

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

**1:30 p.m., Wednesday, June 29, 2011  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Daryl Halls, Chair
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (1:30 -1:35 p.m.)	
<b>IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF</b> (1:35 -1:40 p.m.)	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
<b>A. Minutes of the TAC Meeting of May 25, 2011</b> <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of May 25, 2011</i> <b>Pg. 1</b>	Johanna Masielat
<b>B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Article 3 Bicycle Projects</b> <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2011-12 TDA Article 3 Resolution No. 2011-11.</i> <b>Pg. 5</b>	Robert Guerrero

**TAC MEMBERS**

Charlie Knox	Janet Koster	George Hicks	Dave Mellili	Dan Kasperson	Rod Moresco	David Kleinschmidt	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

- C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2011-12 Work Program** Judy Leaks  
Recommendation:  
*Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program FY 2011-12.*  
**Pg. 13**
- D. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program** Robert Guerrero  
Recommendation:  
*Forward a recommendation to the STA Board to approve \$17,909.36 each for SNCI's Rideshare Incentives Program and Solano SR2S Program from the remaining FY 2011-12 TFCA Program Manager fund balance.*  
**Pg. 17**
- E. Project Delivery Schedule for Fiscal Year (FY) 2011-12** Jessica McCabe  
Recommendation:  
*Approve of the project delivery schedules and milestones for FY 2011-12 projects, as part of the STA Project Delivery policies as shown in Attachment B.*  
**Pg. 19**
- F. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – July 2011** Elizabeth Richards  
Recommendation:  
*Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – July 2011 as shown in Attachment A.*  
**Pg. 51**
- G. Fiscal Year (FY) 2011-12 Intercity Transit Funding Agreement** Elizabeth Richards  
Recommendation:  
*Forward a recommendation to the STA Board to approve the FY 2011-12 Cost-Sharing Intercity Transit Funding Agreement amounts.*  
**Pg. 53**

**VI. ACTION FINANCIAL ITEMS**

- A. Jepson Parkway Project Update** Janet Adams  
Recommendation: Alan Glen  
*Forward a recommendation to the STA Board to approve the Jepson Parkway Funding Agreement between the STA, the City of Fairfield and Solano County.*  
 (1:45 – 1:50 p.m.)  
**Pg. 55**

- B. Safe Routes to School (SR2S) Countywide Walking School Bus/Bicycle Train Program Grant Request** Sam Shelton  
*Recommendation:*  
*Forward a recommendation to the STA Board to direct staff to apply for the Cycle 3 Federal Safe Routes to School Program grant for up to \$500,000 for the Scope of Work as shown in Attachment B.*  
(1:50 – 1:55 p.m.)  
**Pg. 73**

## VII. ACTION NON-FINANCIAL ITEMS

- A. 2011 Solano Napa Travel Demand Model Update** Robert Guerrero  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the Scope of Work for the Solano Napa Travel Demand Model 2011 Update as shown in Attachment A.*  
(1:55 – 2:00 p.m.)  
**Pg. 77**
- B. Final Countywide Greenhouse Gas Emission Inventory** Robert Macaulay  
*Recommendation:*  
*Forward a recommendation to the STA Board to request the City County Coordinating Council (4'Cs) to coordinate the submittal of a grant to the Strategic Growth Council (SGC) for development of a multi-agency Climate Action Plan (CAP).*  
(2:00 – 2:05 p.m.)  
**Pg. 81**
- C. Marketing Update** Jayne Bauer  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the STA FY 2011-2013 Marketing Plan.*  
(2:05 – 2:10 p.m.)  
**Pg. 83**

## VIII. INFORMATIONAL ITEMS

- A. Agenda Topics for STA Board Workshop of June 27, 2011** Daryl Halls  
*Informational*  
(2:10 – 2:15 p.m.)  
**Pg. 89**
- B. Local Street and Roads (LS&R) Proposed Solano County Annual Report** Sam Shelton  
*Informational*  
(2:15 – 2:20 p.m.)  
**Pg. 93**

- C. **Solano County Bicycle and Pedestrian Data Collection** Sara Woo  
*Informational*  
(2:20 – 2:25 p.m.)  
**Pg. 119**
- D. **Solano County Pedestrian and Bicycle Wayfinding Signage Plan** Sara Woo  
*Informational*  
(2:25 – 2:30 p.m.)  
**Pg. 123**

**NO DISCUSSION**

- E. **Local Project Delivery Update** Jessica McCabe  
*Informational*  
**Pg. 135**
- F. **Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 141**
- G. **STA Board Meeting Highlights of June 8, 2011** Johanna Masielat  
*Informational*  
**Pg. 147**
- H. **STA Board and Advisory Committee Meeting Schedule for 2011** Johanna Masielat  
*Informational*  
**Pg. 151**

**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 31, 2011.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**May 25, 2011**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room 1.

**Present:**

<b>TAC Members Present:</b>	Mike Roberts	City of Benicia
	Janet Koster	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

**STA Staff Present:**

*(In Alphabetical Order by Last Name)*

Janet Adams	STA
Robert Guerrero	STA
Daryl Halls	STA
Karen Koelling	STA
Robert Macaulay	STA
Jessica McCabe	STA
Sam Shelton	STA
Sara Woo	STA

**Others Present:**

*(In Alphabetical Order by Last Name)*

Jeff Knowles	City of Vacaville
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**II. APPROVAL OF THE AGENDA**

On a motion by Mike Roberts, and a second by Georg Hicks, 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:** Staff commented on the following:

- MTC Workshop on Streamlining Federal Aid Process
- Press Release - News from Washington D.C. regarding a New Federal Authorization called MAP-21 (Moving Ahead Progress for the 21<sup>st</sup> Century)

**Other:** None presented.

#### V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by David Kleinschmidt, the STA TAC approved Consent Calendar Items A through B.

**A. Minutes of the TAC Meeting of April 27, 2011**

Recommendation:

Approve TAC Meeting Minutes of April 27, 2011.

**B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – June 2011**

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – June 2011 as shown in Attachment A.

#### VI. ACTION FINANCIAL ITEMS

**A. Reprogramming Funds from Travis AFB: North Gate Projects to Jepson Parkway (Vanden Road) Project**

Jessica McCabe reviewed the current programming of funds for Travis AFB: North Gate Project and the Jepson Parkway and recommended reprogramming of funds from Travis AFB: North Gate to Jepson Parkway. She stated that once the request to reprogram these funds is approved, STA staff will prepare a formal TIP amendment to send to MTC.

Recommendation:

Approve the reprogramming of \$793,000 in remaining Federal earmark funds from the Travis AFB: North Gate Project and transfer the funds to the Jepson Parkway Vanden Road segment for PS&E.

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

## VII. ACTION NON-FINANCIAL ITEMS

### A. Solano Countywide Pedestrian Transportation Plan

Sara Woo indicated that the Pedestrian Advisory Committee (PAC) approved the Plan at their May 18, 2011 meeting for adoption based on the approval by the study's Technical Working Group. She cited that on May 31, 2011, the Alternative Modes Committee will also review the Pedestrian Plan.

#### Recommendation:

Forward a recommendation to the Alternative Modes Committee and the STA Board to approve the Solano Countywide Pedestrian Transportation Plan as shown in Attachment A.

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

## VIII. INFORMATIONAL

### A. Agenda Topics for STA Board Workshop of June 27, 2011

Daryl Halls announced the STA's upcoming Board Workshop scheduled on June 27, 2011 at the County Events Center. He encouraged the TAC members to attend the workshop.

### B. Highway Projects Status Report:

1. I-80/I-680/State Route (SR) 12 Interchange
2. I-80 Eastbound Cordelia Truck Scales Relocation
3. I-80 Express Lanes
4. I-80 Freeway Performance Initiative
5. Redwood Pkwy -Fairgrounds Dr. Access Improvements
6. Jepson Parkway
7. State Route 12 (Jameson Canyon)
8. State Route 12 East SHOPP Project
9. I-80 SHOPP Rehabilitation Projects

Janet Adams provided updates to major highway and reliever route projects in Solano County as listed above.

### C. Comprehensive Transportation Plan (CTP) Update Status – Alternative Modes Element

Robert Macaulay stated that the first in a series of CTP meetings over the next few months is the Alternative Modes Committee meeting scheduled on May 31, 2011. He cited that the Committee members will be provided a comprehensive overview on tasks completed to date and discuss action items related to the Countywide Bicycle and Pedestrian Plans.

### D. Project Delivery Schedule for Fiscal Year (FY) 2011-12

Jessica McCabe distributed and reported on an updated project delivery schedule from local projects sponsor with projects programmed in FY 2011-12 and on projects with available funding prior to FY 2014-15. She described a recent case with Suisun City's Grizzly Island Trail project, where recommended milestones and funding alternatives were provided, in response to project delivery delays identified by both STA and City of Suisun City staff.

**NO DISCUSSION**

- E. Legislative Update**
- F. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report**
- G. Local Project Delivery Update**
- H. STA Funding Opportunities Report**
- I. STA Board Meeting Highlights of May 11, 2011**

**STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011**

**IX. ADJOURNMENT**

The meeting was adjourned at 2:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 29, 2011.**



DATE: June 17, 2010  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA)  
Article 3 Bicycle Projects

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**Background:**

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g., Solano Transportation Authority for Solano County). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

On May 12, 2010, the STA Board approved a funding plan for Cycle 1 Congestion Mitigation Air Quality (CMAQ) and TDA Article 3 funds for Fiscal Years (FY) 2010-11 and 2011-12. The funding plan outlined a commitment to the Solano Safe Routes to School Program for \$71,000 in both fiscal years to match federal CMAQ funding as well as other grants. The Board approved this commitment based on the STA's Bicycle Advisory Committee's and Pedestrian Advisory Committee's unanimous support and recommendation for approval.

The Solano Safe Routes to School Program addresses safety, information and access for school children through engineering, education, enforcement, and encouragement. TDA Article 3 funds will be used for the education component of the program by providing bicycle safety education to school children in Solano County.

**Discussion:**

MTC requires a resolution for projects that are approved for TDA Article 3 funds. A resolution was approved last year by the STA Board for the \$71,000 in FY 2010-11. A new resolution will need to be submitted for the \$71,000 committed for FY 2011-12. Attachment A is a resolution that will satisfy this requirement. STA staff requests approval of the resolution in order to begin spending and claiming reimbursement for the project early in the new fiscal year.

**Fiscal Impact:**

The TDA Article 3 funds for \$71,000 will provide the local match required for \$305,000 from federal CMAQ funding provided by MTC for bicycle safety education. If the resolution is not approved, the STA will need to seek other local fund sources or risk losing federal grant funding.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2011-12 TDA Article 3 Resolution No. 2011-11.

Attachments:

- A. FY 2011-12 TDA Article 3 Resolution No. 2011-11

**RESOLUTION 2011-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM  
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE  
ALLOCATION OF FISCAL YEAR 2011-12 TDA ARTICLE 3 PEDESTRIAN/BICYCLE  
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of TDA Article 3 projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of TDA Article 3 projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2011-12 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

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Harry Price, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 13, 2011.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 13<sup>th</sup> day of July, 2011 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

Attachment A

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>
1.	STA Safe Route to School (SR2S)	\$71,000
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	<b>Totals</b>	<b>\$71,000</b>

Resolution No. 2011-11

Attachment B

Page 1 of 2

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2011-12                      Applicant: Solano Transportation Authority

Contact person: Sam Shelton

Mailing Address: One Harbor Center Suite 130, Suisun City, CA 94585

E-Mail Address: sshelton@sta-snci.com                      Telephone: 707-399-3211

Secondary Contact (in event primary not available) Robert Guerrero

E-Mail Address: rguerrero@sta-snci.com                      Telephone: 707-399-3213

**Short Title Description of Project: Solano County Safe Routes to School (SR2S) Program**

Amount of claim: \$71,000

**Functional Description of Project:**

The Solano Countywide Safe Routes to School (SR2S) Program is an expanding program; a primary purpose of the educational component is to provide additional bicycle safety education to school children in Solano County.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

**Project Elements:** Bicycle Safety Education.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	\$111,000	\$71,000			\$182,000
list all other sources:					
1. CMAQ	\$882,000	\$305,000			\$1,187,000
2. BAAQMD TFCA	\$400,000	\$30,000			\$430,000
3. YSAQMD	\$60,000	\$30,000			\$90,000
4.					
<b>Totals</b>	\$1,453,000	\$436,000			\$1,889,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	YES
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>December 30, 2013</u>	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

*Part B*

The STA previously programmed \$71,000 in FY 2010-11 TDA Article 3 funds that help match additional air district grants and CMAQ funds provided by MTC for additional bicycle safety education as part of an expanded Countywide Safe Routes to School program. This additional \$71,000 helps match an additional \$305,000 in CMAQ funds provided by MTC for additional bicycle safety education as part of an expanded Countywide Safe Routes to School Program.

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DATE: June 17, 2011  
TO: STA TAC  
FROM: Judy Leaks, Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2011-12 Work Program

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**Background/ Discussion:**

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA, through Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The BAAQMD, ECMAQ and YSAQMD funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the Emergency Ride Home Program, the Employer Commute Challenge, and a wide range of localized services. These services support efforts to reduce carbon emissions and address climate change concerns.

The FY 2011-12 SNCI Work Program includes the following ten (10) major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

The proposed FY 2011-12 SNCI Work Program is provided in Attachment A.

**Fiscal Impact:**

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2011-12.

Attachment:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2011-12

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**Solano Napa Commuter Information (SNCI)  
Work Program  
FY 2011-12**

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1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2012 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Coordinate with Safe Routes to School program to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

10. **Partnerships:** Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors and People with Disabilities; and assisting the local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans and other efforts.



DATE: June 20, 2011  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program

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**Background:**

The Bay Area Air Quality Management District (BAAQMD) annually provides Transportation for Clean Air (TFCA) funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles. Eligible projects include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The STA coordinates with the BAAQMD and is responsible for programming the BAAQMD TFCA Program Manager funding for Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding.

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

**Discussion:**

The BAAQMD estimated a total of \$280,124.73 available for programming in FY 2011-12. The STA Board approved Solano Napa Commuter Information (SNCI)'s Rideshare Incentives Program for \$214,306 and the Solano Safe Routes to School (SR2S) Program for \$30,000 as part of the FY 2011-12 TFCA Program Manager funding. There was a remaining balance of \$35,818.73 that the STA Board issued a call for projects for on April 20, 2011. As a result, STA received one application for a Heavy Duty Vehicle Replacement Project from the County of Solano. The County's project was reviewed by STA and the Air District and was determined not to be eligible. This determination was made because the vehicle requested for replacement was an off-road vehicle and only on-road vehicles can qualify and the new vehicle proposed to replace the current vehicle did not go beyond what the California Air Resources Board requires for new replacement vehicles. The BAAQMD has a strict policy that does not allow TFCA funding for replacement vehicles that do not go beyond what CARB requires. The TFCA Heavy Duty Vehicle Replacement Project category is the toughest TFCA category to find eligible projects. STA staff will work with Solano County staff to pursue other funding options to assist in replacing their heavy duty vehicles.

The remaining \$35,818.73 will be programmed by the Air District if the STA does select a project. Given the fact that the STA Board already issued a call for TFCA projects, STA staff recommends the remaining TFCA funds provide additional local match funding for the SNCI's Ridesharing Incentives Program and SR2S Program or risk losing the funds. STA staff recommends SNCI and SR2S each gets half of the remaining balance of TFCA funds to increase their capacity to match additional federal grant funding at this time.

**Fiscal Impact:**

Funding for the TFCA Program Manager Funds are provided directly from the BAAQMD through DMV registration fees. If approved, SNCI and SR2S Programs will receive an additional \$17,909.36 each for additional local match funds.

**Recommendation:**

Forward a recommendation to the STA Board to approve \$17,909.36 each for SNCI's Rideshare Incentives Program and Solano SR2S Program from the remaining FY 2011-12 TFCA Program Manager fund balance.



DATE: June 20, 2011  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Project Delivery Schedule for Fiscal Year (FY) 2011-12

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### **Background**

The STA Project Delivery Department is responsible for the delivery of STA led projects and monitors and assists in the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff help local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

On May 19, 2011, the STA Board adopted the STA Project Delivery Policy (Attachment A) in an effort to formalize the STA's procedures regarding the programming and monitoring of projects. The goal of the policy is to protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Air Quality Management Districts.

The policy states that STA will support projects with reasonable delivery schedules which describe development milestones, including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt deadlines. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

### **Discussion**

In accordance with the STA Project Delivery Policy, STA staff is currently in the process of collecting project delivery schedules from local project sponsors with projects programmed in FY 2011-12 (Attachment B). For projects that could encounter significant delays and potentially fail to meet project delivery deadlines, a more detailed project schedule will be requested and will be subject to review by both the PDWG and TAC. As part of this peer review process, STA staff will suggest recommendations to further assist project sponsors in meeting delivery deadlines. This was recently the case with Suisun City's Grizzly Island Trail project (Attachment C), where recommended milestones and funding alternatives were provided, in response to project delivery delays identified by both STA and City of Suisun City staff.

On May 17, 2011, the Solano PDWG reviewed submitted project delivery schedules for FY 2011-12 projects, and on June 21, 2011, the Solano PDWG recommended to forward a recommendation STA TAC for approval. Once approved by the TAC, the FY 2011-12 projects will go to the STA Board in July for approval.

**Fiscal Impact**

None impact to the STA budget.

**Recommendation**

Approve the project delivery schedules and milestones for Fiscal Year (FY) 2011-12 projects, as part of the STA Project Delivery policies as shown in Attachment B.

Attachments:

- A. STA Project Delivery Policy, 2-28-11
- B. Fiscal Year (FY) 2011-12 Projects, 6-13-11
- C. Suisun City's Grizzly Island Trail Project Schedule, 5-17-11

## Solano Transportation Authority Project Delivery Policy 02-28-2011

### Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

### Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

### Project Delivery Policy Goal:

*"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Air Quality Management Districts."*

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*  
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*  
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*  
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*  
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

## **Programming Policies for New Projects: Schedule Review & Approval**

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
  - 1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

- 1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.
  - 1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.
  - 1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

### **Monitoring Policies: Ongoing Schedule & Development Review**

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.
  - 2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.
  - 2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discussed below.

### **STA Delivery Assistance: Strategy & Communication Services**

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.
  - 3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.
  - 3.2. STA staff project delivery assistance and support includes but is not limited to:
    - 3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.
    - 3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.
    - 3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.
    - 3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.
    - 3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.
    - 3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.
    - 3.2.7. Develop extension requests for delayed but feasible priority projects.

## Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.

### 1.1. Federal Aid Projects

1.1.1.MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:

- 1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)
  - 1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.
- 1.1.1.2. Field review scheduled (August – October)
  - 1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.
- 1.1.1.3. Environmental Clearance (October – November)
  - 1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at \$0.90 to \$1.00.
- 1.1.1.4. Obligation Requests for any phase (November – January)
  - 1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than \$0.90 to \$1.00.
- 1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)
  - 1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than \$0.50 to \$1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.

1.1.2.All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.

### 1.2. State funded projects

1.2.1.State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:

- 1.2.1.1. STIP Programming Review (March - April)
  - 1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.
- 1.2.1.2. State allocation funding requests (November – April)
  - 1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than \$0.90 to \$1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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Fiscal Year (FY) 2011-2012 Projects  
Updated 6-13-11

Agency	TIP ID	Project Name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Status	Next Task and Deadlines
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction	Shortfall		
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Station	RM2/STIP/Earmark	2013	125	4793	2790	31892		PE	Request \$4M STIP FY 11/12
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1370		PE	Request E76 by Feb 2012
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR2S)	2012	50	250		1764		PE	Clear NEPA, ROW
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	66	195	180	630		ROW	Request E76 for CON by Feb 2012
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1324		PE	Request E76 by Feb 2012
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012				1595		PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	705			11045		PE	Clear CEQA, req't RM2 for CON 2012
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	200	5800	9000	64128		CON	Invoice every 6 months, req't RM2 2012
Vallejo	VAR991007	Bridge - Mare Island Causeway West Approach	HBP	2014		125	45	2417		PE	Obligation by June 2012
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013		175	2475	50		PE	Clear NEPA/Earmark \$ prog FY 11/12
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	558				4050	PE	On Hold
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012		10		1908		PE	Submit E76 req by Feb 2012
Solano County		Gordon Valley Road Bridge	HBP			330	50	1170		PE	Obligation by June 2012
Solano County		Winters Road Bridge	HBP			1120	200	9820		PE	Obligation by June 2012
Solano County	SOL050006	Suisun Valley Road Bridge	HBP	2012		430		1000		PE	Obligation by June 2012
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	30000	75036	26525	73264		PE	Clear NEPA/CEQA/ STIP req't 2012
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	5800	17700	3000	74400		ROW	RM2/SHOPP programmed for FY 11/12
STA	SOL110003	Jepson: Vanden Rd from Peabody to Leisure Town	STIP/Earmark	2015		5693	3800	30457		PE	Complete Design
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm				1286		ongoing	CMAQ \$ Prog for FY 11/12
STA	SOL970033	CMA Planning Activities and PPM	STP, 4% planning	Prgm	2019				2447	ongoing	PPM Requests for FY 11-12 due in June

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## Detail Project Information Table

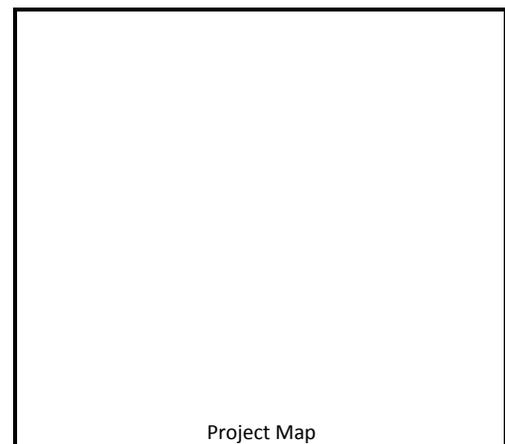
### BASIC INFORMATION

<b>Sponsor:</b> City of Fairfield	<b>Project Title:</b> Fairfield/Vacaville Intermodal Rail Station	<b>Project Description</b> Construction of new train station near the intersection of Peabody/Vanden Road, including a seperated grade overcrossing of the railroad tracks on Peadody Road.
<b>TIP or Project ID:</b> SOL030002	<b>Primary Contact:</b> Kevin Daughton	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total	
			PE	ROW	CON		
TCI	2002			\$760,000		\$760,000	
TCI	2002		\$125,000			\$125,000	
Other Local	2002		\$75,000			\$75,000	
Earmark-T2-STP115	2010				\$753,846	\$753,846	
Other Local	2013				\$295,416	\$295,416	
Other Local	2013				\$1,150,574	\$1,150,574	
5309-T3-BUS	2012		\$495,000			\$495,000	
5309-T3-BUS	2011		\$485,437			\$485,437	
5309-T3-BUS	2012		\$485,888			\$485,888	
BT-RM2-LOC	2012				\$13,250,000	\$13,250,000	
BT-RM2-LOC	2012				\$1,250,000	\$1,250,000	
BT-RM2-CAP	2010		\$615,000			\$615,000	
BT-RM2-LOC	2011		\$1,000,000			\$1,000,000	
BT-RM2-LOC	2012		\$750,000			\$750,000	
BT-RM2-LOC	2011			\$2,000,000		\$2,000,000	
GFSTIP-T2-FY98-GF-F/ST	2006		\$125,000			\$125,000	
GFSTIP-T2-FY98-GF-F/ST	2002		\$125,000			\$125,000	
Other Local	2006		\$145,000			\$145,000	
Other Local	2002			\$30,000		\$30,000	
RIP-T3-06-ST-SOL	2012	STIP Allocation FY 11/12			\$2,000,000	\$2,000,000	
RIP-T3-06A-PTA-SOL	2012	STIP Allocation FY 11/12			\$2,000,000	\$2,000,000	
5309-T3-BUS	2012				\$196,000	\$196,000	
RIP-TE-T4-10-F/ST-SOL	2013				\$400,000	\$400,000	
5309-T3-BUS	2011		\$491,839			\$491,839	
BT-RM2-LOC	2013				\$3,381,000	\$3,381,000	
AB1171-AB144	2013				\$8,221,317	\$8,221,317	
AB1171-AB144	2013				\$778,683	\$778,683	
						\$0	
<b>Project Phase Total:</b>			\$4,918,164	\$0	\$2,790,000	\$33,676,836	<b>\$41,385,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	N/A	
Environmental Type	Neg. Dec.	Initial study/mitigation
Environmental Circulation		
Environmental Adopted	5/4/2010	Tentative
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	5/2011	
Final Design	12/2011	Tentative
Need ROW Acquisition?	Yes	
Need Utilities ROW?	Yes	
ROW Cert	12/2011	
Request CON Authorization?	N/A	
Receive CON Authorization?	N/A	
Advertise Date	Spring 2012	
Contract Award Date	Spring 2012	
Project Completion	Summer 2014 or 2015	
Project Closeout	Fall 2014 or 2015	



#### Potential Project Issues



Additional Comments:

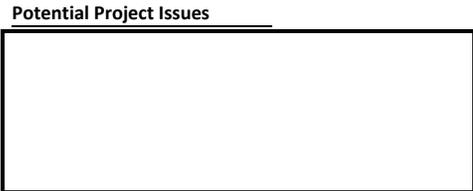
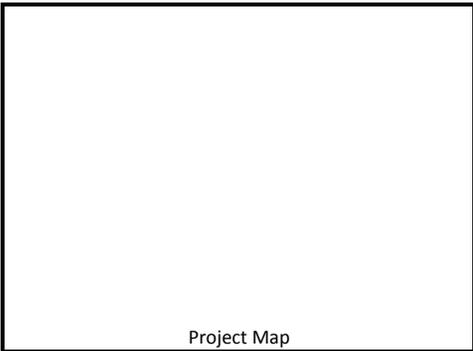
**BASIC INFORMATION**

<b>Sponsor:</b> City of Fairfield	<b>Project Title:</b> 2011 Overlay	<b>Project Description</b> Pavement rehabilitation and repairs, and asphalt concrete overlay on various local streets in Fairfield: Pittman Road (Redwood Meadows Lane to Central Way); Cadenasso Drive (Auto Mall Parkway to Beck Avenue); Green Valley Road (Business Center drive to West Lake Drive); Mangels Boulevard (WestAmerica Drive to Vintage Green Valley Road); Gold Hil Road (Lopes Road to Northwood Drive); Travis Boulevard (Oliver Road to I-80); improvements include base repair/overlay and cape seal.
<b>TIP or Project ID:</b> SOL110010	<b>Primary Contact:</b> Jay B. Swanson	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Other Local	2011		50,000	200,000.00		1,370,000	200,000
2) STP-T4-1-LSR-CO	2012	Req E76 by Feb 2012				1,370,000	1,370,000
3) Other Local	2012					178,000	178,000
4) P-Tap	2011			50,000.00			50,000
5)							
<b>Project Phase Total:</b>			50,000.00	250,000.00	0.00	1,548,000	<b>1,798,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	N/A	
Receive PE Authorization?	N/A	
Field Review	8/23/2011	Tentative date
Environmental Type	Cat. Excl.	
Environmental Circulation	8/23/2011	
Environmental Adopted	10/7/2011	Tentative date
Request PS&E ?	N/A	
Receive PS&E ?	N/A	
Begin Design	7/11/2011	Tentative date
Final Design	12/16/2011	Tentative date
Need ROW Acquisition?	No	
Need Utilities ROW?	No	
ROW Cert	10/14/2011	Tentative date
Request CON Authorization?	1/9/2012	Req E-76 by Feb 2012
Receive CON Authorization?	2/17/2012	E-76 April 30 deadline
Advertise Date	3/6/2012	Tentative date
Contract Award Date	5/1/2012	Tentative date
Project Completion	9/21/2012	Tentative date
Project Closeout	2/15/2013	Tentative date



Additional Comments:  
None.

