,200	56,000	58,200

Source: Caltrans SR 37 TCR (2015)



Source: UC Davis/Caltrans SR 37 Sea Level Rise Analysis)

State Route 37



SR-37 Corridor Segments

- Segment A** — US 101 (NOVATO) IN MARIN COUNTY TO SR 121 (SEARS POINT) IN SONOMA COUNTY
- Segment B** — SR 121 (SEARS PT.) IN SONOMA COUNTY TO MARE ISLAND (VALLEJO) IN SOLANO COUNTY
- Segment C** — MARE ISLAND (VALLEJO) TO I-80 INTERCHANGE IN SOLANO COUNTY

Corridor Characteristics

SEGMENT	A	B	C	COMMENTS
LANE MILES	11.4	6.2	3.4	
GENERAL PURPOSE LANES	4-E	2-C	4-F	(E=EXPRESSWAY, C=CONVENTIONAL HIGHWAY, F=FREEWAY)
FREEWAY & EXPRESSWAY	YES	YES	YES	
NATIONAL HIGHWAY SYSTEM	YES	YES	YES	
FEDERAL FUNCTIONAL CLASSIFICATION	FREEWAY/ EXPRESSWAY/ PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	FREEWAY	
STAA TRUCK RTE	YES	YES	YES	
POSTED SPEED LIMIT	65 mph	55 mph	65 mph	
TERRAIN	FLAT/ROLL	ROLL/FLAT	FLAT	
HOV or HOT LANES	NO	NO	NO	
MTC RTP	NO	NO	NO	
FUNDED	NO	NO	NO	
IMPACTED BY SEA LEVEL RISE	YES	YES	YES	
AUX LANES	NO	NO	YES	EB: FAIRGROUNDS DR. TO I-80 INTERCHANGE, WB: I-80 TO FAIRGROUNDS DR. I/C
DISTRESSED PAVEMENT	YES	YES	NO	CONSTANT SETTLING IN WETLANDS AREAS
AIR DISTRICT	BAY AREA AIR QUALITY MANAGEMENT DISTRICT			
CONGESTION MANAGEMENT AGENCY	TAM/SCTA	SCTA/STA/NCTPA*	STA	*SR 37 TOUCHES NAPA COUNTY
METROPOLITAN PLANNING ORGANIZATION	METROPOLITAN TRANSPORTATION COMMISSION			
CALTRANS	DISTRICT 4			



PROJECT FACT SHEET

EA #0J630

Description:

Roadway Rehabilitation (3R) on Route 12, in Solano County, near Rio Vista.

Scope:

Rehabilitate roadway, provide standard shoulders and travel lanes, correct profile, provide ADA compliant pedestrian facilities and correct drainage deficiencies.

Environmental:

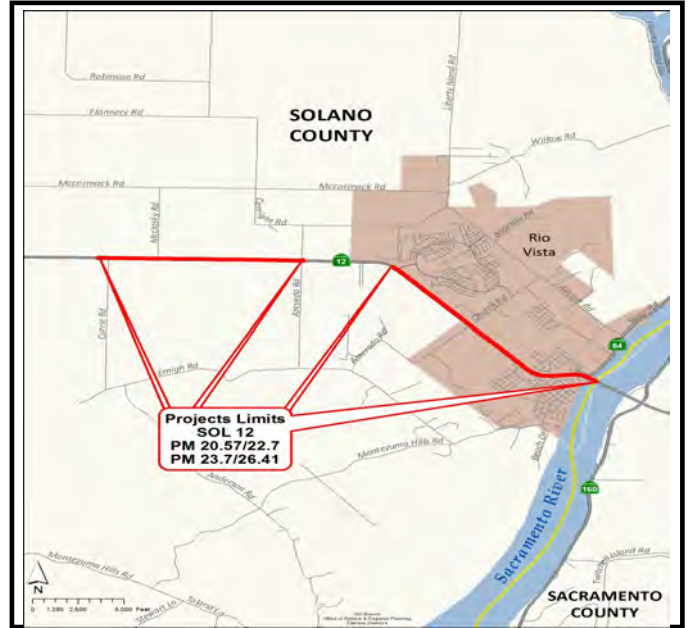
Document Type – IS/EA

Cost:

- Long Lead
- Programmed for:
 - PA&ED: \$5.78M
 - PS&E: \$5.78M
- Estimated \$73.2M Capital Construction for future SHOPP.

SOLANO COUNTY:

Solano 12 — PM 20.57/22.7 & 23.7/24.41



SCHEDULE:

Milestone	Status Dates
M010 - Approve PID	06/30/2015
M120 - DED	08/01/2019
M200 - PA&ED	10/01/2019
M380 - PS&E	10/01/2021
M410 - RWC	02/01/2022
M460: RTL	02/01/2022
M500: Approve Contract	09/01/2022
M600 - End Construction	09/30/2024
M800- End Project	09/30/2026

PROJECT NOTES:

Current Status: Approved as a Long Lead project in October's CTC Meeting. Begin Environmental target March 2016 pending approval to use State funds only until FTIP amendment.