## Detail Project Information Table

### BASIC INFORMATION

<b>Sponsor:</b> City of Suisun City	<b>Project Title:</b> Grizzly Island Trail	<b>Project Description</b> Construct Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.
<b>TIP or Project ID:</b> SOL110012	<b>Primary Contact:</b> Nick Lozano	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
SRTS-T3	2011			\$ 250,000			\$ 250,000
OTHER LOCAL	2011			\$ 50,000			\$ 50,000
SRTS-T3	2012					\$ 650,000	\$ 650,000
CMAQ-T4-1-RBP-CO	2012					\$ 814,000	\$ 814,000
CMAQ-T4-1-SR2S-CO	2012					\$ 300,000	\$ 300,000
OTHER LOCAL	2012						
<b>Project Phase Totals:</b>			\$ -	\$ 300,000	\$ -	\$ 1,764,000	\$ 2,064,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	Yes	2010-11 will begin PE &
Receive PE authorization?	Yes	Environmental
Field Review	2/3/2011	
Environmental Type	CE	
Environmental Circulation		6/7/2011
Environmental Adopted	8/23/2011	
Request PS&E authorization?		N/A
Receive PS&E authorization ?		N/A
Begin Design	3/2011	
Final Design	9/2011	
Need ROW Acquisition?	Yes	
Need Utilities ROW?	Yes	
ROW Cert	9/2011	
Request CON Authorization?	9/2011	
Receive CON Authorization?	11/2011	E-76 Req April 30 deadline
Advertise Date	12/30/2011	
Contract Award Date	2/7/2012	
Project Completion	6/21/2012	
Project Closeout	6/30/2012	



#### Potential Project Issues

Multi-Agency Participation is Required;  
Environmental and ROW Concerns

#### Additional Comments:

STA to check on ENV in August. Potential to rescope or reprogram funding.

## Detail Project Information Table

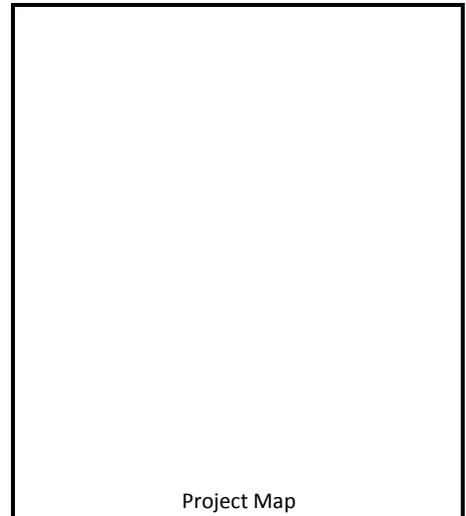
### BASIC INFORMATION

<b>Sponsor:</b> City of Vacaville	<b>Project Title:</b> Ulatis Creek Bike Path - Ulatis Drive to Leisure Town Road	<b>Project Description</b>  Vacaville: Ulatis Creek Bike Path from Ulatis Drive to Leisure Town Road; Construct Class I bike path
<b>TIP or Project ID:</b> SOL070026	<b>Primary Contact:</b> Brian Oxley	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T3-3-AQ-SOL	2008		\$ 37,000				\$ 37,000
YSAQMD	2008		\$ 29,000				\$ 29,000
TDA3	2008			\$ 8,000			\$ 8,000
TDA3	2011			\$ 82,000			\$ 82,000
Other Local	2012					\$ 82,000	\$ 82,000
Other Local	2011				\$ 23,000		\$ 23,000
CMAQ-T4-1-CCI-SOL	2011				\$ 180,000		\$ 180,000
CMAQ-T4-1-CCI-SOL	2012	Req E-76 by Feb 2012				\$ 630,000	\$ 630,000
<b>Project Phase Total:</b>			<b>\$ 66,000</b>	<b>\$ 90,000</b>	<b>\$ 203,000</b>	<b>\$ 712,000</b>	<b>\$ 1,071,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	2/11/2008	
Receive PE authorization?	3/22/2008	
Field Review	3/18/2008	
Environmental Type	MND/CE	CE approved Apr-11
Environmental Circulation	Aug-11	MND
Environmental Adopted	Oct-11	MND
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	Mar-10	
Final Design	Dec-11	
Request ROW Authorization		
Receive ROW Authorization		
Need ROW Acquisition?	Yes	Need RW from 3
Need Utilities Relocation?	No	landowners
ROW Cert	Jan-12	
Request CON Authorization?	Feb-12	Req E-76 by Feb 2012
Receive CON Authorization?		E-76 April 30 deadline
Advertise Date	Apr-12	
Contract Award Date	Jun-12	
Project Completion	Oct-12	
Project Closeout		



#### Potential Project Issues



Additional Comments:

## Detail Project Information Table

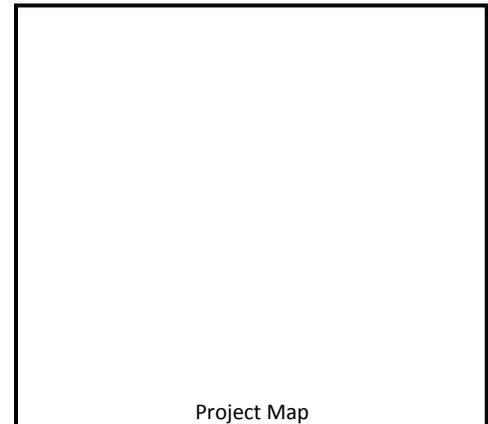
### BASIC INFORMATION

<b>Sponsor:</b> City of Vacaville	<b>Project Title:</b> 2011 Overlay (C1 STP LS&R)	<b>Project Description</b> AC overlay of various roadways within the City of Vacaville; Streets include Nut Tree Rd, Elmira Rd, California Dr, Ulatis Dr, Yellowstone Dr, Vaca Valley Pkwy, Gibson Canyon Rd, E. Monte Vista Ave, Marshall Rd, Davis St, Peabody Rd, and Depot St.
<b>TIP or Project ID:</b>  SOL110016	<b>Primary Contact:</b>  Rick Navarro	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Other Local	2011			\$ 120,000			\$ 120,000
STP-T4-1-LSR-CO	2012	Req E76 by Feb 2012				\$ 1,324,000	\$ 1,324,000
Other Local	2012					\$ 172,000	\$ 172,000
<b>Project Phase Total:</b>			\$ -	\$ 120,000	\$ -	\$ 1,496,000	\$ 1,616,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	N/A	
Receive PE authorization?	N/A	
Field Review	6/15/2011	
Environmental Type	CE	
Environmental Circulation	N/A	
Environmental Adopted	9/30/2011	
Request PS&E authorization?	N/A	
Receive PS&E authorization ?	N/A	
Begin Design	7/1/2011	
Final Design	1/31/2012	
Need ROW Acquisition?	NO	
ROW Cert	1/6/2012	
Request CON Authorization?	2/1/2012	
Receive CON Authorization?	4/13/2012	E-76 April 30 deadline
Advertise Date	4/16/2012	
Contract Award Date	5/22/2012	
Project Completion	9/28/2012	
Project Closeout	3/29/2013	



### Potential Project Issues



### Additional Comments:

Amend TIP for alternative road rehab project type other than AC overlay

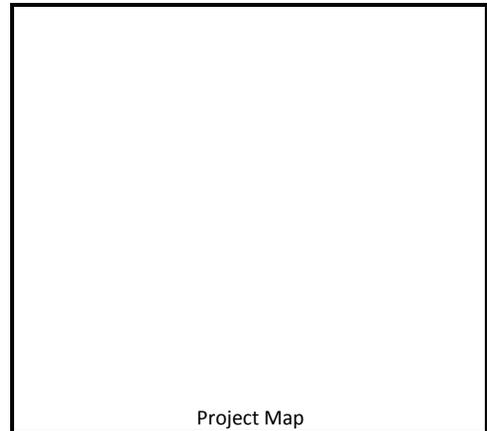
**BASIC INFORMATION**

<b>Sponsor:</b> City of Vallejo	<b>Project Title:</b> Vallejo: Various Streets Overlay (2011 STP LS&R)	<b>Project Description</b>  In Vallejo: 2011 Citywide Street Overlay. Pavement rehabilitation, ADA curb ramps, detector loops. Mini Drive (Whitney Avenue to Corcoran Avenue); Mini Drive (Hwy 37 to Stanford Dr.); Magazine Street (Portola Avenue to Jordan Street); Florida Street (Tuolumne Street to Shasta Street); Rollingwood Drive (Pope Drive to Benicia Road); Skyline Drive (Pajaro Way to Goheen Circle); and Magazine Street (Pine Street to SR29).
<b>TIP or Project ID:</b> SOL110014	<b>Primary Contact:</b> MJ Lanni	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
Other Local	2011		\$ 50,000			\$ 50,000
Other Local	2012				\$ 207,000	\$ 207,000
STP-T4-1-LSR-CO	2012	Req E76 by Feb 2012			\$ 1,595,000	\$ 1,595,000
<b>Project Phase Total:</b>			\$ 50,000	\$ -	\$ 1,802,000	<b>\$ 1,852,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		N/A
Receive PE authorization?		
Field Review	7/14/2011	
Environmental Type		CE
Environmental Circulation		N/A
Environmental Adopted	7/29/2011	
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	5/2/2011	
Final Design	7/29/2011	
Need ROW Acquisition?		N/A
Need Utilities Relocation?		N/A
ROW Cert		N/A
Request CON Authorization?	7/29/2011	
Receive CON Authorization?	8/30/2011	E-76 April 30 deadline
Advertise Date	9/30/2011	
Contract Award Date	11/15/2011	
Project Completion	8/1/2012	
Project Closeout	11/1/2012	



**Potential Project Issues**



Additional Comments:

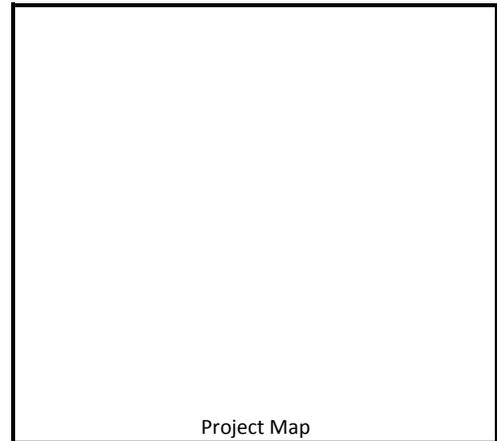
**BASIC INFORMATION**

<b>Sponsor:</b> City of Vallejo	<b>Project Title:</b> Vallejo Curtola Transit Center	<b>Project Description</b>
<b>TIP or Project ID:</b> SOL050012	<b>Primary Contact:</b> MJ Lanni	In Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			ENV	DESIGN	ROW	CON	
BT-RM2-LOC	2007						
BT-RM2-LOC	2007						
BT-RM2-CAP	2008		\$ 705,275				\$ 705,275
BT-RM2-LOC	2009						
BT-RM2-LOC	2012					\$ 5,294,725	\$ 5,294,725
BT-RM2-LOC	2012					\$ 2,000,000	\$ 2,000,000
BT-RM2-LOC	2012					\$ 4,000,000	\$ 4,000,000
<b>Project Phase Total:</b>			\$ 705,275	\$ -	\$ -	\$ 11,294,725	\$ 12,000,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		CE
Environmental Circulation	06/2011	
Environmental Adopted	08/2011	For All Phases
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	09/2011	
Final Design	06/2012	
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?	07/2012	
Receive CON Authorization?	09/2012	
Advertise Date	11/2012	
Contract Award Date	01/2013	
Project Completion	06/2014	
Project Closeout	11/2014	



**Potential Project Issues**



Additional Comments:

**BASIC INFORMATION**

<b>Sponsor:</b> City of Vallejo	<b>Project Title:</b> Vallejo Station Intermodal	<b>Project Description</b> Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)
<b>TIP or Project ID:</b> SOL950035	<b>Primary Contact:</b> MJ Lanni	

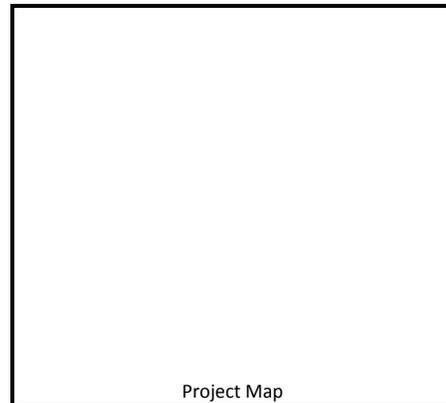
**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total	
			PE	ROW	CON		
OPFUNDS	1995				\$ 2,000,000	\$ 2,000,000	
P116	1995				\$ 133,333	\$ 133,333	
5307-T3-CAP-SFO	1995				\$ 533,333	\$ 533,333	
5309-T3-NRS	1995				\$ 8,000,000	\$ 8,000,000	
BT-664	1997				\$ 984,375	\$ 984,375	
5307-T3-CAP-SFO	1997				\$ 3,937,500	\$ 3,937,500	
RIP-T2-00-F/ST-SOL	2001	\$ 75,000				\$ 75,000	
OTHER LOCAL	2002				\$ 500,000	\$ 500,000	
1064-T2-FERRY-D	2003				\$ 993,500	\$ 993,500	
RIP-T2-02-F/ST-SOL	2003	\$ 125,000				\$ 125,000	
OTHER LOCAL	2003	\$ 250,000				\$ 250,000	
OTHER LOCAL	2004				\$ 6,000,000	\$ 6,000,000	
5309-T3-BUS	2005				\$ 1,215,000	\$ 1,215,000	
OTHER LOCAL	2005				\$ 304,000	\$ 304,000	
RIP-T2-02-F/ST-SOL	2006	\$ 1,200,000				\$ 1,200,000	
5309-T3-BUS	2006				\$ 841,500	\$ 841,500	
OTHER LOCAL	2006				\$ 210,375	\$ 210,375	
1064-T2-FERRY-D	2010	\$ 2,000,000				\$ 2,000,000	
EARMARK-T2-STP115	2010				\$ 1,250,000	\$ 1,250,000	
OTHER LOCAL	2010			\$ 5,000,000		\$ 5,000,000	
BT-RM2-LOC	2010						
RIP-T2-02-ST-SOL	2010				\$ 6,528,000	\$ 6,528,000	
RIP-T3-06-ST-SOL	2010				\$ 6,600,000	\$ 6,600,000	
BT-RM2-CAP	2010			\$ 433,632		\$ 433,632	
BT-RM2-CAP	2010	\$ 2,350,268				\$ 2,350,268	
ST-STP-ARRA-REG	2010				\$ 439,212	\$ 439,212	
5307-ARRA-SFO	2010				\$ 2,009,466	\$ 2,009,466	
BT-RM2-LOC	2010			\$ 3,567,000		\$ 3,567,000	
BT-RM2-LOC	2011				\$ 13,000,000	\$ 13,000,000	
BT-RM2-LOC	2012				\$ 8,649,100	\$ 8,649,100	
<b>Project Phase Total:</b>			\$ 6,000,268	\$ -	\$ 9,000,632	\$ 64,128,694	\$ 79,129,594

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		EIR
Environmental Circulation		
Environmental Adopted	2005	For All Phases
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities Relocation?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date	04/2010	
Project Completion	02/2012	Phase A
Project Closeout		

Phase A currently under construction  
Phase B dependent on relocation of Post Office

Additional Comments:



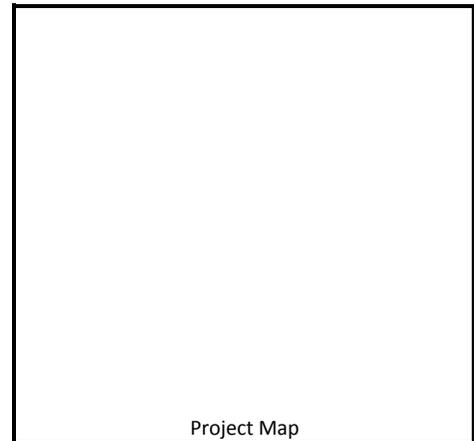
**BASIC INFORMATION**

<b>Sponsor:</b>	<b>Project Title:</b>	<b>Project Description</b>
City of Vallejo	Bridge - Mare Island Causeway West Approach	Bridge No. 23C0258 West end of Mare Island Causeway. Replace existing timber bridge. No added lane capacity.
<b>TIP or Project ID:</b>	<b>Primary Contact:</b>	
VAR991007	MJ Lanni	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			ENV	DESIGN	ROW	CON	
HBP-T4-L	2011		110,663				\$ 110,663
HBP-T4-L	2011				39,839		\$ 39,839
OTHER LOCAL	2011				5,161		\$ 5,161
OTHER LOCAL	2011		14,337				\$ 14,337
OTHER LOCAL	2012					277,322	\$ 277,322
HBP-T4-L	2012	Obligation by June 2012				2,140,478	\$ 2,140,478
<b>Project Phase Total:</b>			\$ 125,000	\$ -	\$ 45,000	\$ 2,417,800	\$ 2,587,800

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?	6/15/2011	
Receive PE authorization?	7/15/2011	
Field Review	8/31/2011	
Environmental Type		NEPA / CEQA
Environmental Circulation	10/1/2012	
Environmental Adopted	12/1/2012	
Request PS&E authorization?		PS&E included in PE per LAPM
Receive PS&E authorization ?		
Begin Design	12/1/2012	
Final Design	9/1/2013	
Need ROW Acquisition?		
Need Utilities Relocation?	6/1/2013	
ROW Cert		
Request CON Authorization?	8/1/2013	
Receive CON Authorization?	9/1/2013	
Advertise Date	10/1/2013	
Contract Award Date	1/15/2014	
Project Completion	10/1/2014	
Project Closeout	1/15/2015	



**Potential Project Issues**



Additional Comments:

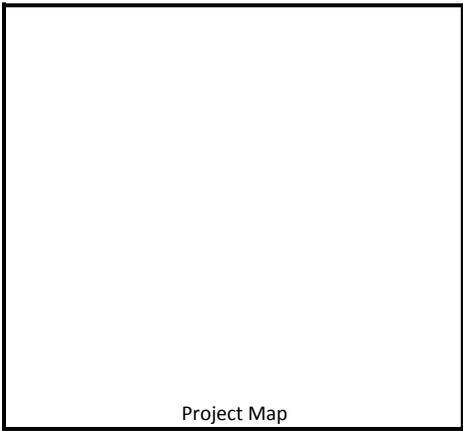
**BASIC INFORMATION**

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Cordelia Hills Sky Valley	<b>Project Description</b>  Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road.
<b>TIP or Project ID:</b>  SOL070012	<b>Primary Contact:</b>  Leo Flores	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) ARRA	2009					<del>1,000,000</del>	0
2) Earmark -T3-HPP	2010			140,000			140,000
3) other local	2010			35,000			35,000
4) earmark-T3-HPP	2012	Obligation in 2012			1,980,000		1,980,000
5) Other local	2012				495,000		495,000
6) Earmark - T3- HPP	2013					40,000	40,000
7) Other Local	2013					10,000	10,000
<b>Project Phase Total:</b>				175,000	2,475,000	50,000	<b>2,700,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?	2/21/2010	
Receive PE Authorization?	4/23/2010	
Field Review	2/7/2011	
Environmental Type		
Environmental Circulation		
Environmental Adopted	12/1/2012	
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Request ROW?		
Receive ROW Authorization?		ROW Obligation in 2012
Need ROW Acquisition?	3/1/2013	Start Acquisition
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	3/1/2014	
Contract Award Date	5/1/2014	
Project Completion		
Project Closeout		



Project Map

**Potential Project Issues**



Additional Comments:

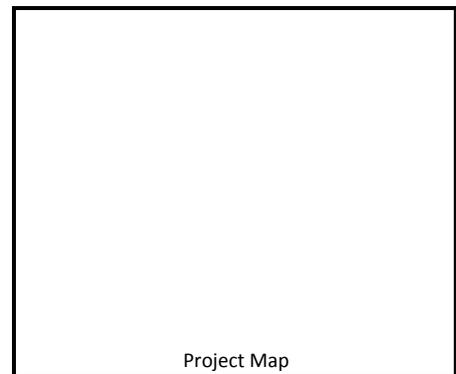
**BASIC INFORMATION**

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Travis AFB: North Gate Improvement Project	<b>Project Description</b> Fairfield: Vanden Road/Canon Road/Northgate Road by Travis Air Force Base; Widen roadway to standard lane width, including shoulder and other safety improvements. No new travel lanes.
<b>TIP or Project ID:</b> SOL070048	<b>Primary Contact:</b> Paul Wiese	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Earmark-T3-HPP	2009	TIP Amendment for reprogramming funds to Jepson Parkway	\$48,000				\$48,000
2) Other Local	2009		\$37,000				\$37,000
3) earmark-T3-HPP	2012						\$0
4) Other Local	2012		\$38,000				\$38,000
5) Other local	2014						\$0
<b>Project Phase Total:</b>			<b>\$123,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review	4/10/2008	
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?	5/14/2009	
Receive PS&E authorization?	1/6/2010	
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



**Potential Project Issues**

\$4,050,000 shortfall.

Additional Comments:

**On Hold**

Project being deobligated and funds reprogrammed to Jepson Parkway (SOL110003)

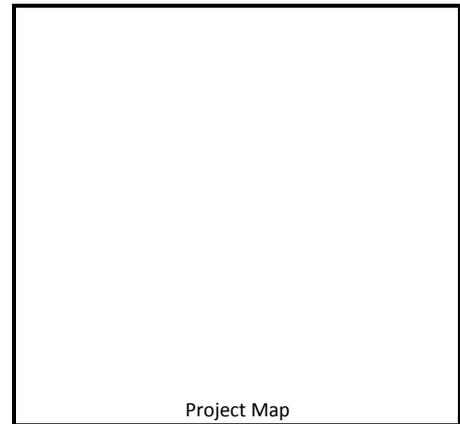
**BASIC INFORMATION**

<b>Sponsor:</b> County of Solano	<b>Project Title:</b> Solano County: STP Overlay 2012 (Cycle 1)	<b>Project Description</b> Overlay portions of Allendale Road, Birds Landing Road, Bulkley Road, Bunker Station Road, Cantelow Road, Collinsville Road, Green Valley Road, Grizzly Island Road, Holdener Road, King Road, Lewis Road, Mankas Corner Road, Meridian Road North, Midway Road, Montezuma Hills Road, Pedrick Road, Pleasants Valley Road, Putah Creek Road, Rockville Road, Runge Road, Sievers Road, Sweeney Road, Tremont Road and
<b>TIP or Project ID:</b> SOL110017	<b>Primary Contact:</b> Nick Burton	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) STP-T4-1-LSR-CO	2012	Submit E-76 by Feb 2012				\$1,109,000	\$1,109,000
2) CMAQ-T4-1-TLC-CO	2012	Submit E-76 by Feb 2012				\$320,000	\$320,000
3) CMAQ-T4-1-RBP-CO	2012					\$260,000	\$260,000
4) OTHER LOCAL	2011			\$10,000			\$10,000
5) OTHER LOCAL	2012					\$219,000	\$219,000
<b>Project Phase Total:</b>			<b>\$10,000</b>			<b>\$1,908,000</b>	<b>\$1,918,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		Requested 5/23/11
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design		
Final Design		
Need ROW Acquisition?		
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?	2/1/2012	E-76 Req by Feb 2012
Receive CON Authorization?		E-76 April 2012 deadline
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Project Map

**Potential Project Issues**



Additional Comments:

## Detail Project Information Table

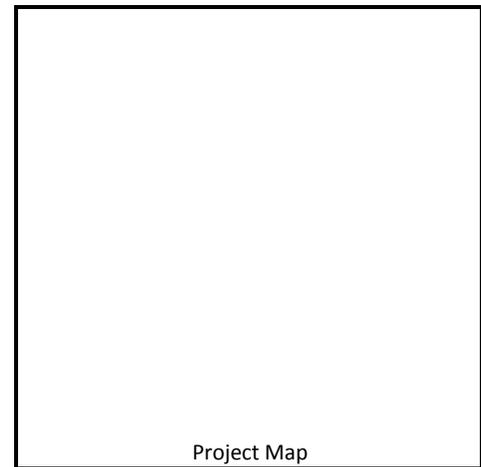
### BASIC INFORMATION

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Gordon Valley Road Bridge	<b>Project Description</b>
	Nick Burton	Replace two lane bridge

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
OTHER LOCAL	2008		\$ 26,381			\$ 26,381
HBP-T4-L	2008		\$ 203,619			\$ 203,619
HBP-T4-L	2011			\$ 44,265		\$ 44,265
OTHER LOCAL	2011			\$ 5,735		\$ 5,735
HBP-T4-L	2012	Obligation by June 2012	\$ 88,530			\$ 88,530
OTHER LOCAL	2012		\$ 11,470			\$ 11,470
HBP-T4-L	2015				\$ 1,035,801	\$ 1,035,801
OTHER LOCAL	2015				\$ 134,199	\$ 134,199
<b>Project Phase Totals:</b>			\$ 330,000	\$ -	\$ 50,000	\$ 1,170,000
						<b>\$ 1,550,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review	9/25/2007	
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	11/2/2010	
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



Project Map

#### Potential Project Issues



Additional Comments:

## Detail Project Information Table

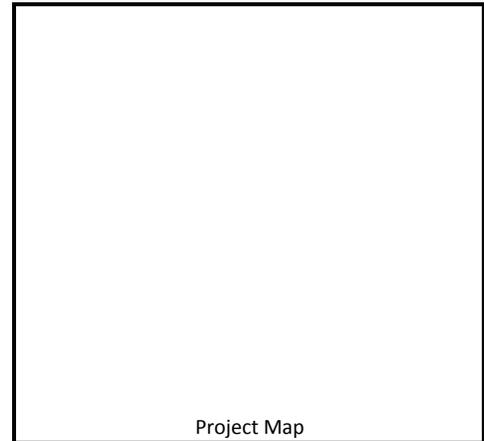
### BASIC INFORMATION

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Winters Road Bridge	<b>Project Description</b> Bridge replacement, at Winters Rd and Putah Creek
	Nick Burton	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
OTHER LOCAL	2010		\$ 50,000			\$ 50,000
OTHER LOCAL	2012		\$ 20,000			\$ 20,000
HBP-T4-L	2015				\$ 8,500,000	\$ 8,500,000
HBP-T4-L	2012	Obligation by June 2012	\$ 80,000			\$ 80,000
HBP-T4-L	2004		\$ 616,000			\$ 616,000
HBP-T4-L	2010		\$ 200,000			\$ 200,000
OTHER LOCAL	2004		\$ 154,000			\$ 154,000
HBP-T4-L	2011			\$ 200,000		\$ 200,000
<b>Project Phase Totals:</b>			\$ 1,120,000	\$ -	\$ 8,500,000	\$ 9,820,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review	8/24/2004	
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design	3/25/2005	
Final Design		
Need ROW Acquisition?		
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



**Potential Project Issues**



Additional Comments:

## Detail Project Information Table

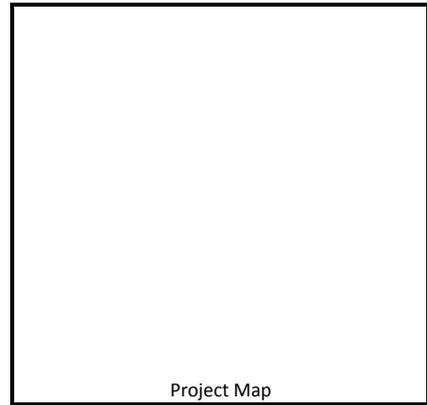
### BASIC INFORMATION

<b>Sponsor:</b> Solano County	<b>Project Title:</b> Suisun Valley Rd Bridge Replacement	<b>Project Description</b> Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.
<b>SOL050006</b>	<b>Nick Burton</b>	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
HBRR	2004		\$ 292,149			\$ 292,149
OTHER LOCAL	2004		\$ 37,851			\$ 37,851
HBP-T3-L	2011			\$ 88,530		\$ 88,530
OTHER LOCAL	2011			\$ 11,470		\$ 11,470
HBP-T3-L	2011	Obligation by June 2011	\$ 88,530			\$ 88,530
OTHER LOCAL	2011		\$ 11,470			\$ 11,470
OTHER LOCAL	2012				\$ 395,715	\$ 395,715
HBP-T3-L	2012	Obligation by June 2012			\$ 3,054,285	\$ 3,054,285
<b>Project Phase Totals:</b>			\$ 430,000	\$ -	\$ 3,450,000	\$ 3,980,000

Action / Milestones	Date	Notes/Deadlines
Request PE authorization?		
Receive PE authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization ?		
Begin Design		
Final Design		
Need ROW Acquisition?	7/1/2011	Target
Need Utilities ROW?		
ROW Cert		
Request CON Authorization?		
Receive CON Authorization?		6/2012
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		



#### Potential Project Issues



Additional Comments:

### Detail Project Information Table

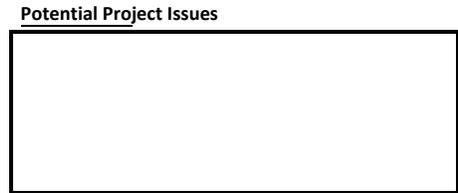
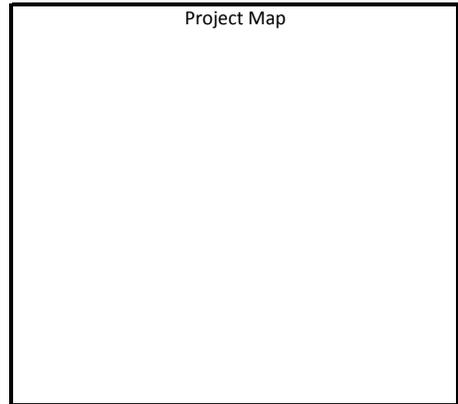
**BASIC INFORMATION**

<b>Sponsor:</b> STA	<b>Project Title:</b> I-80/680/SR12 Interchange (CON Package I)	<b>Project Description</b> Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.
<b>TIP or Project ID:</b> SOL070020	<b>Primary Contact:</b> Janet Adams	

**FUNDING INFORMATION**

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) RM2	2012				11,525,000		\$ 11,525,000.00
2) RM2	2008		13,500,000				\$ 13,500,000.00
3) RM2	2010				2,700,000		\$ 2,700,000.00
4) TCRP	2002		9,000,000				\$ 9,000,000.00
5) RM2	2011		21,036,000 (PSE)				\$ 21,036,000.00
6) RM2	2012					37,839,000	\$ 37,839,000.00
7) STIP	2012	STIP Req by April 2012				11,412,000	\$ 11,412,000.00
8) RM2	2010		7,500,000				\$ 7,500,000.00
9) RM2	2011				12,300,000		\$ 12,300,000.00
10) Prop 1B	2012					24,013,000	\$ 24,013,000.00
<b>Project Phase Total:</b>							<b>\$ 150,825,000.00</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		EIR/EIS
Environmental Circulation	8/2010	Release draft EIR/EIS
Environmental Adopted	11/30/2011	
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	4/1/2012	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?	8/2012	
ROW Cert	6/1/2012	
Request CON Authorization?		
Receive CON Authorization?		STIP Req April 2012 deadline
Advertise Date	10/2012	
Contract Award Date	6/1/2012	
Project Completion		
Project Closeout		



Additional Comments: Schedule is focused on Construction Package 1

## Detail Project Information Table

### BASIC INFORMATION

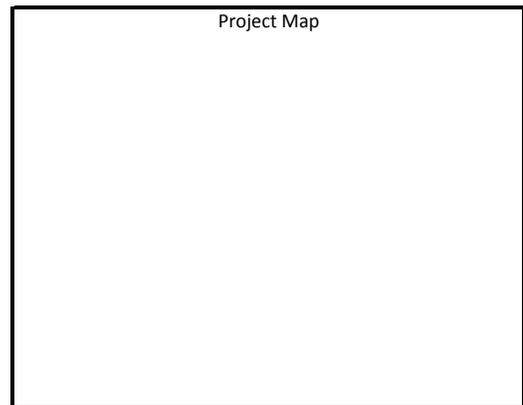
<b>Sponsor:</b> STA	<b>Project Title:</b> EB I-80 Cordelia Truck Scales Relocation Project	<b>Project Description</b> Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)
<b>TIP or Project ID:</b> SOL110015	<b>Primary Contact:</b> Janet Adams	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			PE	ROW	CON	
AC-STATE-SHOPP-GARVEE	2012				\$ 49,800,000	\$ 49,800,000
BT-RM2-CAP	2009		\$ 4,500,000			\$ 4,500,000
BT-RM2-CAP	2010		\$ 17,700,000			\$ 17,700,000
BT-RM2-CAP	2011			\$ 400,000		\$ 400,000
BT-RM2-CAP	2011			\$ 2,600,000		\$ 2,600,000
BT-RM2-CAP	2012				\$ 9,700,000	\$ 9,700,000
BT-RM2-CAP	2012				\$ 14,900,000	\$ 14,900,000
TCRP	2001		\$ 1,300,000			\$ 1,300,000
<b>Project Phase Total:</b>			\$ 23,500,000	\$ 3,000,000	\$ 74,400,000	\$ 100,900,000

Notes:

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		EIR/EA
Environmental Circulation		
Environmental Adopted	10/2009	
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design	5/2011	
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		
Receive Utilities ROW ?		
ROW Cert	5/2011	
Request CON Authorization?		
Receive CON Authorization?		
Advertise Date	7/2011	
Contract Award Date	10/1/2011	
Project Completion		
Project Closeout		



Additional Comments:

## Detail Project Information Table

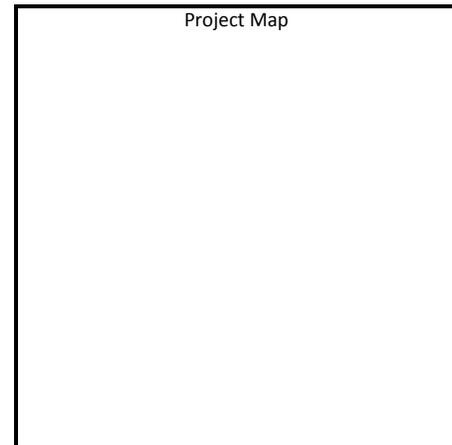
### BASIC INFORMATION

<b>Sponsor:</b> STA	<b>Project Title:</b> Jepson: Vanden Road from Peabody to Leisure Town	<b>Project Description</b>  Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road
<b>TIP or Project ID:</b> SOL11003	<b>Primary Contact:</b> Janet Adams	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
1) Prop 1B	2008		\$ 1,837,000				\$ 1,837,000
2) STIP	2011	CTC Allocation by Apr 2011	2,400,000 (PSE)				\$ 2,400,000
3) STIP	2011	CTC Allocation by Apr 2011			\$ 3,800,000		\$ 3,800,000
4) STIP	2015					\$ 22,215,000	\$ 22,215,000
5) STIP	2015					\$ 8,242,000	\$ 8,242,000
6) Earmark - T2	2009		530,264 (PE)				\$ 530,264
7) Other Local	2009		132,566 (PE)				\$ 132,566
7) Earmark - T3	2012		793,000(PE)				\$ 793,000
<b>Project Phase Total:</b>							<b>\$ 39,949,830</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		
Receive PE Authorization?		
Field Review		
Environmental Type		
Environmental Circulation		
Environmental Adopted		
Request PS&E authorization?		
Receive PS&E authorization?		
Begin Design	5/2012	
Final Design	late 2012	
Need ROW Acquisition?	7/2011 - 5/2013	ROW funds expended by June 30, 2013
Need Utilities ROW ?		
ROW Cert		
Request CON Authorization?		CTC Allocation by 4/2015
Receive CON Authorization?		
Advertise Date	late summer 2014	
Contract Award Date		
Project Completion		
Project Closeout		



#### Potential Project Issues



#### Additional Comments:

TIP Amendment: Additional earmark funds - \$793,000

STA sponsor, Fairfield implementing agency

## Detail Project Information Table

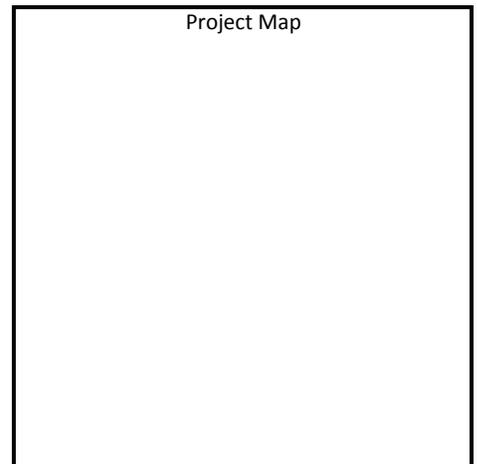
### BASIC INFORMATION

<b>Sponsor:</b>	<b>Project Title:</b>	<b>Project Description</b>
STA	STA Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.
<b>TIP or Project ID:</b>	<b>Primary Contact:</b>	
SOL110019	Sam Shelton	

### FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
CMAQ-T4-1-SR2S-CO	2011					607,000	607,000
CMAQ-T4-1-CCI-SOL	2011					215,000	215,000
STP-T4-1-SR2S-CO	2011					35,000	35,000
CMAQ-T4-1-CCI-SOL	2012	Req E-76 by Feb 2012				305,000	305,000
TFCA-AB	2011					112,000	112,000
TFCA-PM	2011					12,000	12,000
<b>Project Phase Total:</b>							<b>1,286,000</b>

Action / Milestones	Date	Notes/Deadlines
Request PE Authorization?		N/A
Receive PE Authorization?		N/A
Field Review		
Environmental Type		CE
Environmental Circulation		
Environmental Adopted	2/18/2011	
Request PS&E ?		
Receive PS&E ?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW Acquisition?		
Request Utilities ROW ?		N/A
Receive Utilities ROW ?		N/A
ROW Cert	3/17/2011	
Request CON Authorization?	1/2012	E-76 Req by Feb 2012
Receive CON Authorization?	6/2012	E-76 April 30 deadline - waived
Advertise Date	6/2012	
Contract Award Date	7/2012	
Project Completion	12/2014	
Project Closeout	12/2015	

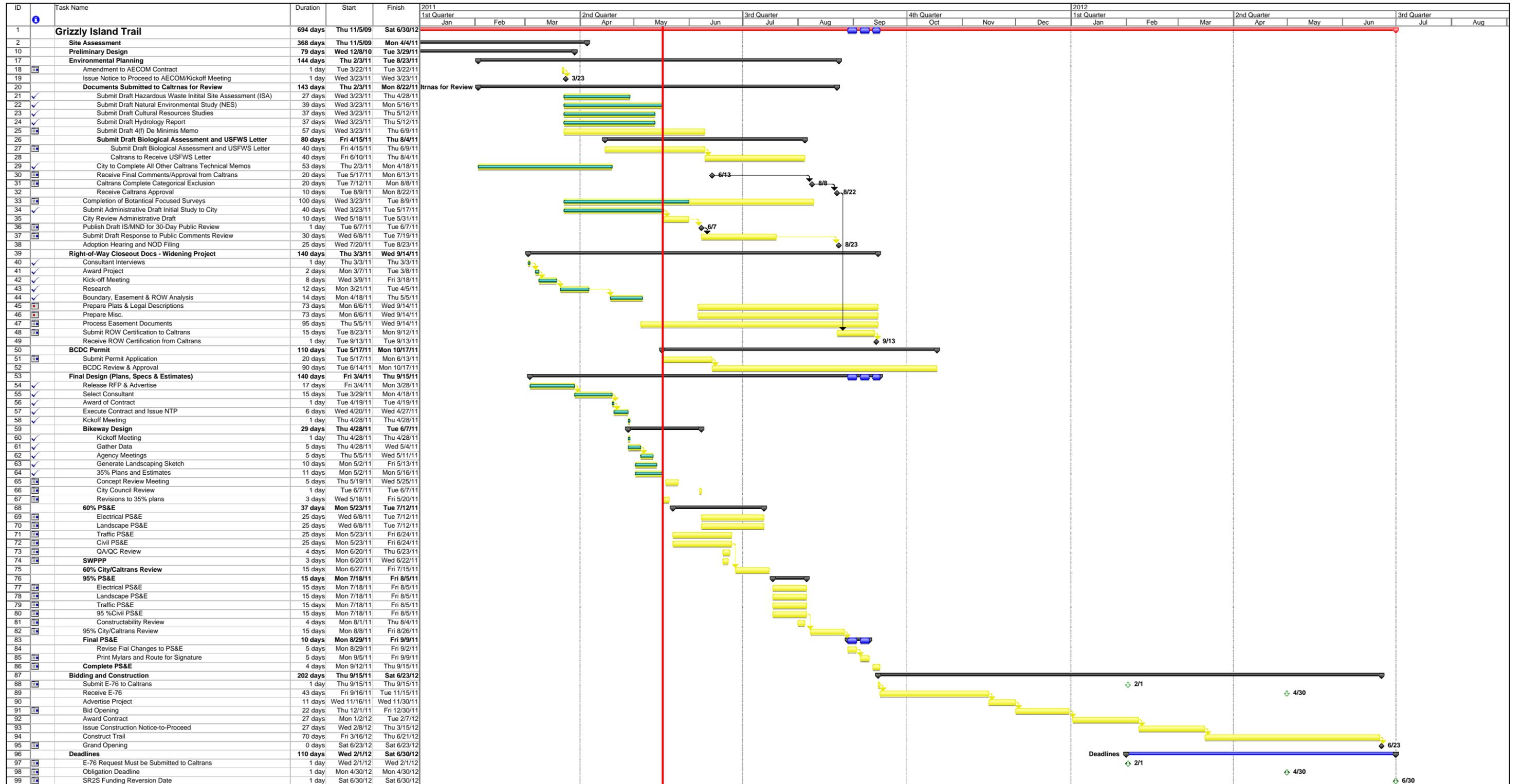


#### Potential Project Issues

\$305,000 could be reprogrammed to engineering projects

Additional Comments:

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Project: Grizzly Island Trail  
 Date: Tue 5/17/11

Task [Yellow Bar] Split [Dotted Line] Milestone [Diamond] Summary [Arrow] Project Summary [Blue Arrow] External Tasks [Grey Arrow] External Milestone [Red Diamond] Progress [Green Arrow] Deadline [Green Arrow]

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DATE: June 23, 2011  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – July 2011

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**Background:**

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

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after Fiscal Year (FY) 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09 it made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10 Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2011-12, the current projection is that TDA will remain flat and result in \$12.9 million for Solano transit operators. The Solano FY 2011-12 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

The new TDA and STAF FY 2011-12 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2011. The fund estimates include projected carryover from FY 2010-11. It should be noted that the carryover amounts appear to be significant for most Solano jurisdictions. These figures were calculated at the end of December 2010. Due to the timing of several jurisdictions' submittal of their FY 2010-11 TDA claims, the FY 2010-11 TDA funds were not shown as allocated and the carryovers are artificially high. The FY 2010-11 estimated obligations were added to the TDA matrix in the initial column after the estimates and reviewed with the STA Consortium in March 2011.

**Discussion:**

The July version of the TDA matrix reflects one new TDA claim. The County of Solano has prepared their FY2011-12 TDA claim and it has been added to the TDA matrix as shown on Attachment A. The County of Solano will be claiming TDA funds to contract for the operation of a paratransit service for unincorporated County residents and contributes TDA to the countywide intercity ADA taxi program, countywide transit planning, and the intercity transit funding agreement. FY2011-12 will be the final year that the County will use TDA for streets and roads purposes.

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

**Fiscal Impact:**

None to the STA Budget. Approval of the TDA Matrix-July 2011 is important for the timely processing of the County of Solano TDA claim.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2011-12 Solano TDA Matrix – July 2011 as shown in Attachment A.

Attachment:

- A. FY 2011-12 Solano TDA Matrix – July 2011 (To be provided under separate cover.)



DATE: June 22, 2011  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2011-12 Intercity Transit Funding Agreement

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This report will be provided under separate cover.

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DATE: June 20, 2011  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Alan Glen, STA Project Manager  
RE: Jepson Parkway Project Update

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**Background:**

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is \$185 million. In March 2009 the STA Board certified the EIR for the Project. Staff has continued to work with Caltrans, the National Environmental Policy Act (NEPA) lead, to obtain approval of the EIS.

There is \$36.7 million of State Transportation Improvement Program (STIP) programmed for this project as part of the regional commitment. \$2.4 million was allocated for Plans, Specifications & Estimate (PS&E) last year. \$3.8 million is programmed for Right-of-Way funds in Fiscal Year (FY) 2010-11 (an allocation request for these funds has been made for this FY, but as of June 21<sup>st</sup>, the CTC staff is recommending deferring this allocation. \$30.5 million in construction funding is programmed for FY 2014-15.

In 2010, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds. In addition, the County has agreed on using the remaining earmark funds, approximately \$793,000; that had been targeted to the North Gate improvements for the design of the City of Fairfield Segment; a transfer is pending.

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. It will be important to coordinate the projects. The coordination needs to consider, access points along Leisure Town and Vanden Roads, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging. In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor LOS operating agreement.

STA staff in partnership with the Cities of Fairfield and Vacaville and the County of Solano have been working toward the development of an implementation plan for this Project. The implementation plan consists of a MOU and Agency Funding Agreements. As the Segments of the Project proceed, amendments to the Funding Agreement would be executed to further define this implementation strategy. The details of these pieces are as follows:

**Jepson Parkway Memorandum of Understanding (MOU)** – The STA Project Manager has worked with the members of the Jepson Parkway Working Group to develop the MOU. The MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to responsible for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur. The language of the Final MOU has been agreed upon by all agencies and the original MOU is on signature rounds. Here are the key components of the MOU:

- **Identification of the Initial Construction Phase-** A cash flow analysis was completed utilizing the costs from the Jepson Parkway Technical Report completed in February 2009 and presented to the Jepson Parkway Working Group. Based upon that analysis, it is recommended that two projects be initiated as the initial phases of the overall Jepson Parkway Corridor delivery as follows:
  - Fairfield Project- Segments 5 (portion), 6 and 7, from the east side of the Cement Hill Road/ Peabody Road/ Vanden Road Intersection to south side of the Vanden Road /Leisure Town Intersection. The total cost for design, R/W, construction, and environmental mitigation is estimated at \$38.0 million.

- Vacaville Project- Segments 8 thru 11, from the south side of the Vanden Road/ Leisure Town Road Intersection (where the Fairfield project ends) to north of the Alamo Drive/ Leisure Town Road Intersection. The total cost for design, R/W, construction and environmental mitigation is estimated \$23.4 million.
- These projects will be funded on a 50/50 shared basis between each agency and STA. STA has a total of \$36.7 million (\$2.4 m for design, \$3.8 m for R/W, and \$30.5 m for construction) of STIP funding programmed for this project. The STA funding should be able to deliver a total of \$73.4 million toward this Corridor based upon the 50/50 sharing of project costs. The combined total cost is estimated at \$61.4 million for the segments identified above. The Cities anticipate much of the R/W being dedicated by proposed development that will contribute a portion of their required funding. The remaining funds from each agency would be on a 5-year payback plan to STA. A portion of these reimbursements would be needed to fund the second of the identified projects. The remaining funds (approximately \$7 million) would be set-a-side for the 3<sup>rd</sup> project phase yet to be determined that could be ready for construction in 2019 after the agency payback has been completed.
- The agencies have agreed to defer the formal landscaping for those segments adjacent to future development as it is anticipated that the developments will seek a higher level of landscaping than what was planned for the Jepson Parkway. Each agency will implement this landscaping as development occurs and will receive a credit for the approved base level; with the enhanced portion of the costs being 100% borne by the agency.

The MOU is currently being executed by the agencies. The City of Vacaville has agreed to the terms of the Funding Agreement for their initial project. The Vacaville Funding Agreement establishes the following:

- Initial costs anticipated to deliver project Segments 8 thru 11 (it should be noted that the design will also cover Segments 12 and 13 in case the bidding environmental continues favorable),
- Proposed initial funding responsibilities of each agency,
- Anticipated payback amount and schedule tied to Vacaville's Traffic Impact Fees collected from development,
- The roadway design elements will be handled by in-house City staff, the other design services that Vacaville does not have internal expertise will be contracted out,
- STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.
- Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases,
- Design services cost reimbursement procedures,
- A Dispute Resolution Process, and
- The delivery schedule.

This Funding Agreement is currently being finalized. The focus of this staff report is the Funding Agreement between the STA, the City of Fairfield and Solano County.

**Discussion:**

The City of Fairfield and Solano County have reached a tentative agreement on the terms of a three way Funding Agreement with STA. It is anticipated that the City and County will seek approval authority of this agreement in July after the City takes action on the Train Specific Plan EIR. This Draft Funding Agreement establishes the following (Attachment A):

- Initial costs anticipated to deliver project Segments 5 (portion), 6 and 7.
- Proposed initial funding responsibilities of each agency,
- Fairfield’s anticipated payback amount and schedule tied to their Traffic Impact Fees collected from development,
- Solano County’s anticipated payback amount after their initial \$1.793 million contribution,
- Fairfield will be the lead implementing agency for this entire project including the County portion,
- Design services will be contracted out by Fairfield with assistance from STA,
- STA will be responsible for overall design oversight and R/W appraisals to ensure consistent values are placed on dedicated and acquired parcels.
- Project costs will be adjusted and agreed to by each agency at key milestones throughout the delivery phases,
- Design services cost reimbursement procedures,
- A Dispute Resolution Process, and
- The delivery schedule.

Overall Schedule for Jepson Parkway implementation:

- Design will commence for the Vacaville project as soon as the MOU and their Funding Agreement is executed and consultant selection for design services should begin in August for the Fairfield project after that agreement is executed.
- Design should be completed in late 2012 (design funds are approved and must be utilized by June 30, 2013)
- R/W Funds Authorization request has been submitted in April 2011 and should be available for expenditure once funding becomes available through the CTC; funds must be utilized within two years of allocation.
- STA to issue an RFP for R/W Services and Engineering Support in July 2011, once the authorization has been approved.
- R/W appraisals and acquisitions should begin in September 2011 and be completed by Spring 2013 (condemnations may extend this date)
- Construction funding is programmed in 2014/15 FY, thus construction could commence in late Summer 2014

**Fiscal Impact:**

The regional funds that would be committed to as part of a Funding Agreement are already dedicated to this Project.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Jepson Parkway Funding Agreement between the STA, the City of Fairfield and Solano County.

Attachment:

- A. Draft Funding Agreement STA/City of Fairfield/Solano County

**FUNDING AGREEMENT**  
**Between The**  
**SOLANO TRANSPORTATION AUTHORITY,**  
**COUNTY OF SOLANO**  
**And**  
**CITY OF FAIRFIELD**  
**FOR THE DESIGN AND CONSTRUCTION OF THE JEPSON PARKWAY PROJECT-**  
**A PORTION OF SEGMENT 5 and the ENTIRETY OF SEGMENTS 6 & 7**

This Funding Agreement ("Agreement") is made and entered into on the date last written below, between the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq. consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo ("STA"); and the County of Solano, a political subdivision of the state of California ("County"); and the City of Fairfield, a municipal corporation ("City"), each individually referred to as a party ("Party") and collectively as the parties (the "Parties").