PROJECT FACT SHEET

EA #4G560

Description:

Intersection Improvement, near Rio Vista, at the intersection of Route 12 and Route 113.

Scope:

Intersection Improvement, two Alternatives are being proposed:

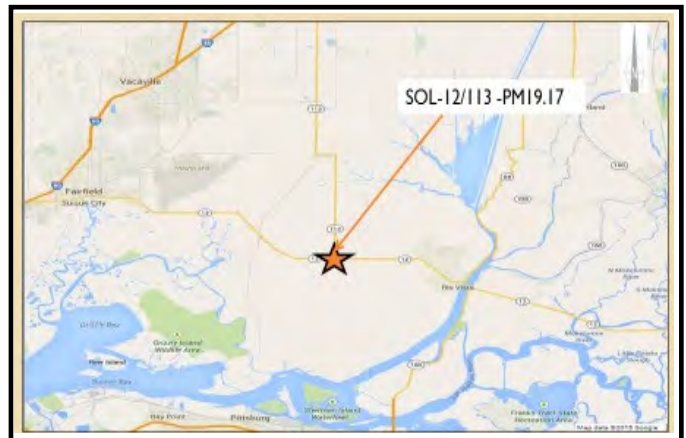
- 1) Signalized Intersection
- 2) Roundabout

Environmental:

Document Type — CE/CE (If a BO is required then the document may be an IS/CE)

Construction Cost: \$4.7M SHOPP Funding

SOLANO COUNTY:
Solano 12/113 — PM 19.2



SCHEDULE:

Milestone	Status Dates
PA&ED	01/01/2017
Begin Construction	09/01/2018
End Construction	09/01/2019

PROJECT NOTES:

Current Status: PA&ED Phase.



Proposed June 2016 Solano County Sales Tax



March 2016



San Francisco Bay Area was recently ranked as having the worst roads of any urbanized area in the United States.

\$1,044

in additional costs, each year, for Bay Area drivers when driving on poor condition roads.

6-10 times

more efficient to preserve roads in good condition, then it is to let them degrade into "poor" condition and then rehabilitate them.

Solano County's Road Funding Shortfalls

\$20.5 million

What Solano County spent on roads in 2014. Less than half of what is necessary to keep roads in "fair" condition.

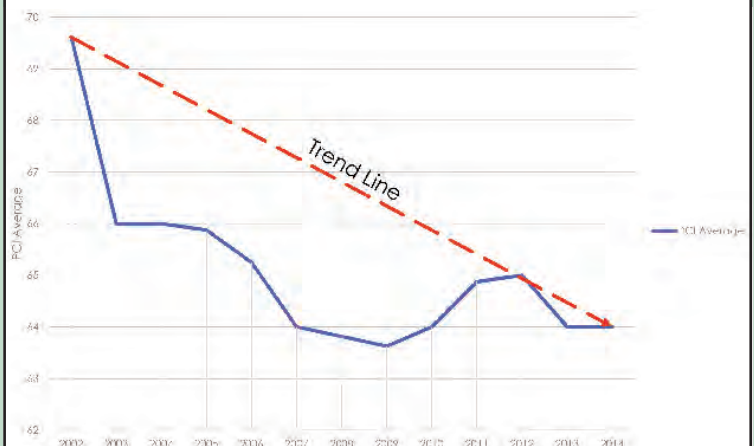
25%

decrease in state funding from FY 14/15 to FY 15/16

5%

Further decrease estimated from FY 15/16 to FY 16/17; Totals \$6.2M decrease in just 2 years!

Solano County's Declining Pavement Quality



79%

of Solano's local streets and road funding comes from State sources.

21%

of Solano's local streets and road are categorized in "poor" condition in 2015.



What is Solano County Doing to Address the Issue?

On February 9th, the Solano County Board of Supervisors voted unanimously to place a 5-year, ½ cent sales tax measure on the June 2016 ballot.

STA conducted extensive citizen outreach by conducting 23 presentations to community groups, offering an online survey, mailing out a returnable survey, and conducting 3 telephone town halls with over 2,500 participants. Collectively, the STA received over 1,500 comments and questions.



The funds would be used by the seven cities and the County as follows:

96%

**Maintenance and Repair
of Local Streets and
Roads and Road Safety
Projects**

3%

**Mobility for Seniors
and People with
Disabilities**

1%

**Oversight and
Accountability**

7.625%

**Current Solano County Sales
Tax Rate**

\$55 per year
or \$4.50 per month is what the
average Solano County resident
would pay if new tax measure
passes (2014) estimate

Road Condition	Excellent 100-80	Good 79-70	Fair 69-60	At-Risk 59-50	Poor 49-35	Failed 24-0
Treatment	No Treatment	Crack Sealing	Slurry Seal	Thin Overlay	Thick Overlay	Reconstruction
Cost of Repair	No Cost	Less than \$10,000 per mile	\$16,000 to \$25,000 per mile	\$137,000 to \$257,000 per mile	\$144,000 to \$344,000 per mile	\$302,000 to +\$1,000,000 per mile