**RECITALS**

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo to serve as the Congestion Management Agency (CMA) for Solano County; and

WHEREAS, STA, as the CMA for the Solano County area, partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4; and

WHEREAS, STA is responsible for countywide transportation planning, programming federal and state transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities; and

WHEREAS, STA has sponsored various studies of the Jepson Parkway Corridor, a 12 mile long four lane multimodal arterial connecting State Route 12 in Suisun City and Interstate 80 in Vacaville; and

WHEREAS, the Jepson Parkway Concept Plan was approved by the STA Board in 2000 with a recommendation to pursue its development in order to provide improved local traffic circulation in northern Solano County as well as to reduce current and future congestion in the region; and

WHEREAS, STA has entered into a Memorandum of Understanding ("MOU") with the County of Solano and the cities of Vacaville and Fairfield, dated \_\_\_\_\_ in order to collaborate among all four entities for the collective implementation of the Jepson Parkway Concept Plan; and

WHEREAS, working in partnership, early segments of the Jepson Parkway Corridor have been successfully funded and constructed in Suisun City (Walters Road) and the City of Vacaville (Leisure Town Road Interchange, and Leisure Town Road Extension); and

WHEREAS, given the total cost to complete the remaining segments of the Corridor, it will be constructed in phases based upon funds that have been identified to date and future potential funding sources; and

WHEREAS, the City has prepared an estimated budget for the delivery of the Project (the “Project”) from Cement Hill Road/Peabody Road/Vanden Road Intersection to the future Vacaville City Limit (“A Portion of Project Segment 5 and the entirety of Segments 6 & 7” as shown on the attached exhibit); and

WHEREAS, the City has agreed to include the portion of Segment 7 which may remain in County jurisdiction in the City’s scope of services under this Agreement in order to efficiently deliver this project; provided that Fairfield has no financial responsibility for the delivery of said County section, except for the triggered environmental mitigation required for this phase and any betterments beyond the baseline project as defined by the Updated Concept Plan.

WHEREAS, the County has agreed to have the City deliver the remaining County segment after the proposed City’s annexation process concludes, if any, as part of the City’s scope of services under this Agreement and will fund the costs of delivering said segment based upon the baseline standards as defined in the Updated Concept Plan; and

WHEREAS, STA, the County and the City desire to enter into this Funding Agreement to define the respective roles and responsibilities of the Parties as well as facilitate the design and construction of the stated Project Segments.

## **AGREEMENT**

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, STA, the County and the City agree as follows:

### **A. STA’s Role and Responsibilities.**

STA shall provide the following:

1. Design oversight of this Project.
2. Review construction plans for quality assurance and compliance with Jepson Parkway Concept Plan.
3. Update the Jepson Parkway Concept Plan in cooperation with the City of Fairfield in accordance with the MOU.
4. Right of way engineering (plats and legal descriptions) for those parcels acquired through negotiated purchase agreements.
5. Right of way appraisals for all parcels acquired as part of this Project.
6. Right of way acquisitions either through fee takes and/or temporary construction

- easements for those parcels not acquired through dedication to City by developers.
7. Secure environmental mitigation credits prior to the start of construction; to the extent that the City of Fairfield is unable to provide all required credits.
  8. Assist City with consultant selection and participate in the selection process.
  9. Payment of costs allocated to STA as its share of the Project.
  10. Review and approve City invoices for reimbursement through the federal grant.
  11. Complete project management and coordination with Caltrans Local Assistance including, but not limited to, processing reimbursements through Caltrans Local Assistance, requests for authorization, reporting, right of way certification, and environmental certification.
  12. Transfer City portion of Caltrans reimbursement to City upon receipt from Caltrans.
  13. Partner with City to determine the timing of construction and project limits based upon cash flow and bid prices (the project PS&E limits will be adjusted to a baseline project with additive alternates bid to maximize available funding).

## **B. City's Role and Responsibilities.**

City shall provide the following:

1. Roadway plans, specifications and estimates.
2. Right of way engineering (plats and legal descriptions) for all parcels acquired or received via dedication.
3. Hire any consultants required as part of the design process in accordance with appropriate federal procedures.
4. Coordinate required relocations of utilities with private utility companies.
5. Secure resource agency and local agency permits needed for construction.
6. Construction contract administration (construction management and inspection) including the advertising and award of the contract.
7. Reimbursement to STA of costs assigned to City as further described in Section H of this Agreement. Cost sharing shall be based upon an overall 50% City share of the project costs. A portion of the City share will be subject to a future payback provision as shown in the table in Section H and will be paid back over a 5 year period starting from initiation of construction (payments will commence on August 1<sup>st</sup> in the fiscal year following the start of construction and would follow each subsequent August 1<sup>st</sup>). The annual payback amount will be set at an average based upon the remaining years of the original five year term; however the City will not be obligated to pay more than 50% of Fairfield's Annual Traffic Impact Fees collected.
8. Payment of 100% of design and construction costs associated with betterments and future utility needs not otherwise required for the Jepson Parkway roadway improvements as defined in the Updated Concept Plan; such as embellished landscaping, soundwalls and utilities that are needed from planned development, etc.. Said payment shall be made as costs are incurred.

### **C. County's Role and Responsibilities.**

County shall provide the following:

1. Review of construction plans, specifications and estimates for the remaining County segment, if any, to ensure they meet the County requirements.
2. Provide necessary construction permits at no cost to the project.
3. Reimbursement to STA of costs assigned to County as further described in Section H of this Agreement. Cost sharing shall be based upon an overall 50% County share of the project costs of that portion of the project to remain within County jurisdiction. A portion of the County share will be subject to a future payback provision as shown in the table in Section H and will be paid back over a 5 year period starting from initiation of construction (payments will commence on August 1<sup>st</sup> in the fiscal year following the start of construction and would follow each subsequent August 1<sup>st</sup>).
4. Payment of 100% of design and construction costs associated with betterments and future utility needs requested by the County and not otherwise required for the Jepson Parkway roadway improvements as defined in the Updated Concept Plan. Said payment shall be made as costs are incurred.

### **D. Mutual Responsibilities.**

All Parties agree as follows:

1. The design of this project will comply with all aspects of the updated Jepson Parkway Concept Plan.
2. Costs will be updated at each major milestone (Award of all consultant contracts needed for delivery, 65% design, 95% design, bid opening, project closeout) and the payment plan adjusted accordingly.
3. Each Party's share may increase as a result of unforeseen conditions and/or circumstances.
4. If City fails to timely reimburse STA pursuant to this Agreement, the City's "Federal Cycle Funding" allocated by STA may be suspended at STA's discretion and be utilized to cover the City's payment toward the project.
5. All parties shall have the right to review and approve bids before the construction contract is awarded.
6. All parties shall have the right to review other parties expenses that are covered by this agreement.

### **D. Design Services Cost Reimbursement:**

The Parties agree that for the design services phase for the project, the following will apply (future amendments to this Agreement will be negotiated between the Parties to address the specifics of other project development phases, or scope modifications):

1. STA and the City have agreed upon a Budget for the City to deliver Design Services as reflected in the City's "Proposal" for this Project at a cost of \$2.0 million. It is noted that this budget amount may require adjustment after the consultant costs are known. The costs shall be based upon actual consultant costs plus X% markup to cover all of the City's oversight expenses as described further below. The table in section H of this Agreement indicates a total design cost of \$2.2 million which is comprised of the agreed upon \$2.0 million design budget plus a \$200,000 reserve for additional scope of services (see below).
2. It is acknowledged by both Parties that there may be unforeseen scope changes related to the design of Project. It is further acknowledged that any changes to the design scope of work shall be approved by both Parties through a written amendment to this Agreement. STA will reserve the stated \$200,000 of budget authority as contingency to cover these unforeseen scope changes. These contingency funds will be managed by STA's Project Manager and will require written authorization by the STA Project Manager before out of scope design work shall commence.
3. It is acknowledged by all Parties that STA agrees to reimburse the City up to a maximum of \$1.15 million utilizing STIP design funds as shown in Section H of this Agreement for providing design services based upon actual expenditures by City for those services identified in the Proposal. STA shall exhaust the entirety of their design phase share (\$1.15 million), including reimbursement for any approved scope changes, prior to the City contributing design phase funding. Additionally, Solano County will contribute \$793,000 to the design phase through the use of the federal demonstration funds. These demonstration funds will be exhausted prior to the City contributing design phase funding. Any design costs exceeding \$1.943 million (STA and County contributions) shall be contributed by the City; and for the purposes of this Agreement, that amount is estimated to be up to \$257,000.
4. The City acknowledges that the budget will not be increased over the authorized amount unless additional scope of services is authorized. However, it is acknowledged by both parties that this budget may require adjustment up or down after the consultant selection process has been completed.
5. Work identified in the approved scope and budget, but is no longer deemed necessary, shall be amended out, by mutual consent, of the agreed upon scope of services and the budget adjusted accordingly.
6. City shall submit monthly invoices presented by the consultants showing hours worked per person in each task utilizing approved hourly rates. The hourly rates will be established in each consultant contract for each classification. Each invoice shall be accompanied by a project status report describing the work that was accomplished during the invoice period and the anticipated work that is to be accomplished during the following month. The City may add X% markup to consultant invoices to cover all of the City's "in-kind contributions" and oversight of said contracts and other activities covered by this agreement. STA will review and approve each invoice prepared by City before requesting reimbursement from Caltrans Local Assistance utilizing authorized STIP funds for design. STA will make timely submittals of invoices to Caltrans Local Assistance for payment based upon City prepared invoices.
7. Upon receipt of Caltrans reimbursement for STIP design funds, STA will process payment to City within 30 days.

8. All Parties acknowledge that currently authorized STIP funds for design must be expended by June 30, 2013. Since the construction portion of the funding for the Project is not available until July 2014, it is likely that reimbursement for the cost to “advertise for construction bids” will not be available until after July 1, 2014 and will come from other than the STIP design Funds.

The Parties agree that to the extent additional requirements are associated with funding for future phases, e.g., right of way acquisition or construction, this section may need to be amended and the Parties will work mutually and cooperatively to effect such amendment.

#### **E. Term**

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project Segments 5-7 or the Agency payback completion, whichever is later, unless it is terminated or amended earlier as stipulated in the Agreement.

#### **F. Anticipated Schedule:**

Time is of the essence with regard to this Project. Due to project funding requirements, the Parties agree to the following schedule:

1. City shall begin the design work for Project Segments 5-7 upon mutual consent to award consultant contracts for the project.
2. City will complete the Plans, Specifications and Construction Estimate by June 30, 2013. Design Funds are approved and must be utilized by June 30, 2013.
3. Right of Way Funds Authorization is anticipated to be available for expenditure by June 2011 and must be utilized by June 30, 2013.
4. STA shall engage a consultant for Right of Way Services and Engineering Support in Summer 2011. Right of Way appraisals and acquisitions shall begin upon completion of plats and legal descriptions for parcels to be acquired and must be completed by June 30, 2013. Notwithstanding the foregoing, the Parties acknowledge that in the event a condemnation proceeding is required; the completion date may be extended. Construction funding is programmed in Fiscal Year 2014/15 which would allow construction to commence in late summer 2014.

#### **G. Termination:**

This Agreement may be terminated due to Project funding shortfalls or other unforeseen event(s), as mutually agreed to by the Parties. In the event of loss of funding, the Parties agree to work collaboratively to redirect the Project funds to other portions of the Project or other roadway projects eligible for such funding.

#### **H. Estimated Project Costs and Allocation of Cost Sharing By Component**

The costs used in the chart below are based on the Jepson Parkway Project Technical Report dated February 2009 and the agreed upon design services costs as stated above. Actual costs for

construction, utilities, right of way, mitigation, landscaping and engineering will be determined upon the final costs or from the actual bid amounts and any adjustments to which all Parties agree.

	Total Costs	STA Portion	Fairfield Portion	Solano County Portion
Design**	\$2.2 million	\$1.15 million	\$0.257 million	\$793,000
R/W	\$4.6 million		\$4.6 million	
Utility Relocations	\$1.0 million	\$1.0 million		
Environmental Mitigation	\$4.0 million		\$4.0 million	
Construction Capital	\$20.75 million	\$20.75 million		
Construction Management	\$1.85 million		\$1.85 million	
Design, Construction and Construction Management for Deferred Landscape Project	\$3.6 million		\$3.6 million	
5 year payback (2015 to 2019)*		<\$2.90 million>	\$2.869 million (average of \$573,800/yr)	\$36,000 (average of \$7,200/yr.)
Previous contribution from County via fund swap with STA		<\$1.0 million>		\$1.0 million
Net Totals	\$38.0 million	\$19.0 million	\$17.171 million	\$1.829 million

\*5 year payback is as further defined in Section B above of this Agreement

\*\*Refer to Section D, “Design Services Cost Reimbursement” for specifics of design reimbursement

**I. Mutual Indemnification:**

*1. STA to indemnify City and County*

STA agrees to indemnify, defend, protect, hold harmless, and release City and County, its elected bodies, agents, officers and employees (collectively referred to in this paragraph as ‘City’ and as ‘County’), from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys’ fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of STA. This indemnification obligation shall not be limited in any way by any limitation on the

amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, City may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this Section. City shall notify STA within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, City's failure to notify STA within said thirty (30) day time limit shall not relieve STA of any obligation imposed by this Section unless STA has been actually prejudiced by such delay.

At its sole discretion, County may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve STA of any obligation imposed by this Section. County shall notify STA within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, County's failure to notify STA within said thirty (30) day time limit shall not relieve STA of any obligation imposed by this Section unless STA has been actually prejudiced by such delay.

## *2. City to indemnify STA and County*

City agrees to indemnify, defend, protect, hold harmless, and release the STA and County, its elected bodies, agents, officers and employees (collectively referred to in this paragraph as 'STA' and "County") from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of City. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, STA may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve City of any obligation imposed by this Section. STA shall notify City within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, STA's failure to notify City within said thirty (30) day time limit shall not relieve City of any obligation imposed by this Section unless City has been actually prejudiced by such delay.

At its sole discretion, County may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve City of any obligation imposed by this Section. County shall notify City within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, County's failure to notify City within said thirty (30) day time limit shall not relieve City of any obligation imposed by this Section unless City has been actually prejudiced by such delay.

## *3. County to indemnify STA and City*

County agrees to indemnify, defend, protect, hold harmless, and release the STA and City, its elected bodies, agents, officers and employees (collectively referred to in this paragraph as 'STA' and "City") from and against any and all claims, losses, proceedings, damages, causes of action,

liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of County. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

At its sole discretion, STA may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve County of any obligation imposed by this Section. STA shall notify County within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, STA's failure to notify County within said thirty (30) day time limit shall not relieve County of any obligation imposed by this Section unless County has been actually prejudiced by such delay.

At its sole discretion, City may participate at its own expense in the defense of any such claim, action or proceeding, but such participation shall not relieve County of any obligation imposed by this Section. City shall notify County within thirty (30) days of any claim, action or proceeding and cooperate fully in the defense. Notwithstanding the foregoing, City's failure to notify County within said thirty (30) day time limit shall not relieve County of any obligation imposed by this Section unless County has been actually prejudiced by such delay.

*4. Each Party to defend itself for concurrent claims*

STA agrees to defend itself, City agrees to defend its self and County agrees to defend itself, from any claim, action or proceeding arising out of the negligent act or omission or willful misconduct of STA, City and County in the performance of this Agreement. In such cases, STA, City and County agree to retain their own legal counsel, bear their own defense costs, and waive their right to seek reimbursement of such costs, except as provided in subparagraph 5 below.

*5. Joint Defense*

Notwithstanding subparagraph 3 above, in cases where STA, City and County agree in writing to a joint defense, STA, City and County may appoint joint defense counsel to defend the claim, action or proceeding arising out of the negligent act or omission or willful misconduct of City, County and STA in the performance of this Agreement. Joint defense counsel shall be selected by mutual agreement of parties. Parties agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in subparagraph 5 below. Parties further agree that no individual Party may bind another to a settlement agreement without the written consent of all Parties.

*6. Reimbursement and/or Reallocation*

Where a trial verdict or arbitration award allocates or determines the comparative fault of the Parties, Individual parties may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

**J. Insurance**

1. Each Party agrees to maintain its status as a legally self-insured public entity for general liability insurance and will maintain a self-insured retention of ten thousand dollars (\$10,000), and primary insurance of one hundred thousand dollars (\$100,000) per occurrence. Excess liability coverage with limits of up to twenty-five million dollars (\$25,000,000) may be provided. Each Party's insurance will be considered primary for all claims arising out of acts of that Party.
2. Each Party will maintain Workers' Compensation as required by law for all its employees. Neither Party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other Party.
3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

#### **K. Dispute Resolution**

The Parties agree that any disputes should be resolved at the lowest possible level. Accordingly, should a dispute arise between the STA and City (or STA and County, or City and County) regarding the performance of this Agreement, the Parties agree that the STA Executive Director and City Manager (or STA and County Administrator, or City Manager and County administrator) shall initially meet and confer. Should these two fail to reach consensus, the dispute shall be referred first to the Jepson Parkway Working Group and if that Group cannot resolve the dispute then to a STA Board Subcommittee comprised of the Mayors of Fairfield and Vacaville along with the Solano County Supervisor. Should that Subcommittee fail to resolve the dispute, the issue will be presented to the full STA Board. Finally if not resolved, the parties agree to submit the dispute to mediation and as a last resort: litigation.

#### **L. Subcontracts.**

The Parties must follow federal procedures in selecting consultants.

#### **M. Notice**

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Party shall be addressed to the other Party at the addresses set forth below. A Party may change its address by notifying the other Party of the change of address. Any notice sent by mail in the manner prescribed by this Paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

TO PROJECT SPONSOR:  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, CA 94585  
Attn: Janet Adams, Director of Projects

TO CITY:  
Sean Quinn, City Manager  
City of Fairfield  
1000 Webster Street  
Fairfield, CA 94533  
Attn: George Hicks, Public Works Director

TO COUNTY:  
Brigitta Corsello, County Administrator  
County of Solano  
675 Texas Street, Suite 5500  
Fairfield, CA 94533  
Attn: Bill Emlen, Director of Resource Management

**N. No Waiver**

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

**O. Assignability**

Neither Party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other Party, and any attempt by either Party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

**P. Governing Law and Venue**

The construction and interpretation of this Agreement and the rights and duties of the Parties shall be governed by the laws of the State of California with venue residing in Solano County.

**Q. Force Majeure**

Neither the STA nor City shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the STA or City.

**R. Prior Agreements and Amendments**

This Agreement represent the entire agreement of the Parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements

have been made by any of the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

### **S. Severability**

If any provision or portion of this Agreement is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this MOU.

### **T. Compliance with all Laws**

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA).

### **U. Non-Discrimination Clause**

1. During the performance of this Agreement, the Parties and their subcontractors shall not deny any benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

2. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated pursuant to it (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

### **V. Access to Records and Retention**

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

### **W. Interpretation**

Each Party has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if both Parties drafted it. The captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Agreement.

The Parties have executed this Agreement on the day and year last written below.

"STA"  
Solano Transportation Authority

Approved as to form:

By \_\_\_\_\_  
Daryl K. Halls, STA Executive Director

By \_\_\_\_\_  
STA Legal Counsel

"CITY"  
City of Fairfield

Approved as to Form

By \_\_\_\_\_  
Sean Quinn, City Manager

By \_\_\_\_\_  
George Stepanicich, City Attorney

"COUNTY"  
County of Solano

Approved as to Form

By \_\_\_\_\_  
Brigitta Corsello, County Administrator

By \_\_\_\_\_  
Lori Mazzella, Deputy County Counsel

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DATE: June 20, 2011  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Safe Routes to School (SR2S) Countywide Walking School Bus/Bicycle Train Program Grant Request

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**Background:**

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Plan 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. Following the completion of the SR2S Plan, the STA Board established the SR2S Program. The program works to encourage more students to walk and bike to school by identifying and implementing 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.

*Current Program Work Plan*

On December 8, 2010, the STA Board approved the STA's SR2S Program's Fiscal Year 2010-11 and 2011-12 Work Plan, which includes an estimated \$1.5 M in expenditures for various non-infrastructure programs that includes school safety assemblies, bicycle rodeos, walk & roll school contests, a countywide SR2S plan update, suggested route to school maps, crossing guard training, and school route police enforcement activities. In prior years, the STA's SR2S Program has helped fund over half a million in engineering projects countywide, including radar speed signs, crosswalk and sidewalk improvements.

**Discussion**

*Cycle 3 Federal Safe Routes to School Grant Program, \$42M available statewide*

On April 15, 2011, Caltrans released a call for projects for the third cycle of the Federal Safe Routes to School (SRTS) Program (Attachment A). This is a statewide competitive reimbursement funding program for reducing injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school and through non-infrastructure projects that incorporate education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to increase the numbers of children walking and bicycling to school. \$42 M in federal funds is the targeted funding projected for this call based upon the total amount of programming capacity available in the current Federal Transportation Improvement Program (FTIP) to be adjusted if necessary due to a pending federal transportation act. No local matching funds are required.

*Proposed STA Grant Application*

STA staff and Solano County Public Health staff have developed a non-infrastructure application for a countywide walking school bus & bicycle train program (Attachment B). A walking school bus is a group of children walking to school with one or more adults. A bicycle train is a group of children riding their bikes to school with one or more adults. If awarded this grant by Caltrans, the STA will work with the Solano County Health Promotion and Education Bureau will offer a Walking School Bus/Bicycle Train Program for all elementary schools in Solano County to encourage kids to walk or ride most days of the week. This grant is expected to fund this element of the STA's SR2S Program for two years, ending by FY 2013-14.

Because the STA's SR2S Program depends on federal and air district grants, which will be depleted by FY 2012-13, this grant application's scope of work focuses on parent training and school culture change to sustain student walking and bicycling to school habits after grant funding is depleted. Over the last three months, Solano County Public Health staff met with various elementary school parent-teacher groups to understand how to combine nationally recognized best practices of walking school bus programs with the needs of Solano County elementary schools. Many of the STA's current SR2S activities will help support this grant funded work, such as the suggested route to school maps funding by the Metropolitan Transportation Commission's Climate Change Initiative grant.

The STA's Safe Routes to School Advisory Committee (SR2S-AC) has reviewed this scope of work since January 2011 and is expected to recommend STA Board approval of the grant scope of work at their June 16<sup>th</sup> meeting.

**Fiscal Impact:**

None. If the grant is awarded to the STA in October 2011, no local matching funds are required.

**Recommendation:**

Forward a recommendation to the STA Board to direct staff to apply for the Cycle 3 Federal Safe Routes to School Program grant for up to \$500,000 for the Scope of Work as shown in Attachment B.

Attachment:

- A. Federal Safe Routes to School (SRTS) Grant Program Call for Projects, 04-15-2011
- B. STA/Solano County Safe Routes to School, Walking School Bus/Bicycle Train Scope of Work, 06-09-2011



**ANNOUNCEMENT: Call for Cycle 3 Federal Safe Routes to School Projects**  
**Posted: April 15, 2011**  
**Application Submittal Deadline: July 15, 2011**

**What is the Federal Safe Routes to School (SRTS) Program?**

A reimbursement funding program for reducing injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school and through non-infrastructure projects that incorporate education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to increase the numbers of children walking and bicycling to school. Evaluation is a key component of the program and is required for both infrastructure and non-infrastructure projects.

**How much funding is available?**

\$42 M in federal funds is the targeted funding projected for this call based upon the total amount of programming capacity available in the current Federal Transportation Improvement Program (FTIP) to be adjusted if necessary due to a pending federal transportation act.

**How are projects selected?**

Caltrans Districts are apportioned funds based upon student enrollment. District review committees will score and rate applications using standardized evaluation forms furnished by Caltrans Headquarters. Once projects are selected and prioritized, Districts will submit their list to Caltrans Headquarters who will validate District selections and compile a statewide list of selected projects for Director approval. Districts will notify all applicants of the results.

**Who is eligible to apply?**

Any local or regional agency is eligible to apply for SRTS funds. The local or regional agency is the City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) who serves as the responsible agency and partner to a Project Sponsor such as the School District, County Public Health Agencies and other non-profit organizations. Federally-recognized Native American Tribes in which schools on tribal lands are benefited may also apply for SRTS funds.

**What types of projects are eligible?**

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. See guidelines for examples. Up to 10% of the construction cost can fund an education/encouragement/enforcement element in an infrastructure project. Stand alone non-infrastructure projects may include: conducting SRTS workshops, walkability audits, conducting student assemblies for pedestrian and bicycle safety, and developing walking school bus or bicycle train programs to name a few.

**Is there a local match required, and what is the maximum amount of funding that can be requested?**

There is no local match required. \$1,000,000 is the maximum amount that can be requested for an infrastructure project and \$500,000 for a non-infrastructure project.

**Where are the guidelines and applications posted, and how can I get more information?**

[www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm)

**Where do I send my application(s)?**

The application must be submitted by the on-line application process. In addition, two hard-copies(color preferred) must be sent to your Caltrans District Local Assistance Engineer (DLAE) by the deadline. Applications post marked on the deadline are acceptable. DLAE information is available at: [www.dot.ca.gov/hq/LocalPrograms/dlae.htm](http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm)

## Safe Routes to School, Countywide Walking School Bus/Bicycle Train Program

DRAFT Cycle 3 Federal Safe Routes to School Grant Application Scope of Work, 06-09-2011

**Goal:** The STA and Solano County Health Promotion and Education Bureau will implement a Walking School Bus/Bicycle Train Program at local elementary schools to encourage kids to walk or ride most days of the week.

**Objective:** By June 30, 2014 each elementary school in Solano County will have at least one regular walking school bus or bicycle train.

### Implementation Steps:

1. Research National Center for SR2S website and other SR2S informational materials for background information and best practices in SR2S implementation.
2. Develop persuasive SR2S power point presentation that addresses importance & potential of SR2S to implement Walking School Bus/Bicycle Train pilot program targeting:
  - 2.1. School Administrators and Faculty
  - 2.2. Police Departments, Traffic Engineers
  - 2.3. Parent Teacher Affiliates
3. Staff will develop a contact list by district of school contacts including but not limited to Superintendent, Principal, President of Parent Teacher affiliate, District Wellness Coordinator, and etc.
4. Research National Center for SR2S website and other SR2S informational materials to develop Walking School Bus/Bike Train pilot project implementation protocols.
5. Research and develop an educational/informational single page handout to distribute during presentations
6. Develop with input from STA staff and STA Advisory Committee a list of stakeholders (Police Departments, city engineers, school administrators, crossing guards, vested school representatives, etc.) to involve in the identification and designation of appropriate drop-off/pick-up locations for a Walking School Bus/Bicycle Train at individual schools with existing SR2S maps and engineering projects.
7. Meet with stakeholders to present project, encourage support and identify responsibilities.
8. Volunteer Outreach & Training: target various parent group meetings, school events, and etc., With education materials and presentations to promote and encourage volunteers for the project. Contact target population to deliver power point presentations and educational materials to promote Walking School Bus/Bike Train pilot project.
9. Identify school site coordinators/volunteers from presentations and community outreach.
10. Train site coordinators to implement Walking School Bus/Bike Train pilot project at individual schools; training will include site coordinator input in developing time schedule for individual routes at each school site.
11. Staff will distribute Map routes with time schedules for each school site.
12. Hold kick-off event for school(s) to commence walking school bus/train.
13. Convene follow-up meeting to evaluate project barriers and successes and make changes to project activities as necessary.
14. A protocol guide will be developed for each school documenting lessons learned and how to steps to implement and sustain Walking School Bus/Bike Train.



DATE: June 15, 2010  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: 2011 Solano Napa Travel Demand Model Update

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**Background:**

The Solano Transportation Authority (STA) developed a super-regional model, the “Solano-Napa Travel Demand Model” (Solano-Napa Model), covering the entire Bay Area, and also accounting for trip generation and demand in the Sacramento and San Joaquin County regions. The STA developed the Solano-Napa Model in partnership with the cities and County of Solano staff, Napa County Transportation and Planning Agency (NCTPA), the Metropolitan Transportation Commission (MTC), and Caltrans. The Solano-Napa Travel Demand Model was designed to provide traffic forecasts for major roadways in Solano and Napa Counties.

The current Solano Napa Model was updated in 2010 for the STA’s Regional Transportation Impact Fee (RTIF) study. The update addressed land use and network changes from the 2008 version of the model to reflect 2010 traffic conditions and projected 2035 traffic conditions.

**Discussion:**

The STA will need to update the Solano Napa Model for the 2011 Congestion Management Program and to project traffic conditions to year 2040 for consistency with the MTC’s Regional Transportation Plan. STA staff is seeking approval for the attached scope of work for the model update.

As the Congestion Management Agency for Solano County, the STA is mandated to update the Solano County Congestion Management Program (CMP) once every two years. The next CMP Update is due October 2011. The Solano-Napa Model will need to be updated according to MTC’s new CMP Guidelines in preparation for the 2011 CMP Update. STA staff also proposes to include truck trip analysis as part of the 2011 model update. The current model does not have detailed truck trips counted as separate trips on the network. A truck trip table will allow for more detailed analysis on truck trips on major arterials in the county.

Lastly, NCTPA has requested a review and potential update of the Traffic Analysis Zones (TAZ) in more urbanized areas in Napa County, such as, Napa City and American Canyon. NCTPA is interested in expanding the TAZ structure and adding network details in Napa County to reflect finer details in land use patterns and to provide enhanced traffic assignment results on local streets. The draft Solano Napa Travel Demand Model 2011 Update Scope of Work is included as Attachment A to this report.

STA staff proposes to amend Cambridge Systematics agreement to include the model update as part of their scope of work to continue providing on-call model services. The STA currently contracts with Cambridge Systematics to provide on-call model services to member agencies and project managers seeking technical support regarding the Solano Napa Model. In addition to distributing the model files and responding to technical questions, Cambridge Systematics also updated the model user guide and converted the files to a more user friendly application through the Cube Program. Staff at Cambridge Systematics has direct experience with the Solano Napa Model and is knowledgeable about its capabilities and areas for improvement.

This item will be reviewed for input at the June 22, 2011 Model TAC meeting. STA staff will provide an update regarding the Model TAC's discussion.

**Fiscal Impact:**

The estimated cost for updating the model is \$60,000. Funding for the model update is anticipated to be provided from a combination of Surface Transportation Planning (STP) (\$30,000), NCTPA contributions (\$20,000), and STA Projects contribution (\$10,000). However, a scope of work is needed to determine the level of funding commitment needed to accomplish the update.

In addition, STA has \$29,000 budgeted for on-call model service for FY 2011-12 through a combination of STP (\$8,000), Transportation Development Act (TDA) Funds (\$8,000), and NCTPA contributions (\$13,000).

**Recommendation:**

Forward a recommendation to the STA Board to approve the Scope of Work for the Solano Napa Travel Demand Model 2011 Update as shown in Attachment A.

Attachment:

- A. Draft Solano Napa Travel Demand Model 2011 Update Scope of Work

## Draft Solano Napa Travel Demand Model 2011 Update Scope of Work

6/15/11

Needs	Current Status	Proposed Tasks
2011 CMP Update	Need to meet new 2011 MTC CMP Consistency Guidelines	Conduct due diligence on land use in Napa/Solano Update land use outside of Napa/Solano Counties Update pricing and auto ownership assumptions Update networks outside of Napa/Solano Counties Update Solano networks for CIP projects
Refine Napa County TAZ, Network	Not enough detail in Napa County	Update Napa TAZs, networks and validate
Develop 2040 Model	Only generate 2035 forecast	Develop 2040 land use data Develop 2040 network
Network coding accuracy	Only links in RTIF study were checked	Plot network link attributes for review Update network links accordingly Create highway network based on GIS centerlines Update transit network for new GIS highway network
External/Through Trips	Based solely on neighboring models	Validate inter-regional trips based on new CA statewide model
Truck Trips	Truck trips not represented	Obtain updated truck trip forecast from new ACCMA Truck Model and other applicable documents with current truck trip Add truck trips in the model

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DATE: June 23, 2011  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Final Countywide Greenhouse Gas Emission Inventory

---

**Background:**

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

On September 8, 2010, the STA Board approved a contract with AECOM to conduct a GHG inventory for the cities of Vallejo, Fairfield, Suisun City, Vacaville, Dixon and Rio Vista. The contract was subsequently amended to remove Vallejo because they are conducting their own GHG inventory, funded by a City-obtained grant. In March, draft GHG emission inventory documents were provided to TAC members and the Planning Directors, and the comments received were passed on to the consultant for incorporation into the final inventories.

Some of the project funding is provided by the Yolo Solano Air Quality Management District (YSAQMD). The YSAQMD funding agreement required that emission inventories for criteria pollutants (such a particulate matter and ozone) also be prepared. Fairfield is not n the YSAQMD, so no criteria pollutant inventory was prepared for that city. The draft criteria pollutant inventories were also released in March.

**Discussion:**

On May 18, 2011, the final GHG inventories were released for the cities of Dixon, Fairfield, Rio Vista, Suisun City and Vacaville. Criteria pollutant inventories were also provided for all of the cities except Fairfield. The final inventories have addressed the comments made to the draft inventory documents to the satisfaction of all 5 of the involved cities.

The final inventory documents do not show any significant changes from the draft documents. For all of the cities except Suisun City, the majority of emissions come from the Energy and Transportation sectors. Suisun City's Transportation emissions appear to be approximately 10 percentage points higher than the other inventoried cities. Rio Vista's proportion of Off Road emission sources is also noticeably higher than for the other cities.

The next step is to have each of the 5 involved cities formally accept their emission inventory reports. STA staff is available to attend City Council meetings to discuss the inventory methodology.

The GHG inventories can be used as the basis for the cities to adopt Climate Action Plans (CAPs). These can be stand-alone documents, such as that adopted by the City of Benicia, or they can be integrated into General Plans or zoning ordinances and specific plans. STA's consultant assisted Solano County in preparing a grant application to the state Strategic Growth Council (SGC) in 2010 to fund a multi-agency CAP, however, the application was not funded. The County was informed that while the SGC supported the application, there were not sufficient funds for all of the applications received. STA is available to assist in preparing a similar application for the 2011 SGC grant program. If a grant is received, the development of a multi-agency CAP would best be guided by the City County Coordinating Council (4'Cs).

**Fiscal Impact:**

None at this time.

**Recommendation:**

Forward a recommendation to the STA Board to request the City County Coordinating Council (4'Cs) to coordinate the submittal of a grant to the Strategic Growth Council (SGC) for development of a multi-agency Climate Action Plan (CAP).



DATE: June 17, 2011  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Marketing Update

---

**Background:**

Much of the STA's overall success is shaped by its communication efforts. To support, reinforce and reflect the goals of the STA as established by the STA Board and STA management, a proactive approach is used to engage citizens and groups to enable them to effectively become a part of the STA's decision-making process. As a result, this approach helps to increase the STA's understanding of citizen concerns, ideas and priorities so that they can be utilized to make better decisions.

**Discussion:**

The STA has recently launched a new and improved website ([www.sta.ca.gov](http://www.sta.ca.gov)) through the State of California government portal. The site has been efficiently organized to enable STA's constituents to more easily find information on projects, programs, plans, promotions and meetings. The website also features new technologies enabling people to receive updates electronically based on their preferences for information.

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Napa Commuter Information (SNCI) program, and the Safe Routes to School program). STA marketing efforts include a broad range of products, activities and venues: annual reports, newsletters, brochures, website, social media, public meetings, polling, community events, display racks, wall maps, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, freeway signs and print and broadcast media.

**STA Marketing Program**

STA staff provides design, layout and printing of many print publications, plans and implements events, and handles most aspects of electronic media. Consultants are employed for specific projects that include funding for marketing.

**Proposed FY 2011-2013 Marketing Plan**

The Draft FY 2011-2013 Marketing Plan (Attachment A) will guide the marketing efforts for the STA and for STA managed programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented as appropriate. The Marketing Plan will be carried out by STA staff with consultant support.

Potential STA Marketing Strategies for Fiscal Year (FY) 2011-2013 (Attachment B) list the STA's identified target audiences, and proposed marketing methods and products. Staff has begun to expand the capabilities of the STA's internet marketing through the implementation of new technologies on the STA website. With the recent expansion of social networking, there is an untapped market that can be reached through methods such as videos and podcasts (series of digital-media files distributed over the internet), social network sites (such as Facebook, LinkedIn, etc.), and blogs (web logs). RSS (Really Simple Syndication) feeds make it possible for people to keep up with websites in an automated manner.

Features that have already been implemented on the new STA website include an "e-notifier" (allows website update notifications to be emailed to subscribers), RSS feeds, and the launch of the STA Facebook and LinkedIn pages. The recent technological changes to the online edition of the Daily Republic (online accessibility for the reporters and ability to share articles and comments on social media platforms), The Reporter and Times Herald (comments now accepted through Facebook only) have provided swift and direct contact with the STA website.

The STA's Facebook page enables staff to provide relevant and timely information on programs and projects that are referenced in Solano County's online newspapers, which helps to increase the STA's credibility with the public. It also provides the opportunity to repost relevant subject material from our member and partner agencies that also have social media sites, all in an effort to steer people to the STA website for current and accurate information. The next social media launch will be Facebook pages for the SNCI and SR2S programs.

**Fiscal Impact:**

Funding for marketing, including consultant services, is incorporated in the approved FY 2011-12 STA budget, and the proposed FY 2012-13 budget, through a combination of STA General, SolanoExpress, Safe Routes to Schools and SNCI Marketing accounts. This includes \$90,000 for SolanoExpress and SNCI marketing and \$10,200 for STA General marketing in FY 2011-12.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STA FY 2011-2013 Marketing Plan.

Attachments:

- A. STA FY 2011-2013 Marketing Plan
- B. Potential STA Marketing Strategies for FY 2011-2013

## Solano Transportation Authority Draft FY 2011-2013 Marketing Plan

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, social media, public meetings, research, community events and the media.
- The STA coordinates the marketing of **SolanoExpress** intercity transit services countywide. This effort has included the re-branding of SolanoLinks to SolanoExpress, the development and updating of the SolanoExpress brochure and website, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.
- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program is accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, website, social media, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing products and plans for FY 2011-2013 include, but are not limited to, the following:

### STA – Overall Agency

- STA Agency brochure “Working for You”: write, produce and distribute tri-fold color brochure with photos.
- State legislative booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal Appropriations/Reauthorization booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- STA Annual Report: Write, design, produce and distribute scaled-down single-page foldout color document with photos.
- Quarterly “STA STATUS” newsletter: Write, produce and distribute 4-page color document with photos.
- Semi-annual “SR 12 STATUS” newsletter: Write, produce and distribute 2-page color document with photos.
- SR 12 public awareness campaign: Work with SR 12 Corridor Advisory Group and SR 12 Steering Committee to continue efforts to educate the public about the safety improvements on SR 12 through newsletters, workshops, press conferences, signage, and other activities.

- Safe Routes to School: Design and produce a periodic newsletter to inform Solano residents about the ongoing efforts of providing safe routes to school, plan and execute promotional events at schools, continually update SR2S website.
- Community outreach: Participate in events that bring awareness to transportation projects and concerns to Solano County residents. Host public forums to engage citizens in relevant transportation issues (i.e., SR 12 Draft Economic Study in August 2011).
- Media: Create media messages on relevant transportation topics for broadcast on local cable television (interviews on mayor's shows, public service announcements); produce press releases to inform the public about transportation projects and programs.
- Signage: Work with partner agencies to ensure signs are posted announcing STA-funded transportation projects in progress, with the STA logo included on such signs.
- Website: Continual content update of recently redesigned website. Expand methods of communicating with Solano residents through the Internet.
- Social Media: Monitor STA Facebook and LinkedIn sites, provide regular updates of transportation interest, including links to member and partner agencies' social media and web postings. Add Facebook page for SR2S.
- Annual Awards Ceremony: Plan and hold annual recognition ceremony for excellence in transportation planning, projects and programs.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency (i.e., I-80 EB Cordelia Truck Scales Groundbreaking in October 2011).
- Assist with development of SolTrans marketing as the agency establishes itself.

#### SolanoExpress Intercity Transit

- Update and produce brochure to market current and future services for SolanoExpress.
- Continue integrated campaign which includes placement of advertising pieces in local electronic and print media venues targeting Solano County residents, branding SolanoExpress routes and stops, incentives, and other strategies.
- Continually update SolanoExpress website.
- Reprint passenger comment card.

#### SNCI (including Solano and Napa counties):

- Market SNCI program and other TDM services to Solano and Napa employers and business communities.
- Continually update SNCI website.
- Add Facebook page for SNCI.
- Implement and evaluate annual Solano Commute Challenge.
- Promote countywide Emergency Ride Home programs.
- Design and implement an SNCI awareness campaign.
- Evaluate and update commuter incentive programs and marketing materials.
- Evaluate and update vanpool services and marketing program.
- Develop year-end mailer for SNCI employer and/or vanpool distribution.
- Design and implement annual Bike to Work/School promotional campaign.
- Update Bikelinks map and other bicycle promotional materials.
- Public outreach through events, displays, direct mail, electronic and print media.
- Partner with other agencies to cross-promote TDM services.

## Potential STA Marketing Strategies for FY 2011-2013

### Identified Target Audiences:

- Residents
- Businesses
- Schools/Students/Parents
- Elected Officials
- Commuters
- Seniors/People with Disabilities
- Partner Agencies
- Others

### Marketing Venue Ideas:

#### Products:

- STATUS Newsletter – quarterly publication
- SR 12 STATUS Fact Sheet – semi-annual publication
- Project Fact Sheets ( I-80 HOV, I-80 North Connector, I-80 Truck Scales, Gas Tax 101 - basic educational tool on transportation funding, Safe Routes to School, etc.)
- Condensed version of Annual Report
- “Working For You” general brochure featuring STA Overall Work Plan
- Website expansion to facilitate public interaction (email/RSS feeds, social media)
- Public Service Announcement (PSA), Mayor’s Show (Fairfield, others)
- Streamlined State/Federal Legislative Report Booklets (Annual)
- Press Releases
- Commute Profile
- STA Board Meetings
- Signs/posters/brochures
- Awards Program

#### Methods:

- Provide literature at meetings (STA general info, acronyms, etc.)
- Electronic mailing of newsletter, fact sheets, other products
- RSS feeds, website email notifications, blogs, podcasts, streaming video, Facebook, LinkedIn, other Internet medium
- Mass mailings (countywide or as part of existing city/county newsletters)
- Links to STA’s website on all cities’/partners’ websites
- Links to STA’s Facebook and LinkedIn pages on all cities’/partners’ websites and social media pages (including SR2S and SNCI)
- Partnership with businesses and schools
- Community outreach meetings
- Focus groups to engage the public
- Transportation Summit
- Print/Broadcast Media
- Public poll/survey
- Host STA Board meeting offsite (Vacaville and/or County office)
- Broadcast STA Board meeting over the Internet (webcast)
- Post “Your Transportation Dollars at Work” signs with STA logo on all STA-funded construction projects
- Annual Awards Ceremony
- Groundbreakings/ribbon-cuttings
- Employer/community group fairs

- Commuter incentive programs/special weeks
- Establish connection with county/cities' economic development departments to reach new businesses with transportation information
- Public transportation displays (busses, trains, ferries)
- Partner with Solano County and Solano Economic Development Corporation to produce a mutually beneficial promotional poster/map



DATE: June 17, 2011  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Agenda Topics for STA Board Workshop of June 27, 2011

---

**Background/Discussion:**

On June 27, 2011, the STA Board was scheduled to hold a workshop with Board Members and Board Alternates invited to attend and participate. Periodically, the STA Board has held a workshop to discuss and provide staff with policy direction on a range of topics. The STA Board last held a Board workshop on July 12, 2006. The agenda with topics to be discussed at this workshop are included with Attachment A.

The discussion and policy direction provided to staff by the Board helped guide the development of subsequent STA Overall Work Programs and has resulted in the successful implementation and completion of various related plans, projects or programs as described below. Staff will provide the TAC with a summary of the discussions at workshop and will present a summary of policy directions provided and recommended follow up actions. Feedback and input from those TAC members that are able to attend the workshop is encouraged.

**Recommendation:**

Any recommendations are pending policy direction to be received at Board workshop on June 27, 2011.

Attachment:

- A. Agenda with Topics for June 27<sup>th</sup> STA Board Workshop

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**STA BOARD WORKSHOP**

**10:00 a.m. – 2:00 p.m., Monday, June 27, 2011**

**Conference Room B**

**Solano County Events Center**

**MEETING AGENDA**

- I. CALL TO ORDER / INTRODUCTIONS** Chair Price
  
- II. APPROVAL OF THE AGENDA**
  
- III. OPPORTUNITY FOR PUBLIC COMMENT**
  
- IV. WORKSHOP ITEMS**
  - A. The Status of Solano County’s Comprehensive Transportation System** Daryl Halls  
(10:05 – 10:25 a.m.)  
**Pg. 1**
  
  - B. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis)** Robert Macaulay  
(10:25 – 11:00 a.m.)  
**Pg. 31**
  
  - C. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering** Janet Adams  
(11:00 – 11:30 a.m.)  
**Pg. 37**
  
  - D. Opportunities for Public Private Partnerships** Janet Adams  
(11:30 – 12 Noon)  
**Pg. 73**

**LUNCH BREAK**  
(12 Noon – 12:20 p.m.)

The complete STA Board Workshop Packet is also available on STA’s Website at [www.sta.ca.gov](http://www.sta.ca.gov)

**E. Solano County Transit Long Range Sustainability** Elizabeth Richards  
(12:20 – 12:50 p.m.)  
**Pg. 83**

**F. Implementation of Sustainable Communities Strategy –** Robert Macaulay  
**Development of Alternative Fuels Strategy and**  
**Infrastructure for Transit**  
(12:50 – 1:20 p.m.)  
**Pg. 91**

**G. Funding of Local Priorities such as Safe Routes to School,** Daryl Halls  
**Senior and People with Disabilities Mobility and Local** Elizabeth Richards  
**Streets and Roads** Sam Shelton  
(1:20 – 1:50 p.m.)  
**Pg. 101**

**V. WRAP-UP / BOARD COMMENTS**  
(1:50 – 2:00 p.m.)

**VI. ADJOURNMENT**



DATE: June 15, 2011  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: Local Street and Roads (LS&R) Proposed Solano County Annual Report

---

**Background:**

Between 2006 and 2010, about 32% of roadway pavement countywide (about 1,000 lane miles) is considered to be in “at-risk, poor, or failed” condition. These are roadways that experience extensive cracking and potholes that allow water to deteriorate the roadway at faster rates and slow the speed of drivers navigating these hazards. Pavement in this condition can no longer be repaired by relatively cheap means. Deferred street maintenance costs for these roadways can balloon from \$35,000 per mile to over \$1.8M per mile if neglected for as little as five to seven years.

*Percent of Lane Miles Considered “At-Risk, Poor, or Failed” by Jurisdiction*

47%, Benicia (88 lane miles, 24% worse since 2006)  
19%, Dixon (24 lane miles, 2% worse since 2006)  
17%, Fairfield (121 lane miles, 3% worse since 2006)  
68%, Rio Vista (31 lane miles, no data)  
31%, Suisun City (46 lane miles, 24% better since 2006)  
13%, Vacaville (71 lane miles, 5% worse since 2006)  
55%, Vallejo (374 lane miles, steady since 2006)  
36%, County of Solano (332 lane miles, 5% better since 2006)  
32%, Countywide Weighted Average (1,090 lane miles, steady since 2006)  
34% of the Bay Area’s roads are in similar condition.

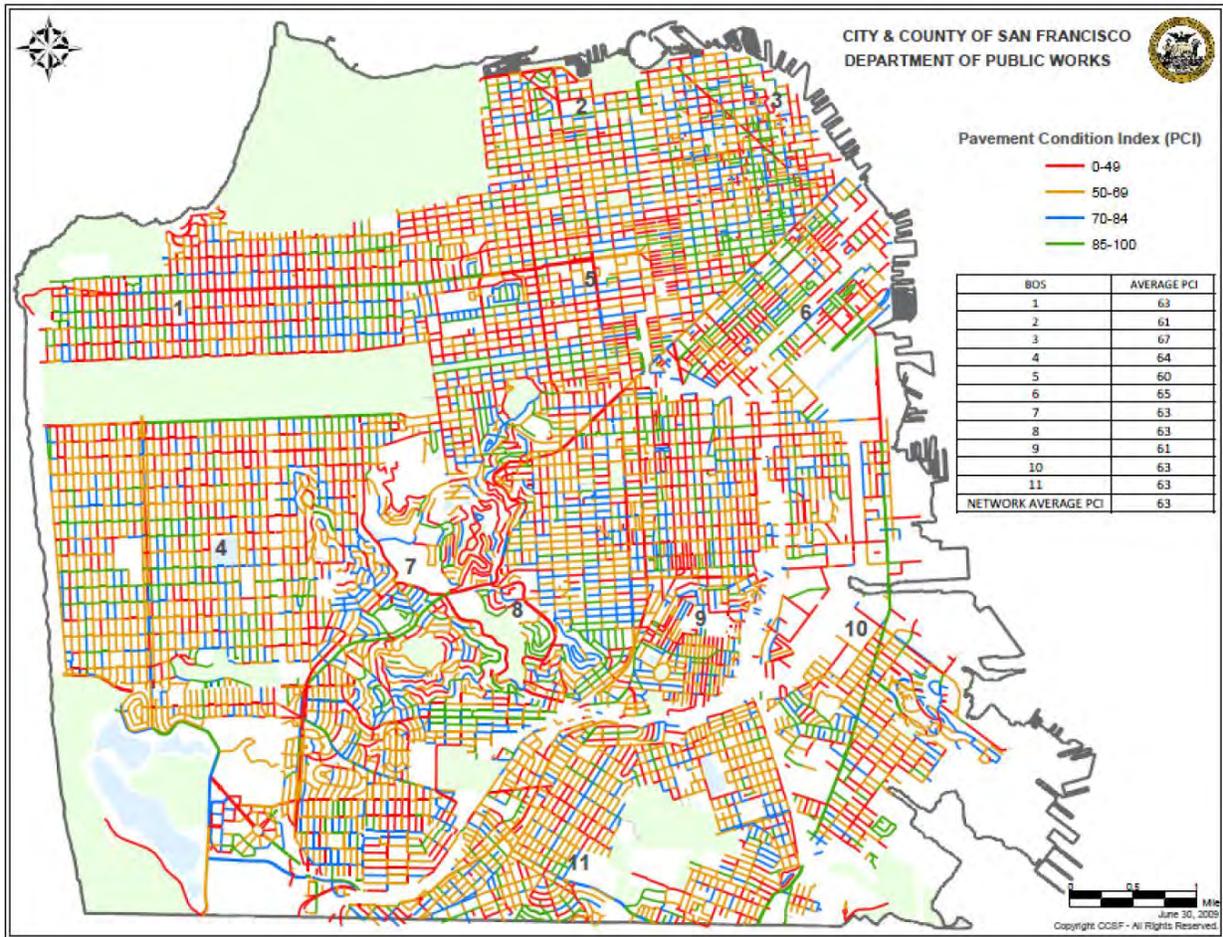
However, the number of roadway miles in Solano County in “fair” condition doubled from 209 to 452. These roads can quickly become the baby-boomer generation of expensive at-risk pavement, potentially increasing the number of Solano’s deteriorated lane miles by 40% in less than five years.

On average, California cities pay about 71% of street rehabilitation project costs with local funding while counties depend on state funds for 56% of street rehabilitation project costs. Federal funds contribute between 6% to 10% of street rehabilitation funding.

**Discussion:**

On June 27<sup>th</sup>, STA staff presented more detailed information regarding each local agency’s street rehabilitation investments (Attachment A) at the STA Board workshop. After reviewing the Metropolitan Transportation Commission’s (MTC) recent publication “The Pothole Report: Can the Bay Area Have Better Roads?” (Attachment B), STA staff recommends additional research

and annual reports that focus on Solano County’s roadway conditions. Specifically, Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests. Below is an example of San Francisco’s pavement condition map, where streets in poor condition are shown in red.



**Recommendation:**

Informational.

Attachments:

- A. Solano County Local Streets and Roads Local Agency Facts Sheets (provided under separate cover)
- B. MTC Pothole Report: “Can the Bay Area Have Better Roads?”, June 2011

# The Pothole Report: Can the Bay Area Have Better Roads?

May 2011



METROPOLITAN  
TRANSPORTATION  
COMMISSION



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*San Mateo County*

### **Amy Rein Worth, Vice Chair**

*Cities of Contra Costa County*

### **Tom Azumbrado**

*U.S. Department of Housing  
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### **Tom Bates**

*Cities of Alameda County*

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### **Bill Dodd**

*Napa County and Cities*

### **Dorene M. Giacomini**

*U.S. Department of Transportation*

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*Association of Bay Area Governments*

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*Sonoma County and Cities*

### **Kevin Mullin**

*Cities of San Mateo County*

### **Bijan Sartipi**

*State Business, Transportation  
and Housing Agency*

### **James P. Spering**

*Solano County and Cities*

### **Scott Wiener**

*San Francisco Mayor's Appointee*

## **MTC Executive Staff**

### **Steve Heminger**

*Executive Director*

### **Ann Flemer**

*Deputy Executive Director, Policy*

### **Andrew B. Fremier**

*Deputy Executive Director, Operations*

# The Pothole Report: Can the Bay Area Have Better Roads?

May 2011

**Metropolitan Transportation Commission**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

510.817.5700 **tel**

510.817.5848 **fax**

510.817.5769 **tty/tdd**

[info@mtc.ca.gov](mailto:info@mtc.ca.gov) **email**

[www.mtc.ca.gov](http://www.mtc.ca.gov) **web**



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## Executive Summary

The condition of pavement on the Bay Area's local streets and roads is fair at best. The typical stretch of asphalt shows serious wear and will likely require rehabilitation soon. The region's average pavement condition index (PCI) score is now 66 out of a possible 100 points. This is far closer to the 60-point threshold at which deterioration accelerates rapidly and the need for major rehabilitation becomes much more likely than to the 75-point score that MTC established as a target for roadway quality in its long-range *Transportation 2035 Plan* adopted in 2009. Indeed, despite efforts by the Commission and the region's local governments, overall conditions on our 42,500 lane-miles of city streets and county roads essentially are the same as they were in 2001, a decade ago.

Improved pavement quality can play a small but important role in meeting state targets for curbing greenhouse gas emissions. Not only does better pavement promote better vehicle fuel economy (and hence fewer emissions), but low-cost preventive maintenance also requires less asphalt and fewer heavy truck trips than major roadway rehabilitation projects, and new, cleaner application methods can also cut down on emissions. As the Bay Area works to achieve state targets for greenhouse gas emission reductions and to develop the Sustainable Communities Strategy mandated by state Senate Bill 375 (Steinberg, 2008), the time is right for an updated analysis of the region's local streets and roads.

### Fresh Data, New Developments

Building on the foundation established in MTC's original *Pothole Report*, published in 2000, this update includes both a primer on the cost and life cycle of pavement and a comprehensive look at the current state of the Bay Area's local streets and roads network, featuring a jurisdiction-by-jurisdiction ranking of the 2010 pavement condition index (PCI) scores of the region's nine counties and 101 cities. This report also provides a briefing on two important new developments in the pavement management field:

- **Cold In-Place Recycling:** a relatively new and highly promising technique that has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent, and to reduce greenhouse gas emissions from pavement repair projects by eliminating the need to produce new paving material or transport it to the worksite; and
- **Complete Streets:** an increasingly popular design approach for urban neighborhoods in which the entire streetscape, from sidewalk to sidewalk, is geared for safe access and use by pedestrians, bicyclists and transit riders as well as motorists. Common elements typically include bike lanes, sidewalk bike

racks, transit stops, pedestrian signals, street trees and curb ramps. Building Complete Streets requires a somewhat larger construction investment, but the benefits of this spending are spread to a wider spectrum of road users.

### **Scarce Funding Puts Premium on Prevention Practices**

Funding for roadway maintenance typically comes from a range of sources, including the state gasoline tax, county sales taxes, and local sources such as city or county general funds, bonds and traffic-impact fees. But as the need for maintenance grows, the available funding from these sources has been shrinking. Not only are general fund contributions declining, but the state gas tax loses an average of 3 percent of its purchasing power each year due to inflation. County transportation sales taxes typically dedicate less than 25 percent of revenues to local street and road maintenance, and receipts from these taxes have fallen sharply in recent years due to the deep economic recession that began in 2007.

To help cities and counties get the biggest bang for their buck, MTC has long advocated pavement preservation. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary. All 109 Bay Area jurisdictions — and over 300 public agencies nationwide — now use MTC’s StreetSaver® pavement management software to inventory their street networks, determine maintenance needs and devise maintenance programs based on available revenues.

### **Fixing the Fiscal Pothole**

While pavement quality has rebounded slightly in recent years and now stands about where it did a decade ago, the challenge of boosting the regional average to “good” (a key goal of MTC’s *Transportation 2035 Plan*) is more daunting — and more expensive — than ever.

MTC estimates that meeting the Transportation 2035 goal of a local street and road network in “good” condition (average PCI score of 75) will require \$25 billion, or \$1 billion a year through 2035. This level of investment is nearly three times higher than the current \$351 million spent annually by all sources on roadway maintenance. Fixing this fiscal pothole will be a key local and regional challenge as we move toward adoption of *Plan Bay Area*, the comprehensive regional plan that will guide transportation investment in the nine Bay Area counties through 2040.





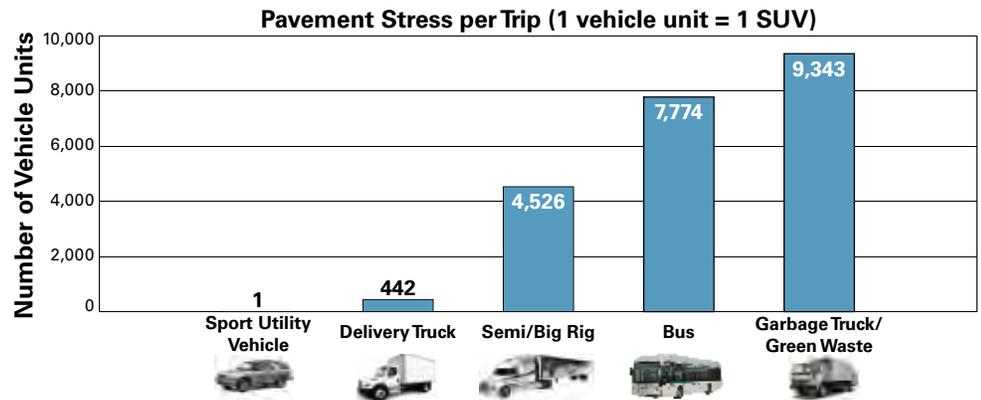
## Pavement Preservation and Pavement Management

Streets and roads take a beating under the weight of traffic. The first sign of distress on surface pavement is usually cracking. While cracks may not immediately alter the pavement’s ride quality, they expose the sub-base of the roadway to water leaking through the surface layer. In time, water erodes pavement strength and cracks begin to lengthen and multiply, forming networks of interconnected cracks referred to as “alligator cracking.”

At this point, the pavement is no longer able to sustain the weight of traffic and the cracked pavement disintegrates, forming depressions more familiarly known as potholes. Since potholes result from damage to the roadway’s sub-base, once they appear — regardless of whether or not they are patched — the roadway will continue to deteriorate until it reaches a failed state.

Heavy vehicles such as trucks and buses put far more stress on pavement than does a passenger car. A bus exerts more than 7,000 times the stress on pavement that a typical sport utility vehicle does. And a garbage truck exerts more than 9,000 times as much stress as a SUV. Not surprisingly, cracks appear more quickly on streets with large traffic volumes and/or heavy use by trucks and buses. And these roadways need maintenance more frequently than residential streets with comparatively light-vehicle traffic.

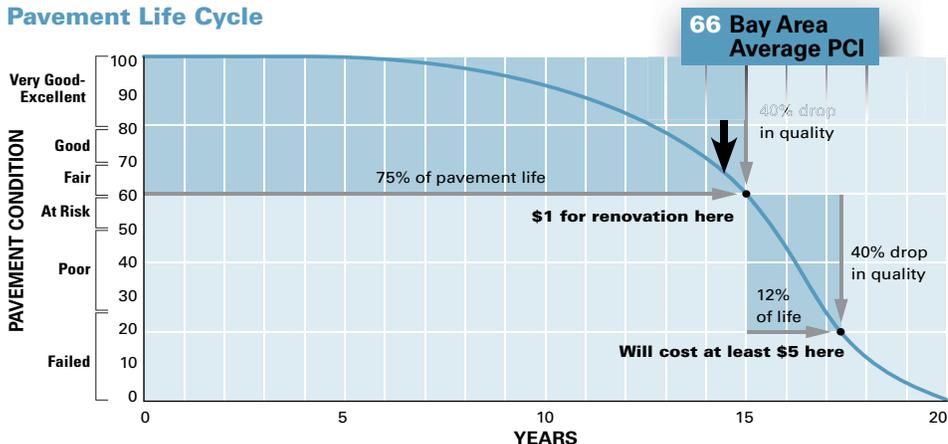
### Relative Impact of Vehicle Types on Pavement Conditions



*Source: Pavement Engineering, Inc.*

About 28 percent of the Bay Area’s local road mileage consists of arterial and collector roadways, which are heavily used by both trucks and buses. The pounding that pavement receives from trucks and buses can be especially problematic in more rural parts of the Bay Area, where many roadways have not been designed to accommodate heavy vehicles but which are nonetheless used by growing numbers of trucks carrying goods between farms and cities.

## Pavement Life Cycle



*Time varies depending on traffic, climate, pavement design, etc.*

The most cost-effective way to maintain a roadway is to address cracks in the pavement as soon as they surface. Just as regular oil changes are far less expensive than a complete engine rebuild, it is five to 10 times cheaper to properly maintain streets than to allow them to fail and then pay for the necessary rehabilitation (see chart above). Deteriorating pavement carries private costs as well. A 2010 report by TRIP, a nonprofit organization that researches, evaluates and distributes technical data on highway transportation issues, estimated that drivers in the San Francisco-Oakland area pay an extra \$706 in annual operating costs for each vehicle as a result of roadway conditions<sup>1</sup>.

## The Importance of Early Intervention

The Bay Area has long emphasized the importance of early intervention through the adoption of proactive maintenance strategies, better education in pavement preservation concepts, and regional policies that give cities and counties incentives to practice pavement preservation on their street and road networks. MTC's *Transportation 2035 Plan* reaffirms this overall approach by conditioning regional funds for local street and road maintenance not only on need and level of system usage but also on preventative-maintenance performance.

By contrast, cities and counties that spend almost all of their paving budgets to fix only a handful of failed roadways, instead of proactively maintaining a much larger percentage of their network that is still in good condition, are practicing what is known as a "Worst First" strategy. With this approach, the good roads for which maintenance is deferred soon fall into disrepair and require more extensive and costly treatments.

## Best and Worst Bay Area Roads

Many factors affect a city's or county's pavement condition index, or PCI score. These include pavement age, climate and precipitation, traffic loads and available maintenance funding. A municipality with new housing developments and new streets may have a high overall PCI, while an older, urbanized jurisdiction may have a much lower PCI, even though both are practicing pavement preservation. Cities and counties that practice preventive maintenance will have lower long-term pavement costs and will safeguard their investment in local streets and roads. For a full listing of Bay Area jurisdictions' pavement conditions, please go to page 15.

### **Bay Area Jurisdictions With Best and Worst Pavement Conditions in 2010, Based on 3-Year Average PCI Scores**

Best PCI Ratings	Worst PCI Ratings
Brentwood – 86	Rio Vista – 42
Belvedere – 84	Larkspur – 45
Dublin – 82	Sonoma County – 45*
Los Altos – 82	St. Helena – 46
Foster City – 81	Orinda – 49

\*Unincorporated area

- MTC pavement management software designed specifically for cities and counties.
- Over 400 users including Seattle, Portland, San Francisco, San Jose, Stanford University, US Forest Services
- Available online anytime, and anywhere with Internet access
- 30-day free demo at [www.streetsaveronline.com](http://www.streetsaveronline.com)



Jerry Bradshaw

El Cerrito streets have had a major makeover, funded in part by revenues from a voter-approved sales tax.

Bay Area governments’ support for the preventative-maintenance philosophy — and their shift away from the ineffective “Worst First” strategy — has helped cities and counties squeeze the most out of existing resources. Indeed, the quality of Bay Area pavement (on average) actually increased slightly from 2005 to 2008, despite the fact that growth in maintenance revenues failed to keep pace with increases in the cost of paving materials.

### El Cerrito: A Pavement Success Story

In 2006, the city of El Cerrito’s local street network was in poor condition (single-year PCI score of 48) and the city had a backlog of more than \$21 million in maintenance work. Four years later, the city had boosted its single-year PCI score to 85 and had trimmed its maintenance backlog to just \$500,000. How did El Cerrito improve pavement conditions so much and so quickly?

After launching a public outreach campaign that included citizens, city council members and public works staff, El Cerrito won passage of a half-cent sales tax measure in 2008 for a Street Improvement Program. With \$2.1 million in sales tax revenues, augmented by \$10.5 million in bond proceeds and \$1.8 million in grant funds, the city improved pavement conditions and created a direct, local source of revenue for future maintenance. The biggest impact of the Street Improvement Program was El Cerrito’s ability to reduce its maintenance backlog. The city also resurfaced 68 percent of its streets, built over 400 new curb ramps and replaced 50 storm drain crossings.

#### El Cerrito’s Pavement Program and Conditions, 2006 vs. 2010

	2006	2010
Single-year PCI score	48 (Poor)	85 (Very Good)
PCI: 3-year moving average	53 (At Risk)	62 (Fair)
Maintenance backlog	\$21.2 million	\$500,000
Annual budget need to maintain PCI	\$1.3 million	\$500,000
Annual average funding level	\$250,000	\$500,000

### Pavement Management Boosts Preservation Returns

Building on pavement preservation principles established by the Federal Highway Administration<sup>2</sup>, MTC developed a pavement management software package called StreetSaver<sup>®</sup> to assist local agencies in maintaining their roadways. StreetSaver<sup>®</sup> integrates the three main pavement preservation components: preventive maintenance, minor rehabilitation (non-structural) and routine maintenance activities, as well as pavement rehabilitation and reconstruction.

Today, all 109 Bay Area jurisdictions — and more than 300 public agencies nationwide — use StreetSaver<sup>®</sup>. The software allows cities and counties to inventory their street networks, determine their maintenance needs and devise maintenance programs based on available revenues. The software develops a list of recommended treatments, classified as

preventive maintenance, minor rehab or major rehab, or reconstruction, and prioritizes treatments based on a weighted effectiveness ratio. Within the constraints of each jurisdiction's budget, the software selects the most cost-effective treatments for implementation and defers the remainder.

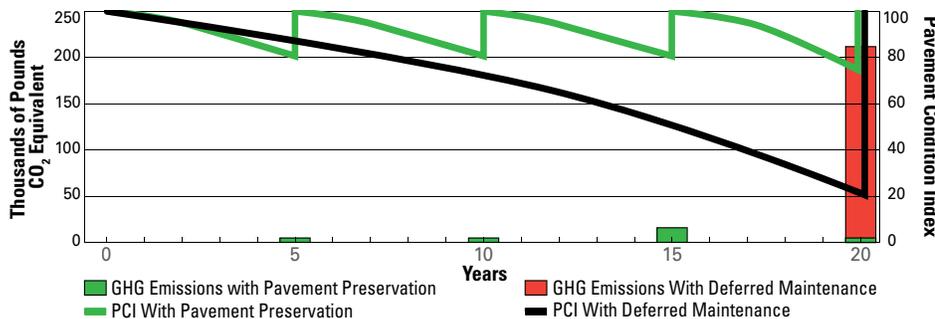
As with any other software package, StreetSaver®'s effectiveness depends on the input of reliable data. So for StreetSaver® to work, public works staff must promptly enter updated information about maintenance treatments once the treatments have been applied.

## Reduced Greenhouse Gas Emissions

In addition to long-term cost savings, pavement preservation and pavement management strategies pay dividends by reducing the greenhouse gas emissions associated with both vehicle use and roadway construction. According to a June 2009 Caltrans report, *Prioritization of Transportation Projects for Economic Stimulus with Respect to Greenhouse Gases*, smooth pavement reduces GHG emissions by improving vehicles' fuel economy. The report also notes that more-frequent, low-cost treatments produce fewer emissions than do major rehabilitation projects made necessary by deferred maintenance (see graph below). This is due to the need to produce less asphalt or other paving materials, and the need for fewer truck trips to transport materials to and from the worksite.

Pavement rehabilitation and reconstruction requires large amounts of energy to acquire and process raw materials, transport materials to the construction site, apply the materials, and remove, haul away and discard old materials. Over a 20-year period, these processes combined produce an estimated 212,000 pounds of GHG emissions per lane mile of roadway. Pavement preservation treatments, by contrast, would emit about 30,100 pounds of GHGs over this time, even when done more frequently. This 20-year savings of more than 180,000 pounds of GHG emissions is equivalent to taking 15 cars off the road for a year for each lane mile that is properly maintained. And because preservation treatments keep the roadway in better condition, more motorists are able to travel at steady speeds — and fewer are required to slow down to avoid potholes — thus promoting better fuel economy and even lower GHG emissions.

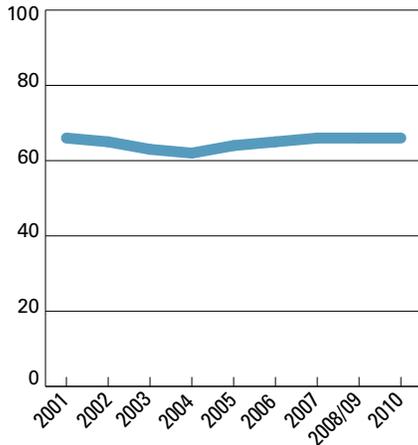
### GHG Emissions With Pavement Preservation vs. Deferred Maintenance<sup>3</sup>



## Benefits of a Pavement Management System

- Provide a systematic way of gauging pavement conditions, and present a series of steps for using this information to identify and schedule the most appropriate treatments.
- Help cities and counties make more efficient use of public funds by allowing them to immediately put any available new moneys to their most cost-effective use.
- Allow local governments to predict what conditions would be at different levels of funding, and to quantify the consequences of underfunded road maintenance.
- Allow local governments to establish performance-based funding allocation policies.
- Reduce governments' overall maintenance spending once the management system reaches its goal of getting all pavement segments to the condition where preservation is the primary strategy being applied.
- Build support for increased funding by systematically tracking pavement inventories, conditions and maintenance activities across multiple jurisdictions.

## Bay Area Pavement Condition Index (PCI) Scores, 2001–2010\*



\*PCI scores are 3-year moving averages, except for 2001 and 2002, which are single-year scores, and 2008/09, which is a 3-year moving average computed from individual-year scores for 2006, 2007 and 2009.

## Regional Pavement Condition Summary

The Bay Area’s local street and road network comprises nearly 42,500 lane miles of roadway, and includes not only paved surfaces but also the curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways. To replace this network would cost at least \$50 billion. The roadway network provides access to jobs, homes, schools, shopping and recreation, and is vital to the region’s livability and economic health. As with any asset, regular maintenance is required in order to ensure serviceability.

Every year, local jurisdictions analyze pavement conditions to help gauge their success in maintaining their local street and road networks. MTC, in turn, collects this information to determine regional state of repair. MTC and local jurisdictions use a Pavement Condition Index (PCI) score that rates segments of paved roadways on a scale from 0 to 100. MTC looks at the percentage of the region’s roadways that fall into various condition categories, ranging from a low of “failed” to a high of “excellent”. The classifications used in the regional pavement condition analysis are shown in the following table:

<b>Very Good-Excellent</b> (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress.
<b>Good</b> (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
<b>Fair</b> (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
<b>At Risk</b> (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
<b>Poor</b> (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
<b>Failed</b> (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive.

The 2010 pavement condition analysis shows that Bay Area streets and roads have a three-year moving average PCI score of 66, which is unchanged from the same calculation for 2009. This score falls in the “fair” range, indicating that the typical city street or county road is becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. The stability of the Bay Area’s average PCI score is mirrored in the percentage of lane miles included in the various pavement quality classifications in recent years. As the bar graph below shows, roadways in the “excellent” or “very good” ranges account for about one-third of the paved lane miles in the nine-county region. Another one-third falls in the “good” or “fair” ranges, while the final third is classified as “at-risk”, “poor” or “failed.”

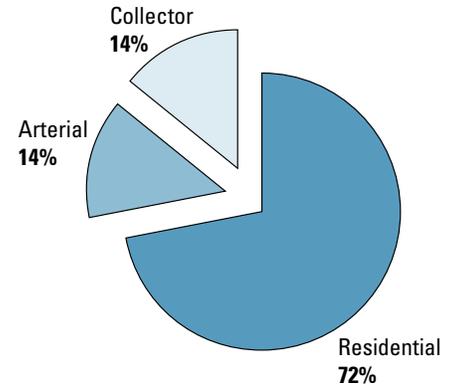
### Functional Classifications

Just as there are different ranges of pavement quality, so too are there various classifications for local streets and roads. A roadway’s “functional classification” is determined primarily by the number of vehicles that use it. About 70 percent of roadways are residential (see chart at right). These are the streets and roads that run through neighborhoods and carry few buses or trucks, other than waste management vehicles. Collector roadways serve to “collect” traffic from the residential streets and deposit them onto arterials, which carry the most car, truck and bus traffic, and which typically provide an outlet onto state highways or freeways. Arterials also function as alternatives to highways and freeways to relieve traffic congestion. Federal funding can be used only on roadways that have a functional classification of collector or arterial, or roughly 28 percent of the Bay Area street system.

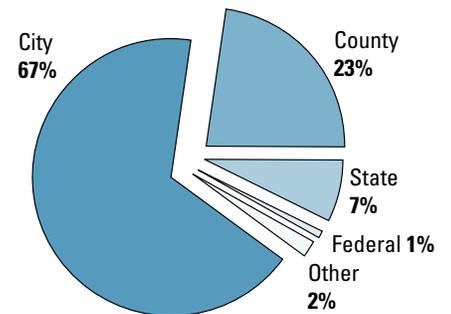
Local streets and roads, which are owned and maintained by cities or counties, account for 90 percent of the Bay Area’s total lane mileage. State highways (including interstate highways) are maintained by Caltrans and comprise about 7 percent of total mileage. Roadways that fall under the responsibility of the federal government primarily include those in national parks, reserves, tribal lands and military installations. About 2 percent of roadways are either privately owned, or are owned and maintained by special districts such as the California Department of Parks and Recreation or the Golden Gate Bridge, Highway and Transportation District.

### Bay Area Local Roadway Characteristics

**Functional Classification of Local Street and Road Network, by Percentage of Mileage**



**Ownership of Maintained Roads in Bay Area, by Percentage of Mileage (2008)**

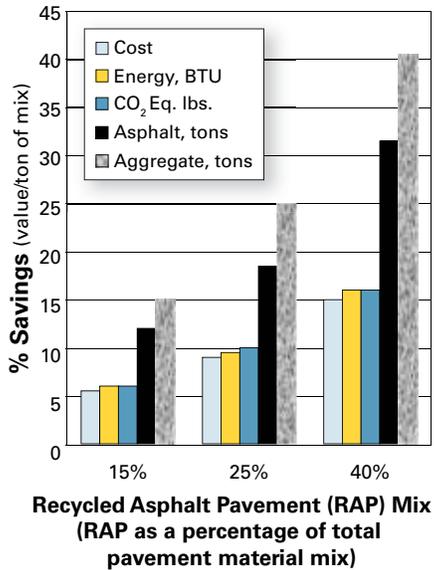


### Pavement Conditions on Bay Area Local Roadways, 2006–2010 (% of lane miles)



■ Excellent or Very Good   
 ■ Good or Fair   
 ■ At Risk   
 ■ Poor or Failed   
 ■ No Data

**Cost, Energy, Materials and Greenhouse Gas Reduction Associated with Recycled Asphalt Pavement (RAP)<sup>4</sup>**



## Pavement Recycling: Seeing Green in New Technology

State law obliges MTC and other regional agencies to work together with local governments to reduce greenhouse gas emissions related to transportation. Promising innovations in pavement maintenance, including alternative methods of construction and the use of sustainable materials and technologies, highlight an opportunity to not only move the GHG needle in the right direction but to reduce cities’ and counties’ long-term maintenance costs as well. And unlike other strategies for reducing GHG emissions, these innovations can deliver immediate benefits — with no large-scale behavioral changes required.

### Cold In-Place Recycling

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete (the main material in pavement resurfacing). On average, each lane mile paved with CIR instead of conventional hot-mix asphalt reduces CO<sub>2</sub> emissions by 131,000 pounds — or more than 400 percent — at a cost 20 to 40 percent below that of conventional techniques.

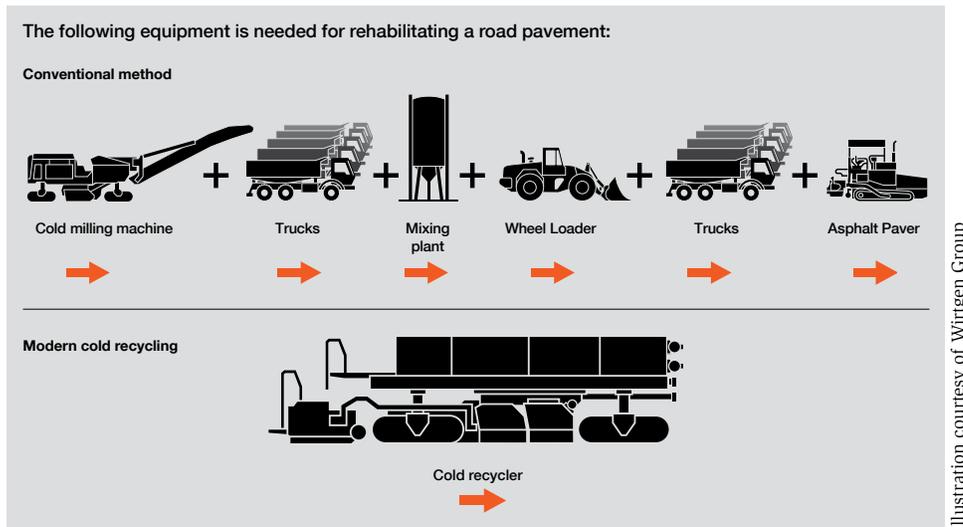
Because CIR requires the use of specialized machinery, local governments typically bid out these jobs to contractors who are experienced in the use of this equipment. A CIR “train” travels down the roadway, cold-planing the existing pavement to a depth of two to eight inches. As soon as the first machine scoops up the pavement, a second pulverizes and mixes it with additives, while a third machine replaces and then smooths the mix back onto the roadway.

MTC recently awarded a \$2 million grant through its Climate Initiatives Program to help finance a joint CIR demonstration project by Sonoma County and the city of Napa, with the intention of promoting the use of this technology throughout the Bay Area. The grant includes funds for outreach to familiarize other jurisdictions with the benefits of CIR. Planned outreach elements include site visits, video and sample technical specifications for use by other cities and counties. All climate grants will be evaluated for effectiveness in reducing greenhouse gas emissions.

### Off-Site Recycling

Another way in which road maintenance and construction are becoming more green is the off-site recycling of asphalt. In this process, workers remove asphalt and transport it to a plant for reprocessing, where machines grind up and mix the recycled material with fresh asphalt, and then apply the mix — known as recycled asphalt or RAP — to the roadways. (Graph at upper left shows cost, energy, materials and greenhouse reductions possible with RAP).

## Road Rehabilitation Equipment: Conventional vs. Cold In-Place Recycling



The image above shows the traditional paving equipment that would be replaced by Cold In-Place Recycling. Studies show that for each lane mile treated with CIR instead of conventional paving methods, the GHG emissions savings are equivalent to removing 11 cars from the road for one year. With 42,500 lane miles of local roadways in the Bay Area, the potential impact is enormous.

While off-site asphalt recycling does not deliver the scale of greenhouse gas reductions offered by CIR, it does limit the need to secure, process and transport virgin materials. The quality of recycled asphalt has improved greatly in recent years, and now meets or exceeds the quality of virgin materials. Caltrans has set a target of 15 percent recycled asphalt in highway paving projects statewide. Local jurisdictions across the nation are experimenting with even higher percentages of recycled asphalt.

Just as asphalt is being recycled and reused in roadway maintenance, other materials such as roofing shingles and rubber tires are getting second lives as roadway surfacing materials. Rubberized asphalt concrete — made with a combination of regular asphalt concrete and ground-up tires — produces highly durable, skid-resistant and quiet pavement surfaces while using a material that would otherwise end up in landfills. One lane mile of roadway paved with a two-inch-thick surface of rubberized asphalt concrete consumes about 2,000 scrap tires.

The state of California launched a Rubberized Asphalt Concrete (RAC) Grant Program through its CalRecycle initiative to decrease the environmental impacts from the illegal disposal and stockpiling of waste tires. Any California city or county is eligible to apply for a RAC grant through CalRecycle.<sup>5</sup>

## Rubberized Asphalt Concrete



According to the Environmental Protection Agency, about 12 million tires are converted into rubberized asphalt concrete annually.

Photos courtesy of CalRecycle

**Cost to Maintain Bay Area  
Local Streets and Roads,  
2010-2035, Including Complete  
Streets Enhancements**



## Complete Streets: Safer, More Livable

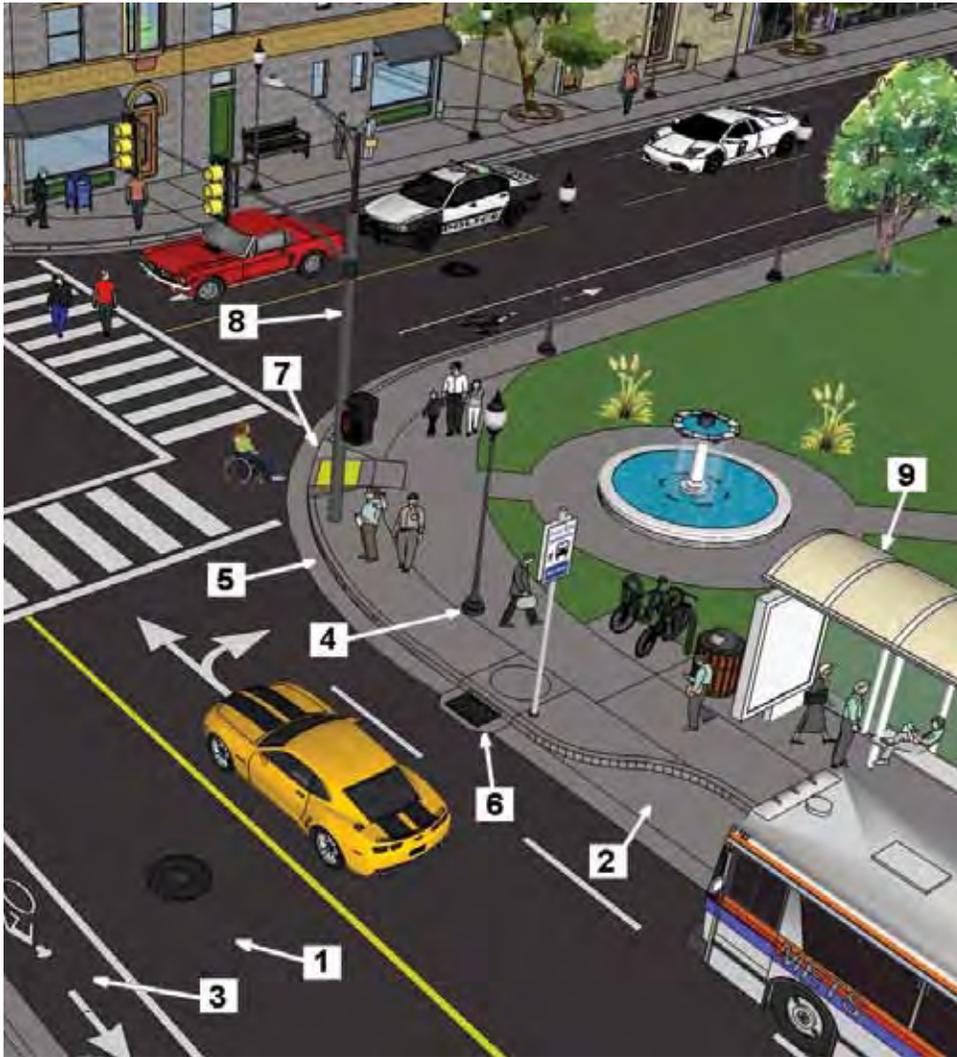
Pedestrians and bicyclists share the Bay Area’s streets and roads with cars, trucks and buses. To make roadways — particularly those in urban areas — more pedestrian- and bicycle-friendly, a new design approach known as Complete Streets has emerged in recent years. While there is no standard template, common elements typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. By incorporating these elements into Complete Streets, transportation agencies help ensure that people of all ages and abilities can use the street safely.

MTC has embraced the Complete Streets concept. MTC Resolution 3765, adopted in 2006 to promote routine accommodation of non-motorized travelers in project planning and design, led to development of a Complete Streets checklist which Bay Area cities and counties must submit with applications for regional funding. At the state level, Caltrans adopted Deputy Directive 64-R-1 in 2008, recognizing bicycle, pedestrian and transit modes as integral elements of the transportation system and considering all transportation improvements as opportunities to improve safety, access and mobility for all travelers. And a Federal Highway Administration safety review found pedestrian safety is improved by streets designed with sidewalks, raised medians, optimal bus stop placement, traffic-calming measures and treatments for disabled travelers<sup>6</sup>. One study cited by the National Complete Streets Coalition found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian injury and fatality risk by 28 percent<sup>7</sup>.

### Investing in Complete Streets

Because each street is unique, the cost of upgrading to a Complete Street can vary widely from project to project. But, on average, costs for Complete Street projects tend to run 15 percent to 25 percent higher than projects without these enhancements. This includes both the pavement (e.g., a bike lane) and non-pavement (e.g., street furniture and plantings) elements that make up a Complete Street. The illustration and table on page 13 show an example of a downtown Complete Street and its associated costs, as estimated by staff from the city of Santa Rosa.

## Elements of an Urban Complete Street<sup>8</sup>



Based on *Transportation 2035 Plan* estimates of the cost to maintain existing pavement and non-pavement assets in the Bay Area, an additional \$7 billion would be required to upgrade to Complete Street status just the region's major roadways, which account for about 28 percent of the local street and road network. (See chart on page 12.)

## Example: Estimated Construction Costs for Urban Complete Street<sup>9</sup>

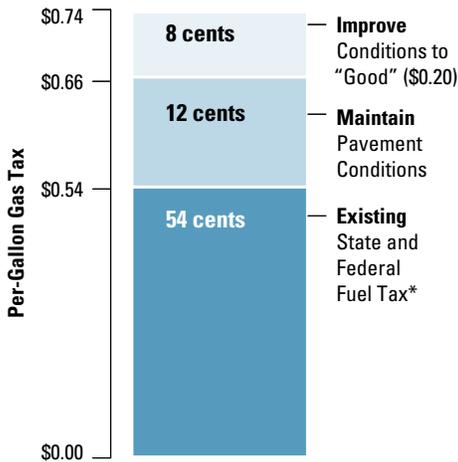
	Item	Total Cost Per Block Conventional Street	Total Cost Per Block Complete Street
1	Pavement Costs Attributed to Cars	\$152,533	\$152,533
2	Pavement Costs Attributed to Buses/Trucks	\$238,333	\$238,333
3	Pavement Costs Attributed to Bicycles		\$47,667
	<b>Subtotal Pavement Costs</b>	<b>\$390,866</b>	<b>\$438,533</b>
4	Lights/Signs/Markings	\$41,600	\$41,600
5	Curb and Gutter	\$42,900	\$42,900
6	Storm Drain	\$153,439	\$153,439
7	Sidewalk and ADA Ramp	\$182,000	\$182,000
8	Traffic Signal	\$390,000	\$390,000
9	Street Furniture and Plantings**		\$187,590
	<b>Subtotal Non-Pavement Costs</b>	<b>\$809,939</b>	<b>\$997,529</b>
	<b>Total Cost</b>	<b>\$1,200,805</b>	<b>\$1,436,062</b>

\* Estimate provided by city of Santa Rosa.

\*\* Street Furniture and Plantings includes bike racks, street trees, lighted bus shelters and pads, trash and recycle bins, benches and plant pots.

## What Will It Take?

To improve the Bay Area’s local streets and roads to a “good” pavement condition (PCI of 75), additional revenues roughly equal to a 20-cent increase in the gas tax — dedicated to local street and road maintenance — would be needed. This figure illustrates the levels to which per-gallon gas taxes would need to rise in order to generate the funds necessary to maintain current pavement conditions, or to bring them up to a “good” level. To also improve the region’s non-pavement assets to a “good” condition, an additional 18 cents per gallon would be required. (Note: These calculations do not make provision for Complete Street-type upgrades.)



\* Revenues from the existing fuel tax are dedicated to many purposes — streets and roads are only one of these.



## Looking Forward: The Funding Picture

With a regionwide average PCI score of 66, the Bay Area’s city streets and county roads are close to the tipping point on the pavement life cycle curve, after which pavement declines rapidly and repair costs increase at least five-fold (see illustration on page 5).

Predictable, long-term funding is imperative if cities and counties are to travel toward a pothole-free future. The Bay Area currently invests about \$351 million annually in maintaining local streets and roads. If investment continues at this level, local streets and roads will, on average, deteriorate to poor condition (PCI of 45) by 2035. In order to bring the region’s pavement conditions up to good condition (PCI of 75), the region would need to triple current maintenance expenditures to nearly \$1 billion annually. The chart below details the average pavement conditions that are projected at each investment level.

### Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	\$351 million	\$740 million	\$975 million
Annual Expenditure/ Lane Mile	\$8,000	\$17,000	\$23,000
Increase Over Current Expenditure Level (%)	0%	110%	177%

\* Improvements do not include Complete Street-type upgrades.

\*\* PCI is the Pavement Condition Index (Scale of 0 to 100, with 100 being the highest PCI).

\*\*\* Average Annual Expenditure Level assumes a 3 percent inflation rate.

Currently, revenue sources typically used to pay for roadway maintenance include state gas taxes, federal highway funds, county sales taxes, city and county general funds, bonds and traffic fees. As the various levels of government look to renew and/or reauthorize funding measures and long-range plans, the cost of maintaining streets and roads at a good state of repair should remain a high priority.

# Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010

3-Year Moving Average

Jurisdiction	County	Total Lane Miles	2006	2007	2009 <sup>1</sup>	2010
<b>Very Good (PCI= 80–89)</b>						
Brentwood	Contra Costa	416	85	84	85	86
Belvedere	Marin	24	81	79	82	84
Dublin	Alameda	240	80	80	81	82
Los Altos	Santa Clara	226	85	84	83	82
Foster City	San Mateo	121	82	83	82	81*
Santa Clara	Santa Clara	597	83	82	82	80*
San Pablo	Contra Costa	104	67	72	76	80
<b>Good (PCI=70–79)</b>						
Livermore	Alameda	655	79	79	78	78
Union City	Alameda	331	76	75	76	78
Contra Costa County	Contra Costa	1327	83	82	80	78
Redwood City	San Mateo	353	74	76	77	78*
Atherton	San Mateo	106	68	69	73	77
Brisbane	San Mateo	57	70	73	76	77
Daly City	San Mateo	254	70	73	75	77*
Pleasanton	Alameda	498	74	75	76	77
Burlingame	San Mateo	162	68	72	75	77*
Morgan Hill	Santa Clara	259	71	75	76	77
Emeryville	Alameda	47	76	79	76	77
Los Altos Hills	Santa Clara	113	74	75	76	77
Sonoma	Sonoma	68	80	79	79	77
Oakley	Contra Costa	229	83	80	78	76
Gilroy	Santa Clara	243	82	80	79	76*
Mountain View	Santa Clara	331	74	74	75	76
Dixon	Solano	129	81	77	76	76
Concord	Contra Costa	713	78	78	78	76
Vacaville	Solano	533	78	79	77	76*
Clayton	Contra Costa	95	75	77	76	75
Campbell	Santa Clara	218	78	76	75	75*
Sunnyvale	Santa Clara	636	80	77	74	75

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
San Rafael	Marin	331	63	66	70	75
Santa Clara County	Santa Clara	1485	75	77	75	74
San Ramon	Contra Costa	398	74	73	74	74
American Canyon	Napa	102	76	76	75	74
Hercules	Contra Costa	128	75	74	73	73
Windsor	Sonoma	168	74	75	74	73
Novato	Marin	318	65	67	71	73*
Portola Valley	San Mateo	71	64	63	67	73
San Mateo	San Mateo	409	61	67	70	73*
Palo Alto	Santa Clara	470	N/A	N/A	72	73
Danville	Contra Costa	301	74	73	72	73
Walnut Creek	Contra Costa	436	72	74	73	73*
South San Francisco	San Mateo	296	67	71	72	73*
Fairfield	Solano	709	77	75	73	73
Alameda County	Alameda	997	69	71	72	72
Lafayette	Contra Costa	202	64	70	71	72
Corte Madera	Marin	64	73	73	73	72*
Cloverdale	Sonoma	64	69	71	72	71*
Saratoga	Santa Clara	281	70	71	72	71**
Hillsborough	San Mateo	164	64	66	69	71
Piedmont	Alameda	78	67	67	69	70
Cupertino	Santa Clara	303	69	70	70	70
Pinole	Contra Costa	119	71	71	70	70
Tiburon	Marin	68	64	67	68	70
<b>Fair (PCI= 60–69)</b>						
Fairfax	Marin	55	69	70	69	69
Yountville	Napa	17	67	65	67	69
Milpitas	Santa Clara	287	70	70	70	69
Hayward	Alameda	629	68	68	69	69
Antioch	Contra Costa	616	70	70	70	69
San Mateo County	San Mateo	635	65	67	68	69
Los Gatos	Santa Clara	218	72	73	72	69

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
Monte Sereno	Santa Clara	27	65	70	68	69
Newark	Alameda	252	75	71	69	69**
Rohnert Park	Sonoma	206	68	67	67	69
Ross	Marin	22	64	65	69	67
San Carlos	San Mateo	175	68	69	70	67
Pleasant Hill	Contra Costa	242	62	65	65	67
Solano County	Solano	932	58	61	64	67
Healdsburg	Sonoma	93	66	66	67	67
Alameda	Alameda	275	63	63	62	66
Colma	San Mateo	23	67	72	67	65
Santa Rosa	Sonoma	1090	64	64	65	65
Sebastopol	Sonoma	47	67	67	66	65
Fremont	Alameda	1063	70	68	66	64
Pittsburg	Contra Costa	319	65	64	64	64
San Jose	Santa Clara	4182	63	63	63	64
Cotati	Sonoma	46	66	66	64	64*
San Francisco	San Francisco	2130	64	64	64	64 <sup>2</sup>
San Bruno	San Mateo	178	62	64	63	63
Benicia	Solano	190	70	68	66	63
Sausalito	Marin	54	69	68	65	63*
Menlo Park	San Mateo	200	62	62	62	63
El Cerrito	Contra Costa	145	53	50	50	62
Half Moon Bay	San Mateo	55	55	59	61	62
Suisun City	Solano	150	53	50	55	62
Mill Valley	Marin	117	64	62	60	61
Albany	Alameda	59	62	63	63	60
Calistoga	Napa	29	57	57	59	60*
Berkeley	Alameda	453	62	60	60	60*
Belmont	San Mateo	135	61	61	61	60

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

Jurisdiction	County	Total Lane Miles	3-Year Moving Average			
			2006	2007	2009 <sup>1</sup>	2010
<b>At-Risk (PCI=50–59)</b>						
Millbrae	San Mateo	124	60	57	57	59*
Pacifica	San Mateo	189	64	60	59	59*
Martinez	Contra Costa	233	57	57	59	59**
Moraga	Contra Costa	110	61	60	59	58**
Napa County	Napa	840	54	51	55	57*
Woodside	San Mateo	97	62	60	57	57
San Leandro	Alameda	392	62	60	58	57*
Napa	Napa	464	52	53	55	57
Oakland	Alameda	1963	56	57	59	56
Richmond	Contra Costa	549	46	50	53	55*
San Anselmo	Marin	80	59	58	57	55**
Petaluma	Sonoma	390	60	57	55	55
East Palo Alto	San Mateo	80	60	56	52	53
Vallejo	Solano	681	54	54	53	53
Marin County	Marin	848	48	49	50	52
<b>Poor (PCI=25–49)</b>						
Orinda	Contra Costa	193	46	47	48	49
St. Helena	Napa	51	58	53	48	46
Larkspur	Marin	64	51	48	47	45
Sonoma County	Sonoma	2718	44	44	44	45
Rio Vista	Solano	45	51	48	45	42***
<b>Regional</b>		<b>42,499</b>	<b>64</b>	<b>65</b>	<b>66</b>	<b>66</b>

**Notes:**  
 Where “NA” is indicated, the jurisdiction uses a pavement management software that does not use PCI scale.  
<sup>1</sup> Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC has decided not to separately report 2008 data, electing instead to bring all PCI data up to date as of 2009. The reported 2009 three-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.  
<sup>2</sup> PCI has been correlated from an alternative condition scale to the PCI scale.  
 \* 3-year moving average score is an estimate based on inspections done in 2008.  
 \*\* 3-year moving average score is an estimate based on inspections done in 2007.  
 \*\*\* 3-year moving average score is an estimate based on inspections done in 2006.

## Footnotes/ Citations

- <sup>1</sup> (Page 5) Press release reference: [www.tripnet.org/national/Urban\\_Roads\\_PR\\_092210.pdf](http://www.tripnet.org/national/Urban_Roads_PR_092210.pdf)
- <sup>2</sup> (Page 6) **Pavement Preservation:** a program employing a network-level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations. (FHWA Pavement Preservation Expert Task Group; see Federal Highway Administration website: [www.fhwa.dot.gov/pavement/preservation/091205.cfm](http://www.fhwa.dot.gov/pavement/preservation/091205.cfm))
- <sup>3</sup> (Page 7) Jim Chehovits & Larry Galehouse, “Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements,” *Proceedings of the International Conference for Pavement Preservation*, 2010
- <sup>4</sup> (Page 10) Source: Meyer, Wendall L., FHWA Update, *Proceedings of the North Dakota Asphalt Conference*, 2010. Based on data from: Robinette, C. and J. Epps, “Energy, Emissions, Material Conservation and Prices Associated with Construction, Rehabilitation and Materials Alternatives for Flexible Pavement,” *Proceedings of the 89th Annual TRB Meeting*, 2010
- <sup>5</sup> (Page 11) More information about Cal Recycle and the Rubberized Asphalt Concrete Grant Program is available at [www.calrecycle.ca.gov](http://www.calrecycle.ca.gov)
- <sup>6</sup> (Page 12) Federal Highway Administration website: [safety.fhwa.dot.gov/ped\\_bike/ped\\_transit/ped\\_transguide/ch3.cfm](http://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch3.cfm)
- <sup>7</sup> (page 12) National Complete Streets Coalition, [www.completestreets.org/complete-streets-fundamentals/factsheets/safety](http://www.completestreets.org/complete-streets-fundamentals/factsheets/safety)
- <sup>8</sup> (Page 13) Urban Complete Streets graphic courtesy of Pavement Engineering, Inc., CA

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## Photography

All photos (except where otherwise indicated): Karl Nielsen | 17



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland CA 94607-4700

510.817.5700 **tel**

510.817.5848 **fax**

510.817.5769 **tty/tdd**

[info@mtc.ca.gov](mailto:info@mtc.ca.gov) **email**

[www.mtc.ca.gov](http://www.mtc.ca.gov) **web**



DATE: June 6, 2011  
TO: STA TAC  
FROM: Sara Woo, Associate Planner  
RE: Solano County Pedestrian and Bicycle Data Collection

---

**Background:**

The Solano Transportation Authority (STA) currently collects limited data for pedestrian and bicycle transportation activity. STA staff recognizes the need to coordinate data collection efforts and develop a catalog of various types of data for pedestrian and bicycle transportation activity and provide a report that can be made available to the public. Pedestrian and bicycle data collection is important for grant funding, monitoring performance of STA's investments, and helping to decide where to invest future funds.

**Discussion:**

The purpose of the pedestrian and bicycle data report serves not only as an educational tool, but an aid administrating/applying for grants, planning, promotions, and support to measuring the performance of road improvements.

The approach developed by STA staff involves three parts:

1. Develop collection of existing data for:
  - a. Pedestrian and bicycle counts
  - b. Collision Data
  - c. User Surveys
  - d. Mode Share
2. Define opportunities to improve completeness of data for the categories in part 1 above; and
3. Identify related projects

STA staff will need to coordinate with member agency staff as well as the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) to develop the appropriate methodology and identify the needs for the data collection effort.

In the upcoming months, STA staff will begin a Pedestrian and Bicycle Data Collection effort to pool the various statistical resources related to bicyclists and pedestrian activity. Many programs currently collect this type of information in various forms.

Some sources include:

- Solano Safe Routes to School (SR2S) Program
- Solano County Bike to Work Day Statistics
- Solano Napa Commuter Information (SNCI) Commute Profile
- Department of Health Injury Data
- California Highway Patrol (CHP) SWITRS
- Local data
- Others

Following the inventorying of the various data sources, STA staff will work together with local agency staff to develop a report that would be relevant and useful to their cities.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Draft scope of work for this effort.

## Draft Bicycle and Pedestrian Data Collection Scope of Work

### Project Deliverables:

- Background report for why the data collection is important – (June 2011)
- Cost for Counts – (July 2011)
- Data Sources – (July 2011)
- Goals and Objectives – (July 2011)
- Report “state of the system” report on current data collection methods – (August 2011)
- **Report #1: Background, Goals/Objectives, and State of System – (July 2011)**
- Policies and Implementation – (June-September)
- Appendix of Current Data – (June-September)
- **Report #2: Policies and Appendix – (October 2011)**
- **Draft Report – (will be presented to TAC in November for review and comment)**
- **Final Report – (December 2011)**

Note: **bolded** items indicate completion of a draft report for various committees to review

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DATE: June 6, 2011  
TO: STA TAC  
FROM: Sara Woo, Associate Planner  
RE: Solano County Pedestrian and Bicycle Wayfinding Signage Plan

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**Background:**

Solano Transportation Authority (STA) and its member agencies have invested in pedestrian and bicycle projects over the last 16 years. These facilities are being used on a daily basis by its workers, visitors, and residents. To better pedestrian and bicycle activity, STA staff is developing a wayfinding signage plan to provide guidelines that STA and local project sponsors can refer to as a countywide standard.

**Discussion:**

The plan will coordinate with existing signage specifications in local jurisdictions while providing guidelines for pedestrian and bicycle wayfinding signage standards for countywide connections and/or routes. Wayfinding helps to alleviate the stress that can come from being in unfamiliar surroundings to guide users to where they want to go. A uniform signage system will provide a sense of direction for users and provide a graphic and text that is instantly recognizable to the user in an intuitive and efficient manner. Some challenges that the plan seeks to address includes: sign clutter, legibility, sizing, accommodating persons with disabilities, and affect on public perceptions. The Plan will also be consistent with local ordinances. It will also provide recommendations for improvement as opportunities become available. STA staff would like to invite the Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) to assist STA staff in the development of a countywide wayfinding signage plan. To develop the pedestrian and bicycle wayfinding signage plan, the following summarizes the four (4) key parts to be implemented:

1. Outline and schedule
2. Surveys of existing local signage policies and specifications
3. Development of guidelines for countywide connections and routes
4. Review of draft plan with STA Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and Technical Advisory Committee (TAC)

This was presented to the PDWG on Tuesday June 21, 2011 for discussion. The ultimate purpose of the wayfinding signage plan is to twofold: 1) develop countywide guidelines for bicycle and pedestrian wayfinding signage specifications 2) identify regional bicycle routes and locations for signage; identify key locations for pedestrian wayfinding (i.e., – near regional transit facilities of regional significance). Guidelines will be developed based on the Manual of Uniform Traffic Control Devices (MUTCD) and conversations with local sponsors. Locations will be determined by the regional bikeway network and access points to and from transit facilities of regional significance. STA staff will develop a funding implementation strategy based on available

funding. A possible source of funding could be from Transportation Development Act (TDA) Article 3. In late June/early July, STA staff will be working with PDWG members to review existing signage standards and coordinate guidelines for the countywide bikeway and pedestrian transportation systems.

The Draft Schedule and Examples for the Pedestrian and Bicycle Wayfinding Signage Plan are included in Attachment A.

**Recommendation:**

Informational.

Attachments:

- A. Draft Schedule and Examples for Pedestrian and Bicycle Signage Plan

## Draft Scope of Work and Examples for Pedestrian and Bicycle Wayfinding Signage Plan

STA TAC  
June 29, 2011



### Wayfinding Signs

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- ▶ **Bicycle**
  - ▶ Bay Area Region follows MUTCD guidelines
  - ▶ Evolving
- ▶ **Pedestrian**
  - ▶ No national standard
  - ▶ Different signs for different purposes
    - ▶ Maps (“you are here”)
    - ▶ Directional – similar to bike signs
    - ▶ Often have more detail – historic, etc.
- ▶ **Concerns**
  - ▶ Sign Clutter
  - ▶ Size vs. Legibility
  - ▶ Persons with Disabilities
  - ▶ Public Perception



## Survey – Bike/Ped Wayfinding & Signage

- ▶ Below are sample questions that STA staff will use to learn from local agencies and develop the Plan:
  - ▶ Do you have a program? Y/N?
  - ▶ ID Guidelines & Examples Used
  - ▶ Provide photos and drawings
  - ▶ Identify changed signs/standards
  - ▶ Scope
    - ▶ Existing and Planned Mileage of signed routes
  - ▶ Needs. How are locations identified?
  - ▶ Cost of installation
  - ▶ Maintenance
  - ▶ Staff – Number of employees to plan sign routes
  - ▶ Inter-jurisdictional coordination
  - ▶ Long-distance routes
  - ▶ Comments and ideas



## Schedule

Task	Dates
Chapter 1 – Background and Goals	June 2011
Chapter 2 – Summary of Existing Signage in Local Jurisdictions (policies and specs)	July 2011, surveys with local agency staff early July
Chapter 3 – Inventory of Installed Pedestrian and Bicycle Wayfinding Signs	Late June/Early July 2011
Chapter 4 – Proposed Signage System	July 2011
Chapter 5 – Sign Types and Standard Signs for Pedestrian and Bicycle Wayfinding	July 2011
Chapter 6 – Sign Frequency, Installation Specs, and Layout Placement Principles	August 2011
Chapter 7 – Figures (maps of supported destinations)	September 2011
Chapter 8 – Funding and Implementation	September 2011
Draft Plan Review by TAC	October 26, 2011
Final Plan Adoption by STA Board	December 28, 2011



## Task List

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- ▶ Background and goals
- ▶ Summary of Existing Signage in Local Jurisdictions
- ▶ Inventory of Installed Pedestrian and Bicycle Wayfinding Signs
- ▶ Proposed Signage System
  - ▶ Phase 1: identify routes to install bike route signs
  - ▶ Phase 2: implement bike/ped signage for new projects
- ▶ Sign Types and Standard Signs for Pedestrian and Bicycle Wayfinding
- ▶ Sign Frequency, Installation Specifications, and Layout Placement Principles



## Task List (cont.)

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- ▶ Figures
  - ▶ Figure 1 – supported destinations
  - ▶ Figure 2 – county map of supported destinations
    - ▶ 2a – Benicia
    - ▶ 2b – Dixon
    - ▶ 2c – Fairfield
    - ▶ 2d – Rio Vista
    - ▶ 2e – Suisun City
    - ▶ 2f – Vacaville
    - ▶ 2g – Vallejo
    - ▶ 2h – Solano County Unincorporated
  - ▶ Sign Types
  - ▶ D11-I Layout Details
  - ▶ D1-Ib Layout Details
  - ▶ Sign Types for SF Bay Trail
  - ▶ Sign Types for Bay Area Ridge Trail
- ▶ Funding and Implementation



## Approach to Signage

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- ▶ Use of “Bike Route” sign to provide directions and distances to key destinations
- ▶ This system is made up of three sign types:
  - ▶ Confirmation signs
  - ▶ Turn signs
  - ▶ Decision signs



## Older Signage System

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- ▶ In past years, “Bicycle Route Number Marker” signs have been implemented in various places in the bay area (i.e. San Francisco, Oakland)
- ▶ Route Number Marker is less intuitive
- ▶ Route Number Marker can be difficult to see
- ▶ Route Number Market provides limited wayfinding info



## Three Types of Signs

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- ▶ Confirmation Signs
- ▶ Turn Signs
- ▶ Decision Signs



## Confirmation Signs

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- ▶ Confirmation Signs – indicate a street is a bike route and provides distances in miles to destinations along the route



## Turn Signs

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- ▶ Turn Signs – mark where a bike route turns from one street onto another street



## Decision Signs

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- ▶ Decision Signs – are located at the intersection of bikeways and indicate where each bikeway goes



# examples

## Local Wayfinding (general)



# Sacramento



# Portland



# Seattle



# Oakland



## Others



## Comments/Questions?

Please send all ideas and suggestions to:

Sara Woo

(707) 399-3214

[swoo@sta-snci.com](mailto:swoo@sta-snci.com)



DATE: June 9, 2011  
TO: STA TAC  
FROM: Jessica McCabe, Project Assistant  
RE: Local Project Delivery Update

---

**Background:**

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) coordinates project funding commitments between project sponsors and funding agencies. This coordination includes recommendations for programming, allocating, and obligating federal, state, and regional funds for a variety of transportation projects. These recommendations are based on the current and projected status of projects recommended for funding by the STA.

This project delivery update is provided to the Solano Project Delivery Working Group (Solano PDWG), the STA's Technical Advisory Committee (TAC), and the STA Board for their review before considering any changes to prior project funding recommendations.

**Discussion:**

*STA Board Recommendations and Improvement Programs*

Between January and July of 2010, the STA Board recommended funding for a variety of transportation projects included in currently approved plans. Other funding agencies program funding for Solano projects in their own improvement programs, such as the Metropolitan Transportation Commission's (MTC) Draft 2011 Transportation Improvement Program (TIP) for federal and regional funds, the California Transportation Commission's (CTC) 2010 State Transportation Improvement Program (STIP) for state funds, and other regional and local grant funding actions (e.g., air district grant programs and local funding swaps). These improvement programs contain the details of how much funding each project receives in specific fiscal years over the next four to five years.

*Programmed Funding Does Not Guarantee Project Funding*

Despite the approved nature of improvement programs, they are based on estimates of available tax dollars, meaning that improvement programs can over-program funding for projects should tax receipts be smaller than expected. In addition to the chance of funding being limited, funding agency's "Use it or lose it" project delivery policies contain strict deadlines for current fiscal year programmed funds, which are put in place to expedite the delivery of projects and protect against the loss of funds to other agencies who can spend funds in a timely manner. For example, MTC usually programs more funding than they have available, counting on Bay Area project sponsors being ready to take advantage of funds from other regions who miss delivery deadlines. The STIP has a history of running low on funds, forcing the CTC to create additional "allocation plans" that further prioritize STIP funds, leaving programmed projects waiting until later fiscal years for funding, adding to project delays and cost increases.

*Staying on Top of Deadlines and Making Timely Choices*

Attached is a list of projects with programmed funding, which connects project fund sources to delivery deadline policies (Attachment A). Those projects that have been highlighted are either experiencing delays or do not have a clear delivery schedule and/or funding strategy, and therefore are at risk of losing funding. Conversely, projects not highlighted, are on schedule.

Projects that have Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds programmed in the TIP for Fiscal Year (FY) 2011-12 are subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) (Attachment B), including the Request for Authorization (E-76) submittal deadline of February 1<sup>st</sup> and the obligation deadline of April 30<sup>th</sup>. In order to ensure funds are obligated or transferred to Federal Transit Administration (FTA) in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1<sup>st</sup> of the year the funds are programmed in the TIP. STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1<sup>st</sup> of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30<sup>th</sup> of the fiscal year programmed in the TIP.

Projects programmed in the STIP for FY 2011-12 and are required to submit an allocation request to MTC and Caltrans Local Assistance. Projects programmed in the STIP must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next share period. The deadline for the June 2011 CTC meeting has passed (April 25) for projects that were programmed in FY 2010-11. In order to receive an allocation at the August 2011 CTC meeting (the next meeting of the CTC), an allocation request must have been submitted by June 13, 2011. To receive an allocation at the September 2011 CTC meeting, the submittal deadline is July 18, 2011.

Projects which have earmark funding with a remaining unobligated balance are also listed. As a reminder, Congress continues to be interested in rescinding unobligated federal funds, including earmarks, from prior years. Congress recently rescinded remaining unobligated balances from old ISTEA and TEA-21 earmarks, and may continue to do so with unobligated federal funds. Given this risk of funds being lost, project sponsors are reminded to stay on track with the timely delivery of these projects.

**Recommendation:**

Informational.

Attachments:

- A. Programmed funding in Solano County, 6-10-11
- B. MTC Resolution 3606, "Milestones, Deadlines, and Consequences", pg 11, 07-23-08

Solano Transportation Authority (STA)

Project Delivery Update, 6-10-2011

Projects listed by agency, including known available funding by delivery phase noting total shortfall.

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)				Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)						
					Environmental	Design	Right-of-Way	Construction			
Benicia	SOL010031	Benicia Intermodal Trans Stations (Military)	RM2	2012	\$ 92	\$ 431	\$ -	\$ 2,477	\$ -	PE	PE Started
Benicia	SOL110008	Benicia Industrial Pk Multi-Modal Trans Study	RM2	Future	\$ 125	\$ -	\$ -	\$ -	\$ -	Concept	Request RM2 & start PE
Benicia	N/A	Park Road Sidewalk	RM1	2011	\$ -	\$ -	\$ -	\$ 400	\$ -	PE	Complete Design
Benicia	SOL110015	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$ -	\$ -	\$ -	\$ 371	\$ -	PE	CON in FY 11/12
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$ -	\$ 500	\$ -	\$ -	\$ 26,152	PE	Req STIP \$ by Feb 2012
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$ 150	\$ 200	\$ 500	\$ -	\$ 19,120	Concept	N/A
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark/Local Impact Fee	Future	\$ 1,260	\$ 290	\$ 575	\$ -	\$ 11,070	PE	Clear NEPA, Review Earmarks
Dixon	N/A	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	2015	\$ -	\$ 543	\$ -	\$ 975	\$ 4,685	PE	Enter Fund swap with Vaca
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$ 125	\$ 4,731	\$ 2,060	\$ 21,831	\$ -	PE	Request \$4M STIP FY 11/12
Fairfield	SOL991068	Fairfield Transportation Center Phase III	RM2/CMAQ	2013	\$ -	\$ 1,030	\$ -	\$ 6,150	\$ -	PE	CON in FY 11/12
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$ -	\$ -	\$ -	\$ 85	\$ -	Complete	Closeout Project
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$ -	\$ -	\$ -	\$ 1,500	\$ -	Complete	Closeout Project
Fairfield	SOL110013	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$ -	\$ 29	\$ -	\$ 221	\$ -	PE	CON in FY 11/12
Fairfield	SOL110010	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,370	\$ -	PE	Request E76 by Feb 2012
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 475	\$ -	Complete	Closeout Project
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$ -	\$ -	\$ -	\$ 692	\$ -	Complete	Closeout Project
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 538	\$ -	Complete	Closeout Project
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$ -	\$ 11	\$ -	\$ 261	\$ -	PE	TIP Amendment (in progress)
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$ 453	\$ -	\$ -	\$ -	\$ -	Complete	Adopted, Closeout project
Suisun City	SOL110012	Grizzly Island Trail	CMAQ (Bike/SR25)	2012	\$ 50	\$ 250	\$ -	\$ 1,764	\$ -	PE	Clear NEPA, ROW
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2011	\$ -	\$ -	\$ -	\$ 670	\$ -	CON	invoice every 6 months
Suisun City	SOL110011	Pintaji Dr. Resurface (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 437	\$ -	CON	Advertising for CON
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$ -	\$ -	\$ -	\$ 700	\$ -	Complete	Closeout Project
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$ 620	\$ 990	\$ 2,950	\$ 8,219	\$ -	Complete	Closeout Project
Vacaville	NEW	Vacaville Intermodal Station Phase 2	Earmark/RM2/CMAQ	Future	\$ 975	\$ -	\$ -	\$ 925	\$ 7,923	PE	Funding Transfer Req - FTA
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$ 85	\$ 60	\$ -	\$ 784	\$ -	Complete	Closeout Project
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$ 191	\$ -	\$ -	\$ -	\$ 1,220	PE	Deobligate \$
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$ 66	\$ 195	\$ 180	\$ 630	\$ -	ROW	Request E76 for CON by Feb 2012
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$ -	\$ -	\$ -	\$ 1,376	\$ -	Complete	Closeout Project
Vacaville	SOL110016	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,324	\$ -	PE	Request E76 by Feb 2012
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$ -	\$ 120	\$ -	\$ 230	\$ -	CON	CTC approval in March 2011
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$ -	\$ 29	\$ -	\$ 759	\$ -	Complete	Closeout Project
Vallejo	SOL050048	Vallejo Downtown Streetscape (all phases)	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 5,196	\$ -	CON	Invoice every 6 months
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Complete	Closeout Project
Vallejo	SOL110014	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2012	\$ -	\$ -	\$ -	\$ 1,595	\$ -	PE	Request E76 by Feb 2012
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 11,045	\$ -	PE	Clear CEQA, req't RM2 for CON
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	CON	Invoice every 6 months
Vallejo	SOL950035	Vallejo Station Intermodal	STIP/RM2/5309/Earmark	2012	\$ 200	\$ 5,800	\$ 9,000	\$ 64,128	\$ -	CON	Invoice every 6 months
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	PE	Complete PSR
Vallejo	SOL991032	Vallejo Ferry Maintenance Facility	STIP-PTA	2012	\$ -	\$ -	\$ -	\$ 4,300	\$ -	PE	Submitted allocation req Apr 2011
Vallejo	VAR991007	Bridge No. 23C0258 West end of Mare Island Causeway	HBP	2013	\$ -	\$ 125	\$ 45	\$ 2,417	\$ -	PE	Obligation by June 2011
Solano County	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Complete	Closeout Project
Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Complete	Study Complete
Solano County	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	PE	Clear NEPA
Solano County	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 150	\$ 128	\$ 1,943	\$ -	PE	TIP Amendment (in progress)
Solano County	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 187	\$ 150	\$ 190	\$ -	\$ 4,050	PE	TIP Amendment (in progress)
Solano County	SOL090015	Redwood Fairgrounds Dr. 1/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	PE	Clear NEPA
Solano County	SOL090035	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ -	\$ 362	\$ -	\$ -	\$ 8,050	PE	Complete Design
Solano County	SOL090027	2011 Pavement Overlay Program	FAS	2011	\$ -	\$ -	\$ -	\$ 1,807	\$ -	PE	CON in 2011
Solano County	SOL110017	Solano County:STP overlay 2012 (cycle 1)	LS&R, BP Flex, TDA	2012	\$ -	\$ 10	\$ -	\$ 1,908	\$ -	PE	Submit E76 req by Feb 2012
Solano County	SOL050006	Bridge No. 23C0077 Suisun Valley Rd over Suisun Creek	HBP	2012	\$ -	\$ 430	\$ -	\$ 1,000	\$ -	PE	Obligation by June 2011
Solano County	5923(070)	Bridge No. 23C0185 Robinson Rd	HBP	2011	\$ -	\$ 239	\$ 60	\$ 777	\$ -	CON	Obligation by June 2011

Agency	TIP ID	Project name	Primary Funding Programs	Est. Year Built	Total Available Project Funding (Prior Years to 2014/15)					Shortfall	Status	Next Task and Deadlines
					Preliminary Engineering (PE)							
					Environmental	Design	Right-of-Way	Construction				
STA	SOL070020	I-80/I-680/SR 12 Interchange Project	RM2, STIP, CMIA, TCRP	2015	\$ 30,000	\$ 75,036	\$ 26,525	\$ 73,264	\$ -	PE	Clear NEPA/CEQA	
STA	SOL090003	EB I-80 Cordelia Truck Scales Relocation	RM2, TCIF	2014	\$ 5,800	\$ 17,700	\$ 3,000	\$ 74,400	\$ -	ROW	invoice every 6 months	
STA	SOL030003	I-80/I-680/SR12 North Connector	RM2, STIP, TCRP	2010	\$ 5,500	\$ 2,000	\$ -	\$ 28,964	\$ -	Complete	Closeout project	
STA	SOL110002	I-80 HOV conversion to Express Ln (Fairfield)	Bridge Tolls	2015	\$ 500	\$ -	\$ -	\$ -	\$ 39,600	PE	Begin Study	
STA	SOL110001	I-80 Express Lanes (Vacaville)	Bridge Tolls	2020	\$ 600	\$ -	\$ -	\$ -	\$ 190,600	PE	Begin Study	
STA	<i>Jepson Parkway: Phases shown below</i>		STIP	Varies	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ 157,000	Varies	CTC Allocation by Apr 2011	
STA	SOL110003	Jepson: Vanden Rd from Peabody to LT	STIP	2015	\$ 2,499	\$ 2,400	\$ 3,800	\$ 30,457	\$ -	PSE	Complete Design	
STA	SOL11005/6	Jepson: LT Road from Vanden to Orange	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 65,900	PE	N/A	
STA	SOL110004	Jepson: Walters Rd Ext - Peabody Rd Widen	STIP	Future	\$ -	\$ -	\$ -	\$ -	\$ 91,100	PE	N/A	
STA	NAP010008	SR 12 (Jamieson Canyon Road) Widening	CMIA, STIP, TCRP	2015	\$ 7,300	\$ 7,550	\$ 18,391	\$ 105,700	\$ -	ROW	Acquire ROW	
STA	SOL110019	STA Safe Routes to School Program	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 1,066	\$ -	ongoing	Advertise	
STA	SOL110018	STA Safe Routes to Schools Maps	CMAQ	Prgm	\$ -	\$ -	\$ -	\$ 283	\$ -	ongoing	Advertise	
STA	SOL991066	Eastern Solano / SNCI Rideshare Program	CMAQ, AQ	Prgm	\$ -	\$ -	\$ -	\$ 445	\$ -	ongoing	Request E76 for CON	
STA	SOL970033	CMA Planning Activities	STP, 4% planning	Prgm	\$ 500	\$ -	\$ -	\$ -	\$ -	ongoing	N/A	
<b>*GRAND TOTAL</b>					\$ 64,311	\$ 126,295	\$ 73,679	\$ 505,421	\$ 626,470			
					<b>\$769,706</b>							

\* Total project funding exceeds 2011 TIP totals because prior year funds are included.

\*\* Caltrans SHOPP projects and various Caltrans grant projects are not yet included in this report.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency committed to obligate funds by April 30 of the year listed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Field Review (If applicable)	Within 12 months of inclusion in TIP	Regional	Restrictions on future programming, obligations and OA until deadline is met.
Pre-Draft Environmental Document Submittal (Non-Cat Ex)	12 months prior to obligation of Right of Way or Construction funds	Regional	Reprogramming of funds.
MTC Annual Obligation Plan	Beginning of each federal fiscal year	Regional	Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after May 1 to receive obligation/ transfer of funds.
Disadvantaged Business Enterprise (DBE) Goals (If Applicable)	Start by January 1, complete by February 1, of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA if not obligated by April 30.
Obligation/ FTA Transfer Request Submittal	February 1 of year programmed in TIP	Regional	Project loses priority for OA. Other projects in region may be given OA.
Obligation/ Transfer to FTA	April 30 of year programmed in TIP	Regional	Deprogramming of funds and redirection to other projects that can use the OA.
Release of Unused OA	May 1	Caltrans	Unused OA is made available for other regions to access.
End of Federal Fiscal Year. - OA no Longer Available	August 30	Caltrans, Federal	FHWA Obligation system shut down. Unused OA at the end of the fiscal year is taken for other projects. No provision that the funds taken will be returned.
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans	Restrictions on future programming, obligations and OA until deadline is met. De-obligation by Caltrans after 6 months.
Construction Advertisement	6 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Construction Award	9 months after obligation	Regional	Restrictions on future programming, obligations and OA until deadline is met
Invoicing & Reimbursement	Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds	Caltrans, Federal, Regional	Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Deobligation if project inactive for 12 months. (FHWA) Restrictions on future programming, OA and obligations if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC)
Liquidation	6 years after obligation	State of California	Loss of State Budget Authority and de-obligation by State of California
Project Close-Out	6 months after final invoice	Caltrans, Regional	Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC)

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DATE: June 15, 2011  
 TO: STA TAC  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities Summary

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	Safe Routes to School (SR2S) Program*	Approximately <b>\$24.5 million</b>	Due July 15, 2011
6.	Safe Routes to Transit (SR2T) Program*	Approximately <b>\$4,000,000</b>	Due mid-July

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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**Attachment A**

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

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

\*New Funding Opportunity

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

<b>Fund Source</b>	<b>Application/Program Contact Person**</b>	<b>Application Deadline/Eligibility</b>	<b>Amount Available</b>	<b>Program Description</b>	<b>Additional Information</b>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/msprog/aqip/cvrp.htm">http://www.arb.ca.gov/msprog/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approximately <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>Safe Routes to School (SR2S) Program*</b>	Sylvia Fung Caltrans (510) 286-5226 <a href="mailto:Sylvia.fung@dot.ca.gov">Sylvia.fung@dot.ca.gov</a>	<b>Applications Due July 15, 2011</b>  Eligible Applicants: Cities and Counties	Approximately <b>\$24.25 million</b> statewide	<p>The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.</p> <p>The program achieves these goals by constructing facilities that enhance safety for pedestrians and bicyclists, primarily students in grades K-12 who walk or bicycle to school. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.</p>	<p>Eligible Projects: Project implementation activities that are eligible for reimbursement include :</p> <ul style="list-style-type: none"> <li>• Preliminary engineering: <ul style="list-style-type: none"> <li>○ Environmental clearance</li> <li>○ Preparation of Plans, Specifications and Estimate (PS&amp;E)</li> </ul> </li> <li>• Right-of-way: <ul style="list-style-type: none"> <li>○ Engineering</li> <li>○ Appraisals and acquisition</li> <li>○ Utilities</li> </ul> </li> <li>• Construction: <ul style="list-style-type: none"> <li>○ Construction costs</li> <li>○ Construction engineering</li> </ul> </li> <li>• Outreach and Public education/encouragement/enforcement</li> </ul> <p><a href="http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_gaf.htm">http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_gaf.htm</a></p>

\*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Safe Routes to Transit (SR2T) Program*	Carli Paine TransForm (510) 740-3150x315 <a href="mailto:carli@transformca.org">carli@transformca.org</a>	Application availability anticipated June 2011; Anticipated deadline mid-July 2011  Eligible Applicants: Cities and counties in the Bay Area	Approximately \$4,000,000	The goal of the SR2T program is to increase the number of people who walk and bicycle to regional transit. Regional traffic relief improvements involving bicycling and walking are cost-effective and sustainable ways to increase transit ridership, yet many commuters cite safety and convenience as the main reason they chose to drive instead of walking or biking. SR2T projects will promote bicycling and walking to transit stations by making important bike/pedestrian feeder trips easier, faster, and safer. By improving the safety and convenience of bicycling and walking to regional transit, SR2T will give commuters the opportunity to leave their cars at home, thereby decreasing bridge corridor congestion, which is the primary goal of Regional Measure 2.	Eligible Projects: 1. Only pedestrian and bicycle projects are eligible; 2. All projects must improve bicycle and/or pedestrian access in close proximity to or within existing regional transit facilities; 3. Each project must have the potential to reduce congestion on a state-owned Bay Area bridge (i.e. all Bay Area bridges except the Golden Gate) by improving bicycle/pedestrian access to existing regional transit stops and stations; and, 4. Every project must result in a deliverable product <a href="http://www.transformca.org/files/sr2t_faqs_2009_0.pdf">http://www.transformca.org/files/sr2t_faqs_2009_0.pdf</a>

\*New Funding Opportunity

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



**STA Board Meeting Highlights  
6:00 p.m., June 8, 2011**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masclat, STA Clerk of the Board  
**RE:** Summary Actions of the June 8, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of May 11, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

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

**ACTION – FINANCIAL ITEMS**

**A. None presented.**

**ACTION – NON-FINANCIAL ITEMS**

**A. None presented.**

**CONSENT CALENDAR**

On a motion by Vice Chair Batchelor, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through J.

**A. STA Board Meeting Minutes of May 11, 2011**

Recommendation:

Approve STA Board Meeting Minutes of May 11, 2011.

- B. Draft TAC Meeting Minutes of May 25, 2011**  
Recommendation:  
Approve Draft TAC Meeting Minutes of May 25, 2011.
- C. Fiscal Year (FY) 2010-11 Final Budget Revision**  
Recommendation:  
Adopt the FY 2010-11 Final Budget Revision as shown in Attachment A.
- D. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – June 2011**  
Recommendation:  
Approve the FY 2011-12 Solano TDA Matrix – June 2011 as shown in Attachment A.
- E. Contract Amendment for STA Legal Services**  
Recommendation:  
Authorize the Executive Director to amend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.
- F. Contract Amendment for STA Personnel and Human Resources Consulting Services**  
Recommendation:  
Authorize the Executive Director to amend the agreement with Joy Apilado for the provision of Human Resource Services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$15,000.
- G. Contract Amendment for STA Transit Project Management Consultant**  
Recommendation:  
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until December 31, 2011 for an amount not-to-exceed \$20,000.
- H. Contract Amendment for Jepson Parkway Project Environmental Document**  
Recommendation:  
Authorize the Executive Director to amend the contract with Atkins for \$67,000 for the additional work required to complete the Record of Decision (ROD) for Jepson Parkway.
- I. Award Construction Contract for the Solano Irrigation District Facilities Modification as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project**  
Recommendation:  
Approve Resolution No. 2011-09 for the Solano Irrigation District Facilities Modification as advanced construction work for the I-80 Cordelia Truck Scales Relocation Project.
- J. Award Construction Contract for the Building Demolition as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project**  
Recommendation:  
Approve Resolution No. 2011-10 for the Building Demolition as advanced construction work for the I-80 Cordelia Truck Scales Relocation Project.

**K. Reprogramming Funds from Travis Air Force Base (TAFB): North Gate to Jepson Parkway (Vanden Road) Project**

Recommendation:

Approve the reprogramming of \$793,000 in remaining Federal earmark funds from the Travis AFB: North Gate Project and transfer the funds to the Jepson Parkway Vanden Road segment for Plans, Specifications, and Estimate (PS&E).

**L. Fiscal Year (FY) 2011-12 State Transit Assistance Funds (STAF) Regional Paratransit Project Funding**

Recommendation:

Approve the following:

- 1. Fund Faith in Action Senior and People with Disabilities Volunteer Driver Program for FY 2011-12 in the amount of \$40,000; and
- 2. To authorize the Executive Director to enter into an agreement with Faith in Action and the County of Solano.

**M. Solano Paratransit Vehicle Surplus**

Recommendation:

Authorize the Executive Director to:

- 1. Donate one Compressed Natural Gas (CNG) van to the Fairfield Suisun Community Action Council;
- 2. Auction the six surplus vehicles as identified in Attachment B; and
- 3. Enter into an agreement with SolTrans for the use of the two 5310 buses.

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

**A. MTC Report:**

None presented.

**B. Caltrans Report:**

None presented.

**C. STA Reports:**

**A. STA Reports:**

- A. State Legislative Update** presented by Gus Khouri
- B. Capitol Corridor Presentation** presented by David Kutrosky
- C. Fairfield-Vacaville Train Station Update** presented by Steve Hartwig
- D. Cordelia Truck Scales Update** presented by Janet Adams
- E. Directors Report:**
  - 1. Planning**
  - 2. Projects**
  - 3. Transit/Rideshare**

## **INFORMATIONAL ITEMS**

- A. Discussion of Agenda Topics for STA Board Workshop of June 27, 2011**
- B. Legislative Update**
- C. Highway Projects Status Report:**
  - 1. I-80/I-680/State Route (SR) 12 Interchange**
  - 2. I-80 Eastbound Cordelia Truck Scales Relocation**
  - 3. I-80 Express Lanes**
  - 4. I-80 Freeway Performance Initiative**
  - 5. Redwood Pkwy -Fairgrounds Dr. Access Improvements**
  - 6. Jepson Parkway**
  - 7. State Route 12 (Jameson Canyon)**
  - 8. State Route 12 East SHOPP Project**
  - 9. I-80 SHOPP Rehabilitation Projects**
- D. Fiscal Year (FY) 2010-11 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report**
- E. Local Project Delivery Update**
- F. STA Funding Opportunities Report**
- G. STA Board Meeting Schedule for Calendar Year 2011**

## **BOARD MEMBER COMMENTS**

## **ADJOURNMENT**

The STA Board meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 13, 2011, 6:00 p.m.**, Suisun City Hall Council Chambers.



DATE: June 17, 2011  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2011

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**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2011**  
(Last Updated: February 2011)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Comm. Center	Confirmed
Thurs., July 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
July 27 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 <sup>th</sup> Annual Awards	TBD – Rio Vista	TBD
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative