



**SOLANO TRANSPORTATION AUTHORITY  
BOARD MEETING AGENDA**

**6:00 p.m., Regular Meeting  
March 10, 2010  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

**Mission Statement:** To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

**Public Comment:** Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

**Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.**

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

**Staff Reports:** Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasielat@sta-snci.com](mailto:jmasielat@sta-snci.com). **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

**Agenda Times:** Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

**ITEM**

**BOARD/STAFF PERSON**

- |   |                      |
|---|----------------------|
| <p><b>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b><br/>(6:00 – 6:05 p.m.)</p>  | <p>Chair Sanchez</p> |
| <p><b>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b><br/><i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i></p> | <p>Chair Sanchez</p> |

**STA BOARD MEMBERS**

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

**STA BOARD ALTERNATES**

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan
-------------	------------	-----------------	-------------	-----------	-------------	---------------	-------------

**III. APPROVAL OF AGENDA**

(6:05 – 6:10 p.m.)

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl K. Halls

(6:15 – 6:20 p.m.)

**Pg. 1**

**VI. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**

(6:20 – 6:30 p.m.)

**A. MTC Report**

Supervisor Spering

**B. Caltrans Report**

**C. STA Reports:**

**1. Update on Federal Lobbying Trip to Washington, D.C.**

Jayne Bauer

**2. Directors Reports:**

**a. Planning**

Robert Macaulay

**b. Projects**

Janet Adams

**c. Transit and Rideshare**

Elizabeth Richards

**VII. CONSENT CALENDAR**

Recommendation:

*Approve the following consent items in one motion.*

*(Note: Items under consent calendar may be removed for separate discussion.)*

(6:30 – 6:35 p.m.)

**A. STA Board Meeting Minutes of February 10, 2010**

Johanna Masiclat

Recommendation:

*Approve STA Board Meeting Minutes of February 10, 2010.*

**Pg. 5**

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of February 24, 2010**

Johanna Masiclat

Recommendation:

*Receive and file.*

**Pg. 13**

**C. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities**

Robert Guerrero

Recommendation:

*Approve the following:*

*1. BAAQMD TFCA Program Manager Policies as specified in Attachment A; and*

*2. Continue to prioritize for SNCI and the STA's Safe Routes to School Program for additional TFCA and Clean Air*

*Program funds in FY 2010-11 as specified in Attachment B.*

**Pg. 21**

- D. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010** Elizabeth Richards  
*Recommendation:*  
*Approve the March 2010 TDA Matrix which includes the City of Benicia’s TDA claim.*  
**Pg. 33**
- E. SolanoExpress Intercity Transit Consortium 2010 Work Plan** Elizabeth Richards  
*Recommendation:*  
*Approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown in Attachment A.*  
**Pg. 37**
- F. Marketing Consultant Services for Transit and Rideshare Programs** Elizabeth Richards  
*Recommendation:*  
*Approve the following:*  
  - 1. Authorize the Executive Director to issue a Request for Proposals (RFP) for a marketing consultant for services from July 1, 2010 through June 30, 2012 with 2 one-year extension options; and*
  - 2. Authorize the Executive Director to enter into a contract for an amount not to exceed \$50,000 in FY 2010-11 and \$30,000 in FY 2011-12.***Pg. 39**
- G. Redwood Parkway – Fairgrounds Drive Access Improvement Project** Janet Adams  
*Recommendation:*  
*Approve the following:*  
  - 1. Authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and*
  - 2. Authorize the Executive Director enter into a contract for an amount not-to-exceed \$1,500,000 for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.***Pg. 43**
- H. 3-Year Project Initiation Document (PID) Priorities for Caltrans** Janet Adams  
*Recommendation:*  
*Approve the Solano County’s 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.*  
**Pg. 49**

- I. Safe Routes to School Mapping Project – Request for Qualifications** Sam Shelton  
*Recommendation:*  
*Authorize the Executive Director to amend Fehr & Peer’s contract for the STA’s Safe Routes to School Mapping Project by and amount not to exceed and additional \$25,000.*  
**Pg. 55**

### VIII. ACTION FINANCIAL ITEMS

- A. Solano County Coordinated Funding Strategy** Janet Adams  
Sam Shelton  
*Recommendation:*  
*Approve of the Funding Strategy Principles & Criteria as shown in Attachment D.*  
(6:35 – 6:45 p.m.)  
**Pg. 73**

- B. MTC Cycle-1 Block Grants Strategic Plan** Robert Macaulay  
*Recommendation:*  
*Adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:*  
  1. No funds will be moved out of the LS&R category for Cycle 1.
  2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories; and
  3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the projected decline in STIP PPM funds.  
(6:45 – 6:50 p.m.)  
**Pg. 99**

- C. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria** Sam Shelton  
*Recommendation:*  
*Approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.*  
(6:50 – 6:55 p.m.)  
**Pg. 105**

### IX. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Alternative Modes and Transit Elements, Amendments to Routes and Transit Facilities of Regional Significance and Adoption of Project List** Robert Macaulay  
*Recommendation:*  
*Adopt the following:*  
  1. Transit Element Goal Gap Analysis contained in Attachment A;

2. *Alternative Modes Goal Gap Analysis contained in Attachment B;*
  3. *Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and*
  4. *CTP project list shown in Attachment E.*
- (6:55 – 7:05 p.m.)  
**Pg. 109**

**B. Solano Countywide Bicycle Plan Update: Projects List** Sara Woo

- Recommendation:  
*Approve the following:*
1. *Comprehensive Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and*
  2. *Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.*
- (7:05 – 7:10 p.m.)  
**Pg. 161**

**C. Solano Countywide Pedestrian Plan Update: Projects List** Sara Woo

- Recommendation:  
*Approve the following:*
1. *Comprehensive Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and*
  2. *Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.*
- (7:10 – 7:15 p.m.)  
**Pg. 179**

**D. Solano Senior and Disabled Transportation Study Scope of Work** Elizabeth Richards

- Recommendation:  
*Approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.*
- (7:15 - 7:20 p.m.)  
**Pg. 197**

**X. INFORMATIONAL – NO DISCUSSION**

**A. MTC Local Streets and Roads, Cycle 1 Block Grants** Janet Adams  
Sam Shelton

Informational  
**Pg. 201**

**B. Jobs for Main Street Projects Update** Sam Shelton  
Kenny Wan

Informational  
**Pg. 209**

- C. **Development of STA Project Delivery Policy** Sam Shelton  
*Informational*  
**Pg. 213**
- D. **STA Safe Routes to School (SR2S) Update** Sam Shelton  
*Informational*  
**Pg. 217**
- E. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report** Judy Leaks  
*Informational*  
**Pg. 219**
- F. **Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 223**
- G. **STA Board Meeting Schedule for 2010** Johanna Masielat  
*Informational*  
**Pg. 229**

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, April 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

## MEMORANDUM

DATE: February 26, 2010  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – March 2010

---

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

### **STA Board Visits Washington, DC, to Advocate for Priority Projects \***

On March 1<sup>st</sup> through 3<sup>rd</sup>, Solano County's seven mayors joined together in traveling to Washington, DC, to meet face to face with Solano County's three congressional representatives, California's two U.S. Senators, and key federal transportation agencies and staff. The meetings are particularly timely with ongoing discussions regarding the development of a Federal Authorization bill for transportation and a potential second round of federal economic stimulus (titled "Jobs for Main Street"). Collectively, STA's annual trips to the nation's capitol and coordinated efforts to obtain Federal transportation funds have resulted in over \$45 million in federal earmarks funds being brought back to Solano County. At the Board meeting, members of the Board and staff will provide a summary of the meetings.

### **Next Round of Federal Cycle Funds to Flow to STA Through Block Grants \***

The Metropolitan Transportation Commission (MTC) has developed a modified approach for allocating the next round of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds to the nine Bay Area Congestion Management Agencies (CMAs). At the suggestion of the CMAs, MTC developed a block grant approach for allocating these flexible federal funds within three primary categories identified in the recently adopted Regional Transportation Plan. The three categories are local streets and roads, regional bikes, and Project Development Areas (PDA)/Transportation for Livable Communities (TLC). Each CMA has been provided some limited discretion to flex up to 20% of these funds between categories. MTC will consider specific requests to flex a higher percentage of funds per category on a case by case basis. Also at the request of the CMAs, MTC has provided each CMA with the discretion to dedicate up to 4% of these funds to help offset the cost of administering, planning for, and programming these funds. During the first cycle which covers Fiscal Years 2010-11 and 2011-12, Solano County is projected to receive over \$9 million in federal cycle funds with proposed allocation of \$6.178 million for Local Streets and Roads, \$1.597 million for County TLC/PDA, \$1.295 million for Regional Bikes, and \$379,120 for STA's planning activities and management of the program.

**Project Eligibility and Ranking Criteria for RTIF \***

As preparation for the initiation of the nexus study and evaluation of candidate projects for the proposed Regional Transportation Impact Fee (RTIF), the project's consultant and STA staff have prepared draft project eligibility and ranking criteria. These criteria have been thoroughly reviewed, discussed, and recommended for approval by the RTIF Working Group, RTIF Stakeholders Committee, and RTIF Policy Advisory Committee. When approved by the STA Board, these criteria will be utilized to help analyze and evaluate a list of RTIF candidate projects that has been submitted for consideration by each of the seven cities, the County and the STA.

**STA Co-Hosts Public Meeting for Rio Vista Bridge Study**

On February 25, 2010, the STA co-hosted a public meeting with the City of Rio Vista for the Rio Vista Bridge Study. Currently, the study is requesting the public provide input on several alignment alternatives that have been identified for relocating and upgrading the current bridge. The results of this public input will be incorporated into the study before it is finalized as a draft for presentation to the Rio Vista City Council and STA Board.

**Comprehensive Transportation Plan Update \***

The past couple of months, STA staff has been working closely with public works and planning staff from each of the seven cities and the County to finalize their project lists for the STA's Comprehensive Transportation Plan (CTP) update. Concurrently, staff has been working with three CTP Committees to review the recently adopted CTP goals and to identify gaps in each of the three elements. These are presented for review and adoption by the STA Board. Finally, STA planning staff has developed initial long range and near term project lists for both the County Bike Plan update and Countywide Pedestrian Plan update. These project lists have been reviewed and recommended by their corresponding advisory committee (the Bicycle Advisory Committee and the Pedestrian Advisory Committee) and the STA TAC. Similar project lists are planned for each of the specific elements of the CTP.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2009)

<b>A</b>		<b>J</b>	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	<b>L</b>	
AVA	Abandoned Vehicle Abatement	LEV	Low Emission Vehicle
APDE	Advanced Project Development Element (STIP)	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
AQMD	Air Quality Management District	LS&R	Local Streets & Roads
ARRA	American Recovery and Reinvestment Act	<b>M</b>	
<b>B</b>		MIS	Major Investment Study
BAAQMD	Bay Area Air Quality Management District	MOU	Memorandum of Understanding
BABC	Bay Area Bicycle Coalition	MPO	Metropolitan Planning Organization
BAC	Bicycle Advisory committee	MTC	Metropolitan Transportation Commission
BART	Bay Area Rapid Transit	MTS	Metropolitan Transportation System
BATA	Bay Area Toll Authority	<b>N</b>	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
<b>C</b>		NHS	National Highway System
CAF	Clean Air Funds	<b>O</b>	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	<b>P</b>	
CCCC (4'Cs)	City County Coordinating Council	PAC	Pedestrian Advisory Committee
CCCTA (3CTA)	Central Contra Costa Transit Authority	PCC	Paratransit Coordinating Council
CCJPA	Capitol Corridor Joint Powers Authority	PCRPP	Planning & Congestion Relief Program
CCTA	Contra Costa Transportation Authority	PDS	Project Development Support
CEQA	California Environmental Quality Act	PDT	Project Delivery Team
CHP	California Highway Patrol	PDWG	Project Delivery Working Group
CIP	Capital Improvement Program	<b>PMP</b>	
CMA	Congestion Management Agency	PMP	Pavement Management Program
CMAQ	Congestion Mitigation & Air Quality Program	PMS	Pavement Management System
CMP	Congestion Management Plan	PNR	Park & Ride
CNG	Compressed Natural Gas	PPM	Planning, Programming & Monitoring
CTC	California Transportation Commission	PS&E	Plans, Specifications & Estimate
<b>D</b>		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
<b>E</b>		<b>R</b>	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RABA	Revenue Alignment Budget Authority
EIR	Environmental Impact Report	RBWG	Regional Bicycle Working Group
EIS	Environmental Impact Statement	RFP	Request for Proposal
EPA	Environmental Protection Agency	RFQ	Request for Qualification
EV	Electric Vehicle	RM 2	Regional Measure 2
<b>F</b>		RPC	Regional Pedestrian Committee
FEIR	Final Environmental Impact Report	RRP	Regional Rideshare Program
FHWA	Federal Highway Administration	RTEP	Regional Transit Expansion Policy
FTA	Federal Transit Administration	RTIF	Regional Transportation Impact Fee
<b>G</b>		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
<b>H</b>		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	<b>S</b>	
HOT	High Occupancy Toll	SACOG	Sacramento Area Council of Governments
HOV	High Occupancy Vehicle	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
<b>I</b>		<b>SCTA</b>	
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Sonoma County Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	Santa Clara Valley Transportation Authority
ITS	Intelligent Transportation System	SHOPP	San Francisco County Transportation Authority
			State Highway Operations & Protection Program

---

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
<b>T</b>	
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management
<b>U, V, W, Y, &amp; Z</b>	
UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**February 10, 2010**

**I. CALL TO ORDER**

Chair Spering called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Pete Sanchez, Chair	City of Suisun City
	Chuck Timm (Alternate Member)	City of Fairfield
	Elizabeth Patterson	City of Benicia
	Jack Batchelor, Jr.	City of Dixon
	Jan Vick	City of Rio Vista
	Len Augustine	City of Vacaville
	Erin Hannigan (Alternate Member)	City of Vallejo
	Jim Spering	County of Solano

**MEMBERS**

<b>ABSENT:</b>	Harry Price, Vice Chair	City of Fairfield
	Osby Davis	City of Vallejo

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Charles Lamoree	Deputy Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Svcs.
	Jayne Bauer	Marketing and Legislative Program Manager
	Susan Furtado	Accounting and Administrative Svc. Manager
	Sam Shelton	Project Manager
	Kenny Wan	Assistant Project Manager

**ALSO**

**PRESENT:**

***In Alphabetical Order by Last Name:***

Birgitta Corsello	County of Solano
Royce Cunningham	City of Dixon
Raymond Demos	Resident, City of Fairfield
George Gwynn, Jr.	Resident, City of Suisun City
Mike Hudson	Councilmember and STA Board Alternate Member, City of Suisun City
Curtis Hunt	Vice Mayor and STA Board Alternate Member, City of Vacaville
Mike Ioakimedes	Councilmember and STA Board Alternate Member, City of Benicia
Dan Kasperson	City of Suisun City
David Kutrosky	Capitol Corridor Joint Powers Authority (CCJPA)
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Roger Straw	County of Solano

**II. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

**III. APPROVAL OF AGENDA**

On a motion by Board Member Augustine, and a second by Board Member Batchelor, the STA Board unanimously approved agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. SWEARING IN OF NEW STA BOARD ALTERNATE MEMBERS**

- Councilmember Mike Ioakimedes was sworn in as STA’s new Board Alternate Member representing the City of Benicia.
- Councilmember Erin Hannigan was sworn in as STA’s new Board Alternate Member representing the City of Benicia.

**VI. EXECUTIVE DIRECTOR’S REPORT**

Daryl Halls provided an update on the following topics:

- STA to Swear in Two Board Alternatives
- Major Milestone in Upgrade and Relocation of I-80 Eastbound Cordelia Truck Scales
- The Future of Solano Highways Contained in Operations Study
- STA’s Strategy for Addressing Climate Change and Development of a Sustainable Communities Strategy
- New Vanpool Driver Incentive Launched by SNCI

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

**A. MTC Report:**

MTC Commissioner Jim Spering provided a report on the Corridor Mobility Improvement Account (CMIA) Savings discussed at an earlier meeting at MTC's Programs and Allocations Committee. He noted that Solano County's CMIA project, I-80 HOV Lanes, have realized \$24 million in savings attributed to the CMIA fund source and is a priority for MTC.

**B. Caltrans Report:**

Janet Adams provided an update to various construction projects in Solano County.

**C. STA Reports:**

1. **Federal Legislative Update presented by Daryl Halls**
2. **Proclamation of Appreciation for PCC Member Catarina Evanson presented by Chair Sanchez**
3. **Capitol Corridor Status Report presented by David Kutrosky, CCJPB**
4. **Current & Future Rail Stations Update**
  - a. **Suisun/Fairfield presented by Dan Kasperson, City of Suisun City**
  - b. **Fairfield/Vacaville presented by Wayne Lewis, City of Fairfield**
  - c. **Dixon presented by Royce Cunningham, City of Dixon**
  - d. **Benicia presented by Board Member Patterson, City of Benicia**
5. **Directors Reports:**
  - a. **Planning**
  - b. **Projects**
  - c. **Transit and Rideshare**

**VIII. CONSENT CALENDAR**

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A thru K.

**A. STA Board Meeting Minutes of January 13, 2010**

Recommendation:

Approve STA Board Meeting Minutes of January 13, 2010.

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of January 27, 2010**

Recommendation:

Receive and file.

**C. Renewal of Membership with Solano Economic Development Corporation for 2010**

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (SolanoEDC) at the Executive Member "Stakeholders" level of \$7,500 for the Annual Investment Year 2010.

- D. I-80 Eastbound Truck Scales Relocation Project – Contract Approval**  
Recommendation:  
Authorize the Executive Director to enter into an agreement with Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility for an amount not-to-exceed \$1,600,000.
- E. I-80/I-680/State Route (SR) 12 Interchange Project – Gordon Waterline**  
Recommendation:  
Approve the following:
1. Approve the attached Resolution No. 2010-03 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2.9 million in Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the utility relocations of the Gordon Waterline; and
  2. Authorize the Executive Director, or his designee, to submit the allocation request to MTC.
- F. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010**  
Recommendation:  
Approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.
- G. Solano Senior and Disabled Transportation Study Budget Amendment**  
Recommendation:  
Authorize the Executive Director to release a Request for Proposals and enter into a contract for an amount not-to-exceed \$70,000 to update the Solano Senior and Disabled Transportation Study.
- H. Paratransit Coordinating Council (PCC) Member Re-Appointments**  
Recommendation:  
Reappoint the following members to the Paratransit Coordinating Council:
- George Bartolome as Social Service Provider, term expiring in January 2013
  - Richard Burnett as EDAC Representative, term expiring in January 2013
  - James Williams as Member at Large, term expiring in January 2013
- I. 2010 Paratransit Coordinating Council (PCC) Work Plan**  
Recommendation:  
Approve the 2010 PCC Work Plan as shown in Attachment A.
- J. Bicycle Advisory Committee (BAC) Member Appointments**  
Recommendation:  
Appoint the following members to the STA Bicycle Advisory Committee, for a three-year term expiring in February 2013:
- City of Dixon – Jim Fisk
  - City of Rio Vista – Larry Mork
  - City of Suisun City – Jane Day
  - City of Vacaville – Ray Posey
  - County of Solano – Michael Segala
  - STA BAC Member-At-Large – Barbara Wood

**K. Pedestrian Advisory Committee (PAC) Member Appointments**

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee, for a three-year term expiring in February 2013:

- City of Rio Vista – Larry Mork
- City of Vallejo – Lynne Williams
- Solano Land Trust – Frank Morris
- STA PAC Member-At-Large – Allan Deal

**IX. ACTION – FINANCIAL ITEMS**

**A. Priority Federal Economic Stimulus Projects in Solano County**

Janet Adams provided timelines on the funding amounts for selected ARRA projects. They cited that based on a request from MTC, Solano County was provided a target of \$9.7 million, of which 50% (Tier 1) of the funds would be required to be “under contract” within 90 days.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.

On a motion by Board Member Spring, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

**X. ACTION NON-FINANCIAL ITEMS**

**A. Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

Janet Adams recommended the STA Board, as a Responsible Agency, to approve the Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation Project and file a Notice of Determination (NOD). She noted that Caltrans approved the EIR/EA on October 16, 2009.

**Public Comments:**

None presented.

**Board Comments:**

Board Member Patterson outlined the concerns she raised with staff regarding designing the facility to meet Sea Level Rise (SLR) in which the facility may be affected both with rising waters, high storm surge from the rivers and drainage. She added that the project concludes that the life of the project (25 years) makes the Sea Level Rise a necessary consideration. Staff noted how the study had responded to the issues raised.

Recommendation:

1. **APPROVE** Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program; and
2. **DIRECT** that upon approval of Resolution No. 2010-02, that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

On a motion by Board Member Spring, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

**B. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County**

Robert Macaulay provided an overview of the list of activities that is currently being undertaken to address climate change issues, and those that STA and the member agencies have planned. He noted that it is recommended that the strategy be adopted as the Solano Climate Change Action Plan which will help STA compete for regional clean air and climate change funds by providing an adopted plan and direction to STA staff.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Adopt the Solano Climate Action Strategy as shown in Attachment A.

On a motion by Board Member Augustine, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

**C. Solano Highways Operations Study**

Sam Shelton outlined issues raised by the Arterials, Highways and Freeways subcommittee regarding adding language to the study stating that the feasibility of reversible HOV Lanes will be reviewed as part of specific Project Study Reports (PSRs) for HOV Lanes projects required by Caltrans. He added that once the study is adopted, the study's project recommendations will be reviewed for incorporation into the STA's Comprehensive Transportation Plan (CTP).

**Public Comments:**

None presented.

**Board Comments:**

At the request of Board Member Patterson, the Board discussed adding language relating to evaluating all modes of travel and the impacts of Sea Level Rise. After discussion, Board Member Spring proposed and the STA Board Members approved to add language to the study recommending that future highway planning should take into consideration all modes of travel along study corridors, as well as the impacts of rising sea level, as required by law.

Recommendation:

Approve the following:

1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended High-Occupancy Vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and
2. *Add language to the Solano Highways Operations Study recommending that future highway planning should take into consideration all modes of travel along study corridors, as well as the impacts of rising sea level, as required by law; and*
3. Adopt the Solano Highways Operations Study.

On a motion by Board Member Patterson, and a second by Board Member Spring, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

**XI. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

**A. Highway Projects Status Report:**

- 1.) **I-80/I-680/SR 12 Interchange**
- 2.) **I-80 EB Cordelia Truck Scales Relocation**
- 3.) **North Connector**
- 4.) **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
- 5.) **I-80 HOV Lanes Vallejo/Fairgrounds Access**
- 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 a status report to major highway and reliever route projects in Solano County funded from a variety of Federal, State, and local fund sources as they are listed above.

**NO DISCUSSION**

**B. Regional Transportation Impact Fee (RTIF) Update**

**C. Comprehensive Transportation Plan (CTP) - Update**

**D. Rail Service Status Update**

**E. Funding Opportunities Summary**

**XII. BOARD MEMBER COMMENTS**

- **Follow-up Discussion on the STA’s Chair and Vice Chair Rotation Process**

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, March 10, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

**Attested by:**



**March 4, 2010**

---

**Johanna Masiclat  
Clerk of the Board**

**Date**



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**February 24, 2010**

**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.

**Present:**

<b>TAC Members Present:</b>	Charlie Knox	City of Benicia
	Janet Koster	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Alysa Majer	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

<b>STA Staff Present:</b>	Daryl Halls	STA
	Janet Adams	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masielat	STA

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Birgitta Corsello	County of Solano
	Shawn Cunningham	City of Vacaville
	Jeff Knowles	City of Vacaville
	Alysa Majer	City of Suisun City
	Mike Roberts	City of Benicia
	Matt Tuggle	County of Solano

**II. APPROVAL OF THE AGENDA**

On a motion by Janet Koster, and a second by Wayne Lewis, 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:** Robert Guerrero announced that the Regional TLC Program will have one more workshop in March.

### V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A, B, and D. At the request of Paul Wiese, Item C was pulled for discussion.

#### A. Minutes of the TAC Meeting of January 27, 2010

Recommendation:

Approve TAC Meeting Minutes of January 27, 2010.

#### B. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities

Recommendation:

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

1. BAAQMD TFCA Program Manager Policies as specified in Attachment A; and
2. Continue to prioritize for SNCI and the STA's Safe Routes to School Program for additional TFCA and Clean Air Program funds in FY 2010-11 as specified in Attachment B.

#### C. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010

Recommendation:

Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

Paul Wiese, Solano County, asked for clarification on why the current fiscal year's TDA estimates were lowered and the impact. Elizabeth Richards stated that with sales tax revenue reduced, the Solano TDA revenue generations are also being reduced. She also noted that the County's TDA claim allocation was approved, but the disbursement will be in an amount consistent with the lowered estimate.

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

#### D. SolanoExpress Intercity Transit Consortium 2010 Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.

### VI. ACTION FINANCIAL ITEMS

**A. Solano County Coordinated Funding Strategy**

Sam Shelton reviewed a summary of current projected funding revenues, current funding strategies, and potential options to consider prior to the development of a coordinated funding strategy. He stated that STA staff recommends discussing guiding principles for prioritizing Overall Work Plan (OWP) projects, then setting specific measurable criteria based on the guiding principles. He added that once adopted, the STA Board will consider options and providing policy direction regarding additional funding options.

Recommendation:

Forward a recommendation to the STA Board to approve of the Funding Strategy Principles & Criteria as shown in Attachment D.

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

**B. MTC Cycle-1 Block Grants Strategic Plan**

Robert Guerrero reviewed the first 3-year funding cycle under the newly adopted Regional Transportation Plan (RTP). He listed the three categories which MTC has consolidated: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. He outlined the principles that would help guide STA staff and local agencies in use of MTC Block Grants to Bay Area Congestion Management Agencies (CMAs).

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:

1. No funds will be moved out of the LS&R category for Cycle 1.
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories.
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the projected decline in STIP PPM funds.

On a motion by Wayne Lewis, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation.

**C. MTC Local Streets and Roads (LS&R), Cycle 1 Block Grants**

Sam Shelton reviewed the funding shares for allocating regional local streets and roads funding shares which are calculated based on MTC's LS&R formula. He listed the Solano Cycle 1 (\$6.179M, FY 2010-11, and FY 2011-12) and Cycle 2 (\$5.507M, FY 2012-13, FY 2013-14, and FY 2014-15) Local Streets and Roads Block Grant Shares. He also outlined several funding target alternatives given the County of Solano's available road rehabilitation funds.

After discussing various options, the TAC opted to table the item until the next meeting in March to allow the TAC more time to review the alternatives recommended by STA staff and for the STA staff to schedule a special TAC meeting to discuss options.

**D. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria**

Sam Shelton outlined the selection process of the RTIF project criteria to develop a list of projects and allocate RTIF funds using their allocation and program implementation options. He noted that STA staff will bring back a list of illustrative projects from the RTIF project list to demonstrate how they might be addressed through the various RTIF allocation options.

Recommendation:

Forward a recommendation to the STA Board to approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.

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

**VII. ACTION NON-FINANCIAL ITEMS**

**A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Three Elements**

Robert Guerrero reviewed the development of the Goal Gap Analysis that helps identify where Solano county is having success in meeting the CTP goals, as well as where a goal is otherwise not yet being fully implemented. He also reviewed the comments received from the Cities of Benicia and Rio Vista which are contained in the amended CTP Project List. He added that the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) have completed their review and ranking of projects at their Committee meetings on February 17 and 18, 2010. Staff distributed the BAC and PAC project lists in a separate staff report at an earlier meeting of the TAC.

*After discussion, the STA TAC approved the following:*

- 1. Include modifications made by the Consortium at an earlier meeting:
  - a. Delete Fairfield’s Expand Fairfield Transportation Center*
  - b. Change Agency for Vacaville’s Accessible Taxi Vehicles (Capital) and Taxi Program (Operations) from “Vacaville” to “Multi-Agency”**
- 2. Changes previously submitted by the City of Benicia.*

Recommendation:

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

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Arterials, Highways and Freeways Goal Gap Analysis, contained in Attachment C, incorporating any changes recommended by the Arterials, Highways and Freeways Committee;
4. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and
5. CTP project list included as Attachment E.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the recommendation as amended to include changes shown above in ***bold italics***.

**B. 3-Year Project Initiation Document (PID) Priorities for Caltrans**

Janet Adams reported on Caltrans recent request from the STA to develop a 3-year PID work plan for all Solano County projects, covering Fiscal Years (FYs) 2011 through FY 2012-13. She noted the current State Budget includes provisions that the projects are to pay for Caltrans oversight. She requested the TAC to recommend to the STA Board approval of the 3-year PID prioritized work plan for Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.

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

**C. Solano Countywide Bicycle Plan Update: Projects List**

Sara Woo distributed and provided information on the changes recently made at a Bicycle Advisory Committee (BAC) meeting held on February 17, 2010. The BAC made the following changes to the project list:

**Attachment A:**

- a. *Projects #9 and #10: Clarify language for Dixon's Vaca-Dixon Bike Route project to be consistent with other projects that have multiple phases;*
- b. *Project #37: Delete "purchase open space and construct multi-use path and trails"; and*
- c. *Project #61: Consider working with City of Vallejo staff to plan for improvements to McGary Road west of this project as an addition to the projects list.*

**Attachment B:**

- a. *Replace Benicia's Military East Street Project with project #7 from Attachment A – Columbus Parkway (CII) from Benicia Road to Rose Drive.*

Based on input and further discussion, the STA TAC approved to make the following additional changes:

1. *Project #62: Change Vallejo's Georgia Street Bicycle Improvements Project to "Georgia Street Corridor Bicycle Improvements"; and*
2. *Project #'s 33 and 34: Clarify Lake Herman Road and Suisun Valley Road as STA Bicycle Advisory Committee's recommended general long-term priorities; and remove text specifying the projects as Priority #2 and Priority #3 to provide additional emphasis to priority project #1, Vaca-Dixon Bike Route.*

In addition, the City of Benicia requested a follow up meeting with STA staff and BAC representative.

Recommendation:

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

1. Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation to include the changes made by the BAC at their February 17, 2010 meeting as well as the additional modifications listed above made by the STA TAC as shown above in *bold italics*.

**D. Solano Countywide Pedestrian Plan Update: Projects List**

Sara Woo reported that the recommendations were unanimously approved with no changes by the Pedestrian Advisory Committee (PAC) at their Thursday, February 18, 2010 meeting.

Recommendation:

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

1. Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.

On a motion by Wayne Lewis,, and a second by Charlie Knox, the STA TAC unanimously approved the recommendation.

**E. TAC Appointment to the Alternative Modes Committee**

Robert Guerrero announced the next meeting of the Alternative Modes Committee is Monday, March 15, 2010 and that a STA TAC representative is needed to serve on the Committee

Recommendation:

Nominate and appoint a STA TAC member to the STA Alternative Modes Committee.

On a motion by Charlie Knox, and a second by Wayne Lewis, the STA TAC voted Paul Wiese to serve as the TAC's representative to serve on the Alternative Modes Committee.

## **VII. INFORMATIONAL ITEMS**

### **A. Jobs for Main Street Projects Update**

Kenny Wan provided an update to the next possible federal economic stimulus bill called "Job for Main Street". He reviewed the potential project list to be submitted by STA to the Metropolitan Transportation Commission (MTC). He listed several reminders from MTC in the preparation of the potential federal bill which includes deadlines, ARRA reporting, and Quality Assurance Plans (QAP).

### **B. Development of STA Project Delivery Policy**

Sam Shelton reviewed the development of a Project Management Grant Program to assist local project delivery staff with federal and state aided projects. He summarized staff's recommendation to consider policy options to help provide overburdened project sponsors additional assistance to meet future federal funding deadlines in the form of direct STA staff involvement in project scoping meetings, field reviews, project development team meetings, and Caltrans project form reviews.

## **NO DISCUSSION**

### **C. STA Safe Routes to School (SR2S) Update**

### **D. STA Investments Report: 1999-2009 Project Funding Data**

### **E. Project Delivery Update**

### **F. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report**

### **G. Funding Opportunities Summary**

### **H. STA Board Meeting Highlights of February 10, 2010**

### **I. STA Board and Advisory Committee Meeting Schedule for 2010**

## **VIII. ADJOURNMENT**

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 31, 2010.**

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: February 26, 2010  
 TO: STA Board  
 FROM: Robert Guerrero, Senior Planner  
 RE: Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities

**Background:**

The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) annually provides clean air funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The two Air Districts divide 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. The cities of Dixon, Rio Vista, Vacaville, and the unincorporated area located in northeastern Solano County are part of the Sacramento air basin, and are eligible for YSAQMD funding.

Funding for both clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The YSAQMD also has funds to allocate from a fee collected with property taxes in areas within its air basin. The STA is responsible for programming the BAAQMD Transportation Fund for Clean Air (TFCA) funding for Solano County.

A slightly different process is implemented for programming YSAQMD Clean Air Funds. The YSAQMD is directly responsible for programming the Clean Air Funds; however, they have set up a review process which includes participation from STA Board members to review and recommend projects to the YSAQMD Board.

On March 18, 2009, the STA Board prioritized and committed funding for two years for the Solano Napa Commuter Information (SNCI) and the STA Safe Routes to School (SR2S) program for TFCA and Clean Air Funds. The STA Board committed and/or prioritized the following for the two programs:

	FY 2009-10		FY 2010-11		
	TFCA Allocation	YSAQMD Allocation	TFCA Allocation	YSAQMD Allocation	2-Year Total Allocation
SNCI	\$250,000	\$50,000	\$200,000	\$100,000	\$600,000
SR2S	\$60,000	\$60,000			\$120,000
<b>Total:</b>	<b>\$310,000</b>	<b>\$110,000</b>	<b>\$200,000</b>	<b>\$100,000</b>	<b>\$720,000</b>

## **Discussion:**

STA recently provided fund estimates by the YSAQMD and BAAQMD for FY 2010-11. The estimates are \$260,000 for the YSAQMD Clean Air Program and \$303,150 for the BAAQMD's TFCA Program. As the Program Manager for TFCA Funds, the STA is obligated each year to adopt policies and criteria/eligibility requirements for the expenditure of TFCA funds. For consistency purposes, STA staff is recommending that the STA Board adopt the BAAQMD's Program Manager Policies as specified in Attachment A. STA staff will then work to find eligible clean air projects to submit to the STA Board based on these policies and factoring in the BAAQMD's priorities.

In addition, STA staff is recommending maintaining the STA Board's prioritization of the SNCI and the Safe Routes to School Program for additional TFCA and Clean Air Program funds in 2010-11. STA staff's recommendation is specified in Attachment B and detailed below.

### *Solano Napa Commuter Information (SNCI)*

STA staff is recommending the STA Board approve an additional \$20,000 for SNCI in FY 2010-11 TFCA funding. The additional funding will be used to partner with the City of Benicia to implement several elements of the Transportation & Land Use section of the Benicia Climate Action Plan through a pilot program that may include the following components:

- Working with the City to create a Benicia-oriented on-line ridematching service coordinated seamlessly with the 511 Regional Ridematch Database enhanced with Benicia specific programs and services;
- Develop and administer carpool, vanpool, transit and possibly other incentive programs tailored to the City;
- Design and implement a City electric bicycle program;
- Collaborate with the City to target, customize, and intensify Transportation Demand Management (TDM) services to the Cities employers; and
- Strengthen partnerships to enhance the effectiveness of current promotions and incentives such as the Solano Commute Challenge, Bike to Work campaign, and the vanpool incentives for city residents, employees, and employers.

### *STA's Safe Routes to School Program (SR2S)*

Over the last two years, the STA's SR2S program has made significant progress with the funding provided by both Air Districts and matching federal and local funds. The STA partnered with school districts, the Solano County Department of Public Health, city public works and police departments to implement the STA SR2S Program. Several schools have participated in bicycle rodeos, safety assemblies, and "Walk and Roll" encouragement events. The STA also provided pilot engineering project grant funds for SR2S safety capital improvements and hired a SR2S Program Coordinator.

In December 2009, the Metropolitan Transportation Commission (MTC) approved a funding plan to allocate Congestion Mitigation Air Quality (CMAQ) Improvement Program Funds for Eastern Solano County (ECMAQ). Part of the ECMAQ allocation is expected to be focused on the STA's SR2S program; however, ECMAQ funds are a federal source of funding and will require a local match of at least 11.5 percent. STA staff is recommending the STA Board support a minimum of \$30,000 of YSAQMD Clean Air funding for the SR2S program from FY 2010-11 to match expected ECMAQ funds. This action will secure at least \$290,000 of ECMAQ for additional SR2S capital safety improvements and allow for more educational and encouragement activities for a broader range of schools in the northern half of Solano County. The STA is developing a separate funding plan for the southern portion of Solano County.

The STA Technical Advisory Committee (TAC) reviewed and unanimously approved this item at their February 24, 2010 meeting.

**Fiscal Impact:**

If approved by the STA Board the following will occur:

1. An additional \$20,000 from TFCA funds will be provided to the Solano Napa Commuter Information (SNCI) for additional service to the City of Benicia related to the City's Climate Action Plan. The total BAAQMD TFCA allocation for SNCI in FY 2010-11 will be \$220,000.
2. YSAQMD Clean Air funds will provide a total of \$30,000 for the STA's Safe Routes to School Program in FY 2010-11.

Both programs are eligible for TFCA and Clean Air Program funding. The remaining balance for both programs will be available for other eligible clean air projects.

**Recommendation:**

Approve the following:

1. BAAQMD TFCA Program Manager Policies as specified in Attachment A; and
2. Continue to prioritize for SNCI and the STA's Safe Routes to School Program for additional TFCA and Clean Air Program funds in FY 2010-11 as specified in Attachment B.

Attachments:

- A. BAAQMD TFCA Program Manager Policies
- B. FY 2010-11 TFCA and Clean Air Program Recommendation

**THIS PAGE LEFT INTENTIONALLY BLANK.**

## APPENDIX C

### BOARD-ADOPTED TFCA COUNTY PROGRAM MANAGER FUND POLICIES FOR FY 2010/2011 (Adopted 2/3/2010)

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

#### BASIC ELIGIBILITY

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legally binding obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legally binding obligations at the time the Air District Board of Directors approves an expenditure plan. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding. For the purpose of TFCA, "fleet averaging" may not be considered when evaluating surplus emissions.
2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the policy for that project type. For the purpose of this program, emissions that are calculated include a) reactive organic gases (ROG), b) oxides of nitrogen (NO<sub>x</sub>), and c) weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) emissions reduced (\$/ton). Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Eligible Projects:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board adopted TFCA cost-effectiveness, but do not fully meet other Board adopted Policies.
4. **Consistent with Existing Plans and Programs:** Only projects described in HSC Section 44241 are eligible for funding. Projects must also comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.
5. **Eligible Recipients:** TFCA grants may be awarded to public agencies and to non-public entities.

Non-public entities may only apply for funding for certain clean air vehicle projects including but not limited to engine repowers, engine retrofits, fleet modernization, alternative fuels, vehicle and infrastructure projects, as described in HSC Section 44241(b)7. No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.

6. **Readiness:** A project will be considered for TFCA funding only if it will commence in calendar year 2011 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
7. **Maximum Two Years Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs or bicycle stations, are eligible for funding for up to two years. Grant applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

#### **APPLICANT IN GOOD STANDING**

8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(C)3.

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes a final approval and obligation on the part of the Air District. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.
10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

#### **INELIGIBLE PROJECTS**

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.
12. **Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding.

#### **USE OF TFCA FUNDS**

13. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.

14. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sums shall be used to calculate the TFCA cost of the project.
15. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.
16. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.
17. **Unallocated Funds:** Any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which they originated.

18. **Reserved.**

19. **Reserved.**

20. **Reserved.**

## **ELIGIBLE PROJECT CATEGORIES**

### **21. Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding includes:

- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. New electric neighborhood vehicles (NEV).
- C. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding.

Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2010 emissions standards.

**22. Alternative Fuel Medium and Heavy-Duty Service Vehicles (Low-mileage utility trucks in idling service):**

**Eligibility:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, the emissions standards (incremental cost).

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1997 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1997 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirements. Applications that include scrapping components may receive additional credit towards the calculation of the overall cost effectiveness of the project. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

**23. Alternative Fuel Heavy-Duty Vehicles (high mileage):**

**Eligibility:** For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs, medium-duty vehicles (MDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-duty vehicles (HDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, MDV and HDV types and equipment eligible for funding include the following:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB.
- B. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the

difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2010 emissions standards.

**Scrapping Requirements:** Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1997 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1997 or older heavy-duty diesel vehicle for each new vehicle purchased or leased with TFCA funds. Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirement. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

**24. Alternative Fuel Buses:**

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #21.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

**25. Alternative Fuel Infrastructure:**

Eligible refueling infrastructure projects include new dispensing facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel refueling sites. This includes upgrading or modifying private fueling stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA funded refueling infrastructure projects must be available to and accessible by the public. Refueling equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Applicants must provide data supporting the demand for the infrastructure (e.g., letters of support from potential users) and plans for maintaining the equipment in the future.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, operation, and maintenance costs.

**26. Reserved.**

**27. Shuttle/Feeder Bus Service:**

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: a) be a public transit agency or, b) submit documentation from the General Manager of the transit agency that provides service in the area of

the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- B. a hybrid-electric vehicle;
- C. a post-1996 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- D. a post-1989 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy # 3). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

**28. Ridesharing Projects:**

Applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor are not eligible.

**29. Bicycle Projects:**

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; g) the purchase of bicycles, mounted equipment required for the intended service, and helmets; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

**30. Arterial Management:**

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

**31. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

## ATTACHMENT B

### FY 2010-11 TFCA and Clean Air Program Recommendation

	FY 2010-11	
	TFCA	YSAQMD
<b>Current SNCI Commitment</b>	\$200,000	\$100,000
<b>SNCI Recommendation</b>	\$20,000	
<b>SR2S Recommendation</b>		\$30,000
<b>Total:</b>	\$220,000	\$130,000
<b>FY 2010-11 Estimated Available Funds:</b>	\$303,150	\$260,000
<b>Remaining Balance:</b>	\$83,150	\$130,000



DATE: February 26, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)  
Matrix – March 2010

---

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies have shared in the cost of various transit services (e.g., intercity paratransit service and SolanoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been authorized to "claim" a portion of another agency's TDA for shared service, a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to evaluate the claims as part of their approval process. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

The matrix (Attachment A) originally included the latest TDA revenue estimates approved by MTC for FY 2009-10 in July. The revenue estimates and carryovers are being updated in February 2010 for FY 2009-10 and these are now included on the TDA matrix. The February 2010 TDA estimate for Solano is a decrease by 10.5% from the initial estimate in February 2009 that was reconfirmed in July. See Attachment B for the TDA estimates for FY 2009-10 for Solano jurisdictions as well as the initial estimate for FY 2010-11.

In February 2010, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions' contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, the new American with Disabilities Act (ADA) subsidized taxi program, and the FY 2009-10 TDA claims for Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano.

TDA funds are generated from a percentage of sales tax. Actual and estimates have been decreasing the past couple of years. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, TAC, and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claim, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

**Discussion:**

The City of Benicia has submitted their FY 2009-10 TDA claim which incorporates the new FY 2009-10 TDA estimates. The March 2010 TDA matrix update includes the City of Benicia TDA claim.

After minimal discussion, the TAC and Consortium recommended approval of this item at their February 24<sup>th</sup> meeting.

**Fiscal Impact:**

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

**Recommendation:**

Approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

**Attachments:**

- A. March 2010 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged color copy of this attachment was provided to the Board members under separate enclosure. You may obtain a copy by contacting the STA offices at (707) 424-6075.)
- B. Summary of Solano jurisdictions' FY 2009-10 TDA estimates and initial FY 2010-11 TDA estimate

FY2009-10 TDA Matrix - March version

021710 - v10																																
FY 2009-10																																
AGENCY	TDA Est from MTC (1)	Revenue Adjustment (2)	Projected Carryover (1)	Available for Allocation (1)	Paratransit		Local Service					Intercity							STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	Total	Balance								
					ADA Subsidized Taxi Phase I	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt 20	FAST Rt 30	FAST Rt 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt. 85							FAST Rt. 90	FAST Intercity Subtotal	VJO T Intercity Subtotal					
	7/22/2009	2/24/2010	7/22/2009	FY 09-10	(3)		(4)				(4)							(13)	(8)	(8)	(10)		(11)	(12)								
Benicia	956,199	-100,094	0	856,105	5,355		856,130											\$ 3,395	\$ 18,289	\$ 4,718	\$ (124,110)	\$ 37,551	\$ 7,231	\$ 3,774	\$ 30,177	\$ (79,327)	\$ 27,279			\$ 839,613	16,492	
Dixon	600,726	-62,884	0	537,842	2,635		435,000											\$ 2,132	\$ 58,510	\$ 5,609	\$ 2,585	\$ 8,946	\$ 5,734	\$ 4,054	\$ 70,306	\$ 17,265	\$ 17,548		15,000	\$ 557,754	-19,912	
Fairfield	3,648,477	-381,920	2,225,455	5,492,012	44,115	1,027,357			622,307									\$ 67,208	\$ 105,886	\$ 97,359	\$ 20,635	\$ 103,216	\$ 94,959	\$ 260,598	\$ 531,051	\$ 218,810	\$ 105,446		2,373,287	\$ 4,922,373	569,639	
Rio Vista	275,841	-28,875	37,666	284,632	2,805						154,697							0	0	0	0	0	0	0	0	0	\$ 7,364		14,740	25,000	\$ 204,606	80,026
Suisun City	963,547	-100,863	0	862,684		246,253			544,264									\$ 12,206	\$ 13,669	\$ 26,100	\$ 5,386	\$ 25,430	\$ 24,288	\$ 38,244	\$ 90,219	\$ 55,104	\$ 27,707			\$ 963,547	-100,863	
Vacaville	3,311,904	-346,688	1,333,530	4,298,746	25,500	344,227					505,269							\$ 140,611	\$ 84,744	\$ 81,412	\$ 15,492	\$ 57,050	\$ 22,753	\$ 50,808	\$ 357,575	\$ 95,295	\$ 96,254	\$ 750,000	1,196,320	\$ 3,370,440	928,306	
Vallejo	4,138,709	-433,237	0	3,705,472	31,875	468,296						227,876						\$ 17,616	\$ 37,339	\$ 11,875	\$ 141,753	\$ 537,601	\$ 182,105	\$ 16,919	\$ 83,750	\$ 861,459	\$ 120,921			\$ 1,794,177	1,911,295	
Solano County	689,791	-72,207	0	617,584	1,785	25,000												\$ 12,493	\$ 16,111	\$ 11,253	\$ 16,492	\$ 48,542	\$ 16,955	\$ 16,205	\$ 56,062	\$ 81,989	\$ 19,706			505,000	\$ 689,542	-71,958
Total	14,585,194	-1,526,768	3,596,651	16,655,077																										\$ 13,342,052	3,313,025	

- NOTES:  
 Background colors on Rt. Headings denote operator of intercity route  
 Background colors denote which jurisdiction is claiming funds
- (1) MTC July 22, 2009 estimate; Reso 3886
  - (2) MTC Feb 24, 2010 estimate; Reso 3939
  - (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
  - (4) Includes flex routes, paratransit, local subsidized taxi
  - (5)
  - (6)
  - (7)
  - (8) Consistent with FY2009-10 Intercity Transit Funding Agreement and FY2007-08 Reconciliation
  - (9)
  - (10) Claimed for STA from all agencies per formula
  - (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
  - (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

**FY2009-10  
Draft TDA Estimate Update**

FY2009-10 TDA Fund Estimate Update	FY2008-09		FY2009-10		
	Jan 2009 Estimate		Feb/July 2009 Estimate	Feb 2010 Draft Estimate	Diff 2/09 vs 2/10
			Approved by MTC PAC 2/10; Scheduled for Commission approval 2/24		
					10.5% Reduction
<b>Countywide TOTAL</b>	\$	16,675,106	\$ 15,502,969	\$ 13,880,128	\$ (1,622,841)
MTC Administration 0.50%	\$	83,376	\$ 77,515	\$ 69,401	\$ (8,114)
County Administration 0.50%	\$	83,376	\$ 77,515	\$ 69,401	\$ (8,114)
MTC Planning 3%	\$	500,253	\$ 465,089	\$ 416,404	\$ (48,685)
<b>Countywide less Charges</b>	\$		\$ 14,882,850	\$ 13,324,923	\$ (1,557,927)
Article 3 (Bike) 2%	\$	320,162	\$ 297,657	\$ 266,498	\$ (31,159)
<b>City/Transit Operators TOTAL</b>	\$	<b>15,687,940</b>	\$ 14,585,193	\$ 13,058,424	\$ (1,526,769)
Benicia	\$	1,030,887	\$ 956,199	\$ 856,105	\$ (100,094)
Dixon	\$	651,561	\$ 600,726	\$ 537,842	\$ (62,884)
Fairfield	\$	3,893,006	\$ 3,648,477	\$ 3,266,557	\$ (381,920)
Rio Vista	\$	288,889	\$ 275,841	\$ 246,966	\$ (28,875)
Suisun City	\$	1,033,250	\$ 963,547	\$ 862,684	\$ (100,863)
Vacaville	\$	3,563,163	\$ 3,311,904	\$ 2,965,216	\$ (346,688)
Vallejo	\$	4,484,004	\$ 4,138,709	\$ 3,705,472	\$ (433,237)
Solano County	\$	743,180	\$ 689,791	\$ 617,584	\$ (72,207)

FY2010-11		
2/24/2010 Estimate (New)	Projected Carryover	Available for Allocation
\$ 13,880,128		
\$ 69,401		
\$ 69,401		
\$ 416,404		
\$ 13,324,923		
\$ 266,498		
<b>\$ 13,058,424</b>	<b>\$ 7,047,075</b>	<b>\$ 20,105,499</b>
\$ 856,130	\$ 821,354	\$ 1,677,484
\$ 537,755	\$ 45,287	\$ 583,042
\$ 3,257,193	\$ 2,982,412	\$ 6,239,605
\$ 251,603	\$ 221,983	\$ 473,586
\$ 883,029	\$ (48,950)	\$ 834,079
\$ 2,951,487	\$ 610,418	\$ 3,561,905
\$ 3,704,430	\$ 1,947,429	\$ 5,651,859
\$ 616,798	\$ 467,143	\$ 1,083,941



DATE: March 1, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: SolanoExpress Intercity Transit Consortium 2010 Work Plan

---

**Background:**

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2010, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

**Discussion:**

STA staff presented a Draft SolanoExpress Intercity Transit Consortium Work Plan for the Consortium's review in January. The Consortium members reviewed the Draft Work Plan and subsequently offered some modifications including adding two items. The transit operators have just launched Phase I of a new intercity subsidized taxi program for ambulatory American with Disabilities Act (ADA) individuals. The Consortium is interested in pursuing Phase II (inclusion of non-ambulatory ADA eligible riders once accessible taxi vehicles are included in local taxi fleets) as soon as possible and requested this be added to the 2010 Work Plan. In addition, the operators are interested in expediting the implementation of a countywide electronic fare card for use by Solano transit operators.

The 2010 Work Plan (Attachment A) was approved by the SolanoExpress Intercity Consortium and TAC at their meetings on February 24, 2010.

**Recommendation:**

Approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown in Attachment A.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2010 Work Plan

## **2010 SolanoExpress Intercity Transit Consortium Work Plan**

(February 2010)

---

### **Transit Service:**

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

### **Transit Planning**

- Conduct Community Based Transportation Planning study in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Review and provide input on Commute Profile

### **Funding**

- Monitor the implementation of the FY2009-10 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

### **Marketing of Transit Services and Programs**

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: March 2, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Marketing Consultant Services for Transit and Rideshare Programs

---

**Background:**

The STA manages and markets the STA and a variety of transportation related programs and services. Marketing tools have included press relations, events, mailings, publications, brochures, interactive websites, electronic communications, promotional campaigns, ads and more. Marketing includes not only promotion of specific programs and services, but also the STA overall. The majority of marketing is accomplished by staff though consultant support is used for specialized work. Consultant marketing support continues to be needed to support the growing use of website and electronic communications as well as for the STA's SolanoExpress and the Solano Napa Commuter Information (SNCI) programs.

In Fiscal Year 2005-06, the STA Board approved the release of Request for Proposals (RFP) for a marketing consultant. Through the RFP process, Moore Iacofano Goltsman, Inc. (MIG) was secured, and through a series of approved amendments, has been the STA's marketing consultant since that time. The current contract with MIG expires June 30, 2010. To ensure a smooth transition to a new marketing consultant in time for the new fiscal year, the selection process is due to begin.

**Discussion:**

Over the past four years of service, consultant support has been valuable support to implement a wide range of transit and ridershare marketing strategies. The SolanoExpress website was created when Solano's intercity transit services was re-branded from SolanoLinks to SolanoExpress. In addition to the new interactive SolanoExpress website which also included features making it easier for STA staff to keep it up-to-date, this effort has included the development and updating of the SolanoExpress brochure, wall maps, and other activities. These are products that are updated, integrated, and produced on an on-going basis and used countywide.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's SNCI program markets services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print, electronic and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs. Continuation of these services is an important tool to continuing the success of ridesharing and alternative transportation mode countywide. The scope of services for the new marketing contract is provided in Attachment A.

**Fiscal Impact:**

The initial contract is proposed to be funded in the amount of \$50,000 for the first fiscal year, \$30,000 for the second fiscal year of the contract. Funding is included in the draft FY 2010-11 and will be included in the FY 2011-12 STA budget. The funds are a combination of STA, SolanoExpress and SNCI funding revenue sources.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to issue a Request for Proposals (RFP) for a marketing consultant for services from July 1, 2010 through June 30, 2012 with 2 one-year extension options; and
2. Authorize the Executive Director to enter into a contract for an amount not to exceed \$50,000 in FY 2010-11 and \$30,000 in FY 2011-12.

Attachment:

- A. Scope of Services for Transit and Rideshare Marketing Consultant for FY 2010-11 and FY 2011-12.

**Scope of Services**  
for  
**Marketing Consultant**  
**July 1, 2010 – June 30, 2012**

The Scope of Services for the Marketing Consultant for STA's Transit and Rideshare program will include, but is not limited to, working with staff on the following plans and products.

**SolanoExpress Intercity Transit**

- Revise and print:
  - SolanoExpress annual brochure with map.
  - SolanoExpress annual laminated wall map.
- Design and place advertising pieces in local electronic and print media venues targeting Solano and Napa County residents.
- Design and produce promotional campaign and materials for specific transit promotions as needed.
- Maintain existing SolanoExpress website ([www.solanolinks.com](http://www.solanolinks.com)) or be able to provide and maintain similar service.
- Coordinate and/or integrate web and non-web-based marketing efforts.

**Senior and Disabled Transportation**

- Update current Senior and Disabled Transportation brochure in print and electronically.
- Support strategies as needed.

**SNCI:**

- Maintain existing [www.commuterinfo.net](http://www.commuterinfo.net) webpages which is within the STA's [www.solanolinks.com](http://www.solanolinks.com) website, or be able to provide and maintain similar service.
- Coordinate and/or integrate web and non-web-based marketing efforts.
- Design and produce integrated promotional campaign materials as needed
- Revise and print Commuter Guide.
- Design and produce:
  - Vanpool Services and/or incentives brochures and materials.
  - SNCI Employer Services brochure.
  - "What's New – Bicycling" brochure.
  - "What's New – Transit" brochure.
  - Transit Incentive Program brochure
  - Employee Incentive Program brochure.
- Print and update as needed:
  - Countywide Emergency Ride Home materials.
  - Vanpool Incentive brochure

**Overall:**

- Provide technical expertise and assistance in developing, implementing, and evaluating new marketing strategies such as social media and other electronic communications.

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Redwood Parkway – Fairgrounds Drive Access Improvement Project

---

**Background:**

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This Study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Specifically, the Study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Parkway Extension Overcrossing, direct HOV Lane connections from a new Turner Parkway Overcrossing and an adjacent park-and-ride lot.

In September 2006 the STA Board approved a funding agreement between the County of Solano, the City of Vallejo, and STA to complete a Project Study Report (PSR) to study the I-80 HOV Lanes and access to the Solano County Fairgrounds. A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

Subsequently, STA completed the PSR, and in March 2009, the PSR for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component as a result of the potential development of the Solano County Fairgrounds. These major street improvements are necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

**Discussion:**

With the completion of the PSR, the next step is to begin the environmental document for the HOV Lanes and for the access improvements to the Solano County Fairgrounds. Prior to initiating the environmental document work, a funding agreement between the agencies will be required, including identification of matching funds to the federal earmark, a cooperative agreement with Caltrans has to be signed, and obtaining an authorization from Caltrans for the federal money is also required. In May 2009, the STA Board authorized the STA to be the lead for the environmental phase of the project, initiate a funding agreement with the City of Vallejo and Solano County, and to initiate a Cooperative Agreement with Caltrans.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill into law on August 10, 2005 included a \$2.8 million federal earmark entitled “I-80 HOV Lanes/Interchange Construction in Vallejo.” The remaining amount of this earmark will be the primary source of funding for the environmental document, along with a required 20% local match funds. The PSR utilized \$960,000 of the earmark, which leaves \$1,560,000 of the earmark for the next phase of work, once the obligation authority amount is considered.

Since the May 2009 STA Board meeting, the STA has been approved by Caltrans to be the lead agency for the environmental document and has entered into a cooperative agreement with Caltrans for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project. STA Legal Counsel has prepared a draft funding agreement and the STA, the City of Vallejo and the County continue to work to finalize the funding agreement for this Project. At this time, STA staff is requesting authorization to issue a Request for Proposal (RFP) and to enter into a contract for this work. The scope of services is in Attachment A.

**Fiscal Impact:**

This contract would be primarily funded through the federal earmark with a 20% local match. STA has previously committed \$50,000 in funds toward the local match.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
2. Authorize the Executive Director enter into a contract for an amount not-to-exceed \$1,500,000 for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

Attachment:

- A. Scope of Work

## **SCOPE OF WORK**

### *General*

The Project Approval/Environmental Document (PA/ED) phase of the project will include preparation of the Project Report and provide environmental clearance of the ultimate preferred alternative based on full build out of future development in the City of Vallejo. The Project Report will also recommend fundable construction phases of the preferred alternative so that the project can be constructed as development occurs and funding becomes available. In order to recommend fundable construction phases, it is assumed that two future or horizon years will be evaluated from a traffic standpoint.

The Preferred Alternative will consist of some or all of the following major features depending upon the outcome of the engineering and environmental studies:

- Construction of a tight diamond at I-80/Redwood Parkway Interchange utilizing the existing structure over I-80;
- Widening of Fairground Drive from two to four lanes from Redwood Road to Coach Lane, and from four to six lanes from Coach Lane to Route 37;
- Modifications to the Route 37/Fairgrounds Drive Interchange ;
- Signalized intersections at the Redwood Parkway/I-80 eastbound ramps, Redwood Road/I-80 WB ramps, and Redwood Road/Fairgrounds Drive;
- Signalized intersections at Fairgrounds Drive/Solano County Fairgrounds Development Entrance (south), and Fairgrounds Drive/Valle Vista Avenue;
- Signal modifications at Fairgrounds Drive/Route 37 WB ramps, Fairgrounds Drive/Route 37 eastbound ramps, Fairgrounds Drive/Solano County Fairgrounds Development Entrance (north), Sereno Drive/Fairground Drive, and Redwood Road/Admiral Callaghan Way;
- Relocation of the Fairgrounds Drive/Redwood Road intersection;
- Cul-de-sac at Moorland Street west of Fairgrounds Drive;
- Retaining walls;
- Sound walls; and
- Right of Way acquisition.

The following work tasks will be conducted and completed according to the Project Development Process outlined in the current Caltrans Project Development Procedures Manual (PDPM). The Environmental Document will be prepared in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations.

A NEPA environmental assessment (EA) with technical studies is assumed to be the appropriate level of NEPA documentation for the project. Caltrans is assumed to be the Lead Agency and FHWA NEPA guidance will be used to conduct the NEPA review.

A CEQA Environmental Impact Report (EIR) with technical studies is assumed to be the appropriate level of CEQA documentation for the project. STA is assumed to be the CEQA Lead Agency and Caltrans, Solano County and City of Vallejo are assumed to be CEQA Responsible Agencies.

***Task 1: Project Management***

Conduct Project Management activities for the duration of the PA/ED phase, including Contract Administration, Quality Assurance/Quality Control, Schedule/Budget control, meetings and Agency Coordination.

***Task 2: Perform Preliminary Engineering Studies and Prepare Draft Project Report***

Refine the Preferred Alternative and recommend fundable construction phasing alternatives, and perform preliminary design of all project features adequate for discussion of project impacts in the environmental document and suitable for the initiation of final design. Engineering Studies assumed to be required include:

- Traffic Forecasts/Operations Analysis (2015 and 2025)
- Hydraulics/Hydrology Studies
- Preliminary Transportation Management Plan
- Storm Water Data Report

Perform all tasks required to develop the text, exhibits and cost estimate required for a Draft Project Report. This activity includes development and approval of Geometric Approval Drawings and any design exceptions that were not addressed during the PSR phase. Upon receipt of STA, Solano County, City of Vallejo, Caltrans, and FHWA comments on the Draft Project Report, a Final Draft Project Report will be issued with the Draft Environmental Document.

***Task 3: Perform Environmental Studies and Prepare Draft Environmental Document***

Based on the Preliminary Environmental Analysis performed during the PSR phase, the following environmental technical studies are assumed to be required:

- Community Impact Analysis, Land Use and Growth Studies
- Section 4(f) Evaluation Report
- Visual Resources Study
- Water Quality Study
- Noise Study
- Air Quality Study
- Paleontology Study
- Cumulative Impacts Report

- Cultural Resource Studies
- Right of Way Relocation Impact Report
- Biological Studies

Draft studies will be submitted to the STA, Solano County, City of Vallejo and Caltrans for review. As required, Caltrans will transmit draft studies to FHWA for review and approval. The studies will be revised as needed to obtain STA and Caltrans/FHWA approval of the reports.

***Task 4: Circulate Draft Environmental Document (ED)***

An Administrative Draft ED will be prepared for submittal to the STA, Solano County, City of Vallejo and Caltrans. The Administrative Draft ED will summarize the previous environmental reviews and the results of the environmental technical studies. The ED will be formatted consistent with the Caltrans templates from the Caltrans Standard Environmental Reference (SER) and will include Purpose & Need; Project Description; Affected Environment, Impacts & Mitigation; Consultation and Coordination; Preparers; and appendices as required. Technical reports and studies will be standalone documents available for review at STA and Caltrans offices upon request.

It is assumed that planning, conducting and documenting one (1) Scoping meeting, one (1) project open house and one (1) Public Hearing will be required. An open house will be conducted mid-way in the PA/ED process and a Public Hearing will be held during the 45-day period when the Draft ED is available for public review and comment. Both will be staffed by the project team and Agency Staff. The format will include information stations for Project Design, Right-of-Way, Environmental, and Public Information. The HQE Team will prepare draft meeting notices for STA/Caltrans to distribute and will prepare draft and final meeting summaries. Supporting materials including a fact sheet and comments forms will be prepared.

***Task 5: Prepare and Approve Project Report and Final Environmental Document***

Update Project Report to include comments received at Public Meeting and final Agency comments. The Final Project Report will include one round of revisions subsequent to final STA, Solano County, City of Vallejo, Caltrans, and FHWA review.

Update the Draft ED based on comments received during the 45-day public review period. Up to two (2) rounds of revision may be required to complete the Final ED.

Submit the Final ED to Caltrans and FHWA for review and approval. The Final ED, including Response to Comments (individual responses to substantive comments concerning the environmental document) will be submitted with a request for a Finding of No Significant Impact (FONSI) from FHWA.

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: 3-Year Project Initiation Document (PID) Priorities for Caltrans

---

**Background:**

A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

**Discussion:**

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13 (Attachment A). As noted in the letter from Caltrans, the current State Budget includes provisions that the projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out. At this point, the request is to only determine what projects are

currently proposed to require Caltrans oversight within the current budget proposal. In addition, Caltrans has also requested that for each PID to be worked on next FY, a Fact Sheet be completed (Attachment B).

A proposed 3-year prioritized Work Plan for FYs 2010-11 through FY 2012-13 is provided as Attachment C. At the February 24, 2010 TAC meeting, this action received unanimous consent to recommend the Board approve the 3-year prioritized Work Plan for Solano County.

**Fiscal Impact:**

There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

**Recommendation:**

Approve Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.

Attachments:

- A. Caltrans Letter Dated February 17, 2010 Regarding 3-Year PID Workplan
- B. PID Fact Sheet Template
- C. Solano County 3-Year PID Work Plan (FY 2010-11 through FY 2012-13)

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
 P. O. BOX 23660  
 OAKLAND, CA 94623-0660  
 PHONE (510) 286-5908  
 FAX (510) 286-6301  
 TTY 711



*Flex your power!  
 Be energy efficient!*

February 16, 2010

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

Dear Mr. Halls:

Pursuant to the attached Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for Project Study Reports (PSRs), the Solano Transportation Authority is requested as follows:

- Provide an updated, prioritized, three-year strategic workplan for PSRs for FY 10/11, 11/12, and 12/13. (Please note that given that the current State budget circumstances are no better than last year, assume that the FY 10/11 level of resources will be no greater than FY 9/10.)
- Identify PSRs on the FY 10/11 list that are likely to go forward in compliance with the Governor's FY 10/11 proposed State budget requirement that PSR activities performed by the State for locally-funded projects will be reimbursed by the project sponsor.
- Complete Project Fact Sheets for each project on the FY 10/11 list (template attached).

To ensure timely identification of PSR priorities and resource allocation, please submit the requested information to the address shown below no later than **March 8, 2010**.

Patrick Pang, Office Chief – Advance Planning  
 c/o Caltrans District 4  
 111 Grand Avenue, Mail Stop 10A/P.O. Box 23660  
 Oakland, CA 94623-0660

The Department and MTC appreciate the effort your staff has contributed toward development of the workplan to date. We look forward to working together to allocate available resources to meet project delivery needs throughout the region. If you need additional information, please contact Patrick Pang, Office Chief – Advance Planning, at (510) 286-5566.

Sincerely,

LEE D. TAUBENECK, M.S., P.E.  
 District Deputy Director  
 Transportation Planning and Local Assistance

ANN FLEMER  
 Deputy Executive Director, Policy  
 Metropolitan Transportation Commission

Attachments

## FACT SHEET

The purpose of this Fact Sheet is to obtain the necessary information that will assist the Department in determining the scope of oversight or lead work to be performed by the Department and in developing an estimation of necessary resources and schedule to complete the PID. The more data provided, the better the Department can fulfill this goal. Thank for your assistance.

**Project priority:**

**Project EA:**

**Project Location – Please include the following applicable information:**

- **Route(s)**
- **Postmiles**
- **County**
- **City**
- **Name of streets at overcrossings, undercrossings, intersections, etc that are locations of improvements or at the limits of the improvements.**

**Project Description – Please include the following applicable information:**

- **Basic project description**
- **Description of structures work**
- **Number of highway lanes impacted**
- **Description of any auxiliary lanes to be included in project**
- **Description of any HOV lanes to be included in project**
- **Description of highway traffic directions impacted**
- **Description of any anticipated nonstandard design features**
- **Description of ramp impacts**
- **Describe extent of State right of way impacts**

**Project Purpose and Need:**

**Sponsoring Agency and Congestion Management Agency:**

**Fund Sources and fund amounts identified:**

**Project Capital Cost (estimated current year):**

**Type of PID:**

**Type of Environmental Document:**

**Tentative Schedule:**

- PID start date
- PID Approval date
- Begin PA&ED
- Complete PA&ED
- Begin PS&E
- Complete PS&E
- Begin Construction

Office of  
Projects/Plan  
Coordination

## STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Comment
<b>Anticipated Carryover PIDs from FY 9/10 to FY 10/11 Wprk Plan</b>																							
9/10 ID 25	QA	SOL	80	7.8	8.5	I/C modification (Roundabout)	American Canyon Way/Hiddenbrooke Parkway ramp junctions		2.6	TBD	1G150K	6/1/2010	5	PEER/PSR-PR*	CE	2011/12	RTP No 22632	Local	TBD	1/14/2010	Carryover	City of Vallejo	
9/10 ID 28	QA	SOL	505	1.45	1.45	I/C modification	Vaca Valley I/C in City of Vacaville		3.0	TBD		TBD		PSR-PR*/PR*	TBD	TBD	N	TBD	TBD	TBD	Carryover	City of Vacaville	
9/10 ID 31	QA	SOL	80	23.1	23.1	Realign EB on and off-ramps and widen O/C structure from 2 lanes to 4 lanes	Lagoon Valley Rd I/C in Vacaville		9.6	TBD	3A790K	TBD	30	PSR/PR*	EIR	TBD	RTP No 230708	Local - Impact Fees	TBD	5/1/2008	Carryover	City of Vacaville	
<b>Proposed FY 10/11 PID Work Plan</b>																							
1	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top Rd I/C to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Proposed new	STA	
2	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Proposed new	City of Vallejo	
3	QA	SOL	12	TBD	TBD	Study	I-5 to I-80		NA	TBD		6/1/2011		STUDY (MIS-FS-SS)	TBD	2016/17	N	Local, SHOPP, STIP	TBD	7/1/2010	Proposed new	STA	
4	QA	SOL	80	TBD	TBD	Study	I-80 Corridor through Vallejo		NA	TBD		12/1/2011		STUDY (MIS-FS-SS)	TBD	2014/15	N	Local	TBD		Proposed new	City of Vallejo	
<b>Proposed FY 11/12 PID Work Plan</b>																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	STA requested to postpone from 9/10 to 11/12
2	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Carryover	STA	
3	QA	SOL	80	TBD	TBD	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Proposed new	Caltrans?	Obtained CT SHOPP advisor's support?
4	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Carryover	City of Vallejo	

Note: Using PSR/PR\* requires CT District Director's approval.

Office of  
Projects/Plan  
Coordination

## STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Comment
<b>Proposed FY 12/13 PID Work Plan</b>																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at "A" Street in Dixon		TBD	TBD		6/1/2014		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	
2	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Carryover	City of Dixon	
3	QA	SOL	80	19.2	17.9	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Carryover	CT	
4	QA	SOL	505	1.05	1.85	Widen the existing overcrossing to 2 lanes in each direction and modify existing spread diamond to provide partial cloverleaf design.	Vaca Valley Pkwy I/C in Vacaville		20.7	TBD		1/1/2014		PSR /PR*	TBD	2014/15	RTP No 230708	Local - Impact Fees	TBD	7/1/2012	Proposed new	City of Vacaville	

Note: Using PSR/PR\* requires CT District Director's approval.



DATE: March 04, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Safe Routes to School Mapping Project – Request for Qualifications

---

**Background:**

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

As part of the STA's SR2S Plan (February 2008), one of the recommended tasks was to "Work with students and parents to develop a map with the safest walking/bicycling routes to school" with an estimated cost ranging from \$60,000 to \$100,00 to cover all the schools in Solano County. On March 18, 2009, the STA Board adopted the STA's SR2S 3-Year Work Plan, which includes the STA's SR2S Mapping Project.

On April 8, 2009, the STA Board authorized STA staff to request proposals for the mapping project.

**Discussion:**

Between June and December 2009, the STA's Safe Routes to School Advisory Committee reviewed and accepted 10 maps for schools in Fairfield, Suisun City, Vallejo, and Benicia (Attachment A). The Fehr & Peers, the selected consultant, used the ArcGIS Network Analyst to measure and map incremental distances from student homes to schools (e.g., 5 minute walking distances, 10 minute walking distances, 15 minute walking distances, etc.). These maps will be used begin with the SR2S Program's Spring 2010 program, to assist students and parents to walk and bicycle to school and to assist in the creation of Walking School Buses and Bicycle Trains (where groups of students are supervised by volunteers to walk and bike to school together). Additionally, Fehr & Peers trained STA staff in the use of ArcGIS Network Analyst in the production of these maps.

Due to the delayed start of the STA's SR2S Program in FY 2009-10, the SR2S Program is expected to have \$25,000 remaining in STP planning funds for SR2S planning activities by the end of FY 2009-10. STA staff recommends amending Fehr & Peer's contract for SR2S mapping to deliver 5 additional maps for schools in Dixon, Vacaville, and Rio Vista, as described in the attached scope of work (attachment B). The scope of work includes the translation of all SR2S maps into Spanish.

Although the final map products do not help create new SR2S plans for schools, they do provide pieces of what is needed to add additional schools into the SR2S Plan. To create these maps, a comprehensive model of student walking and bicycle safety is run along potential routes to school, once streets and sidewalks have been coded for their relative safety, as recommended and reviewed by the SR2S Advisory Committee. This information will help STA staff create plans for schools this spring and next fall.

**Fiscal Impact:**

Of the \$82,000 in STP Planning Funding budgeted for the SR2S Program, \$25,000 will be spent on 5 additional maps for schools in Dixon, Rio Vista, and Vacaville.

**Recommendation:**

Authorize the Executive Director to amend Fehr & Peer's contract for the STA's Safe Routes to School Mapping Project by an amount not to exceed an additional \$25,000.

Attachments:

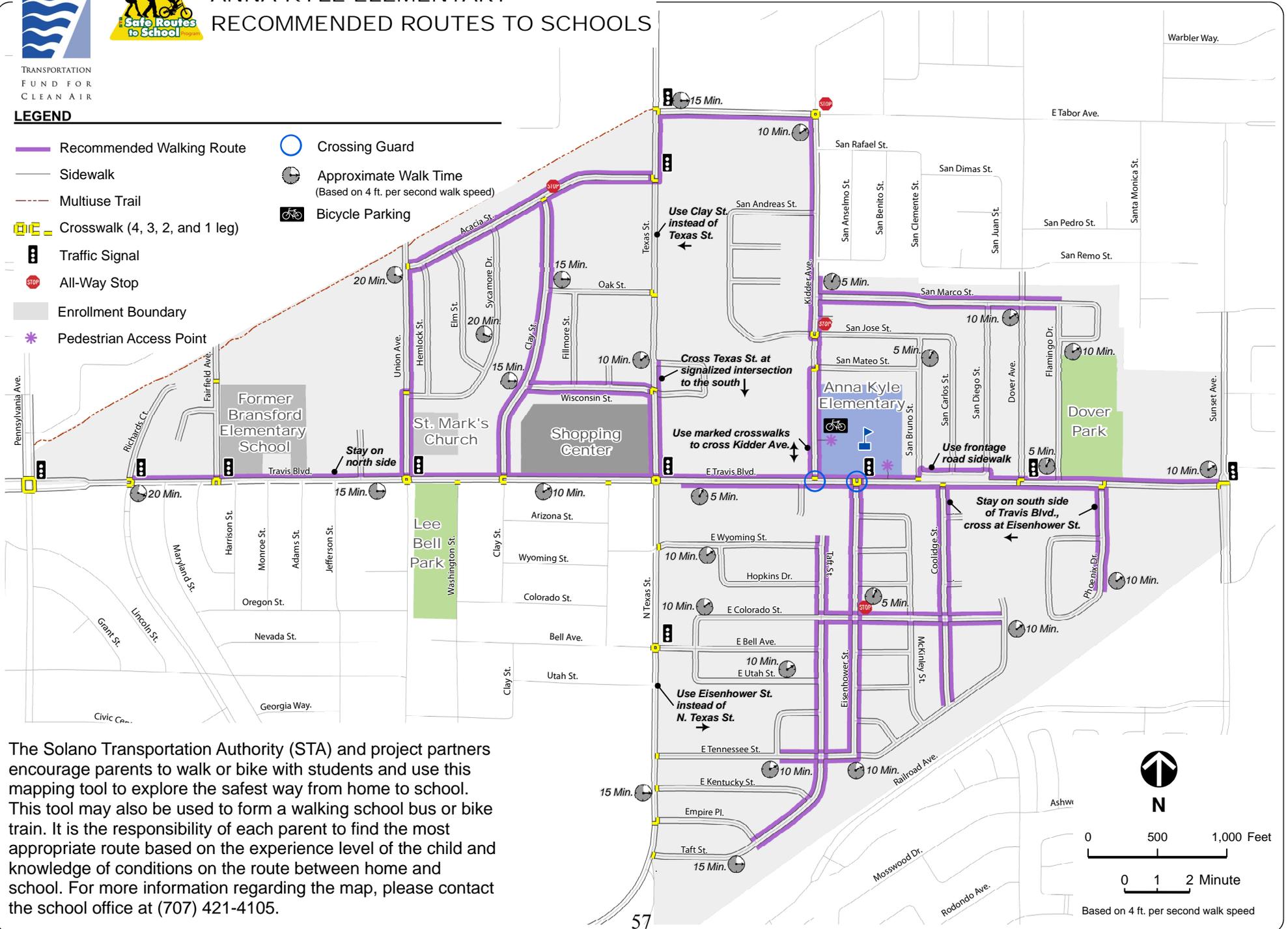
- A. STA SR2S Suggested Route to School Maps, 12-09
- B. STA SR2S Mapping Project Scope of Work, 02-11-10



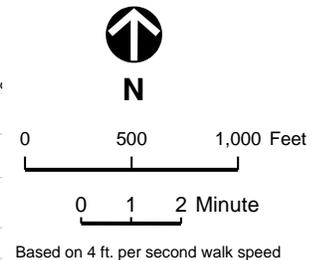
# ANNA KYLE ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

## LEGEND

- Recommended Walking Route
- Crossing Guard
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Enrollment Boundary
- Pedestrian Access Point
- Approximate Walk Time  
(Based on 4 ft. per second walk speed)
- Bicycle Parking



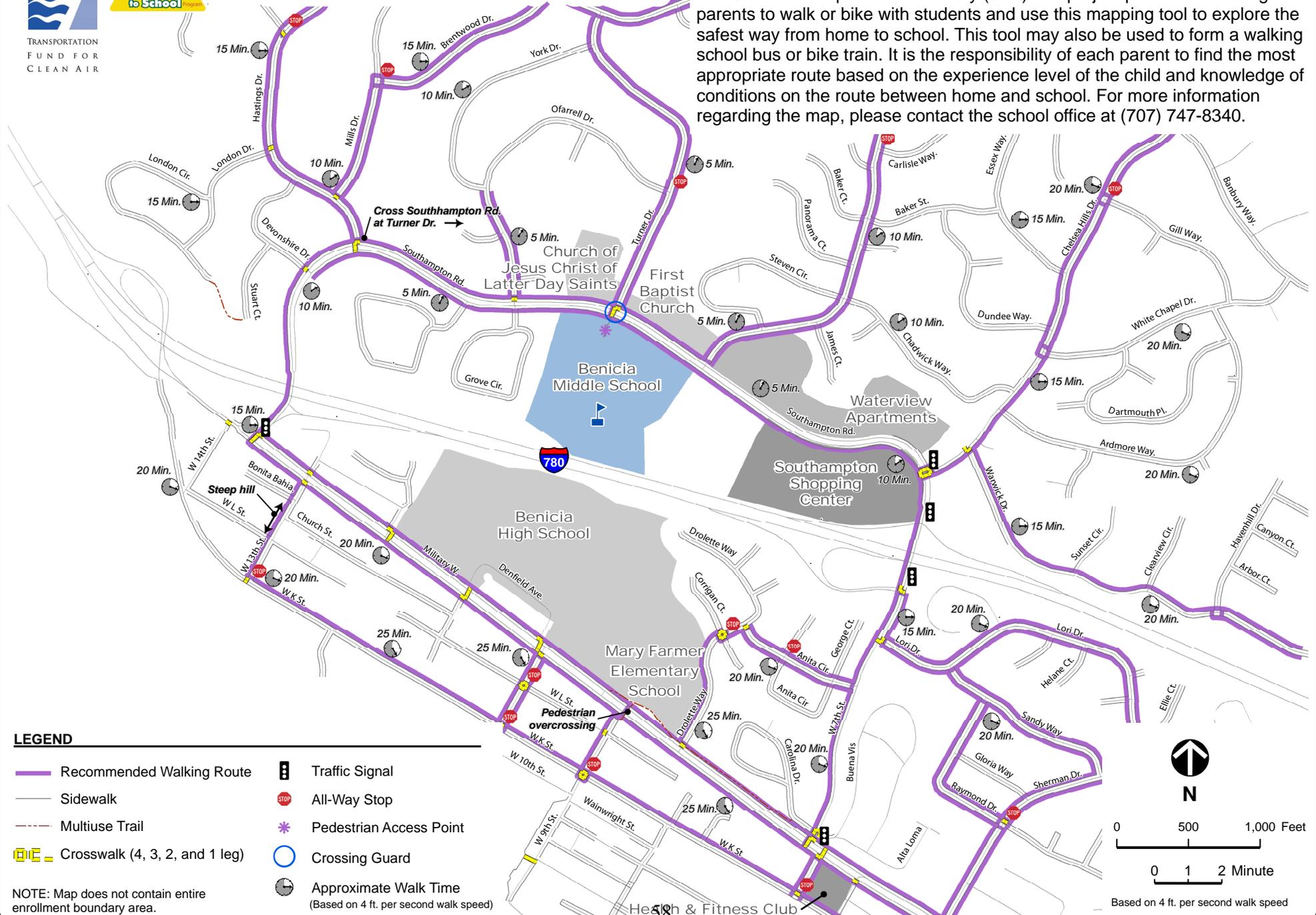
The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 421-4105.





# BENICIA MIDDLE SCHOOL RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 747-8340.



**LEGEND**

- Recommended Walking Route
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Pedestrian Access Point
- Crossing Guard
- Approximate Walk Time  
(Based on 4 ft. per second walk speed)

NOTE: Map does not contain entire enrollment boundary area.



N

0 500 1,000 Feet

0 1 2 Minute

Based on 4 ft. per second walk speed



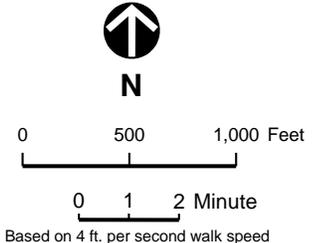
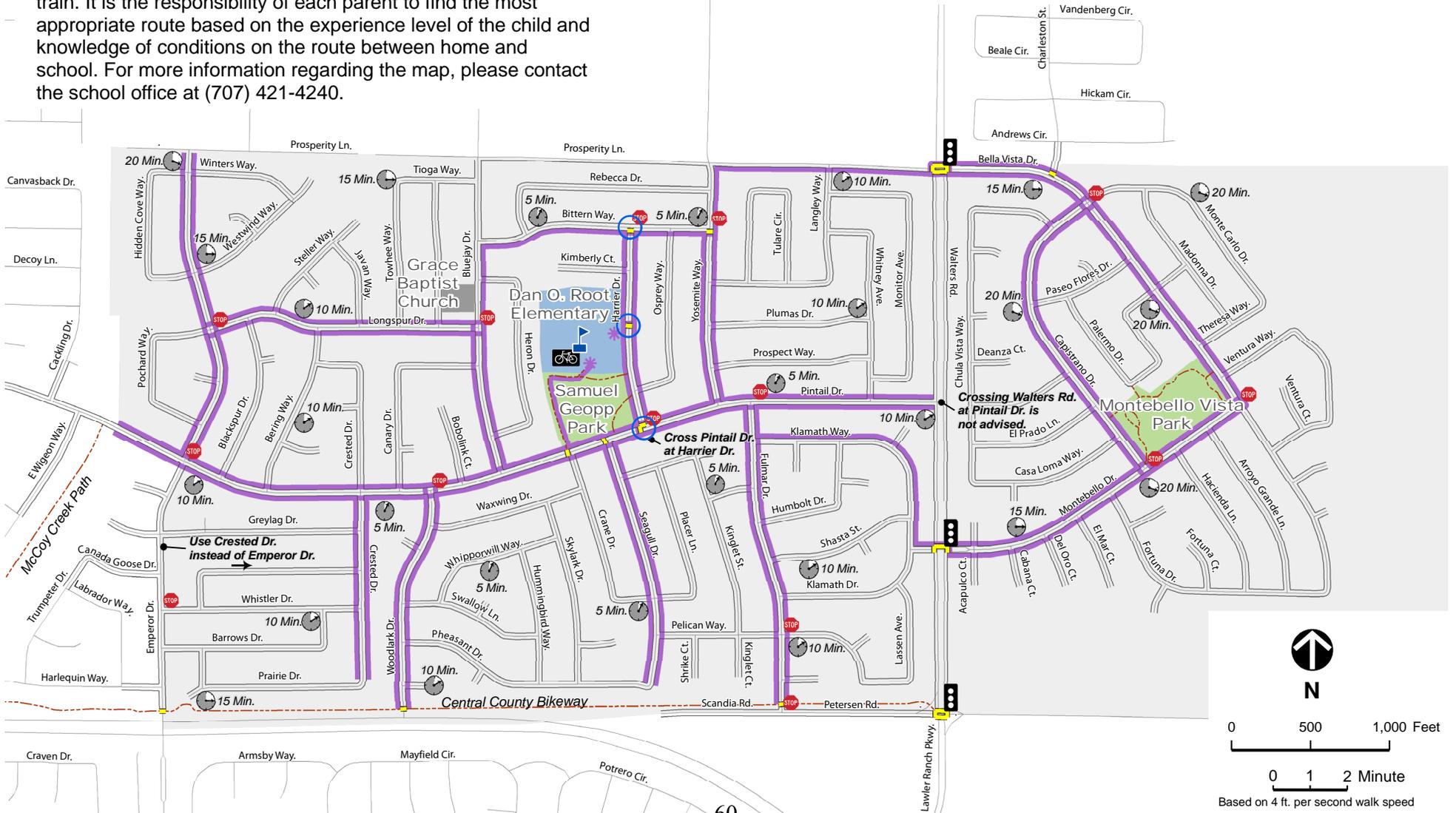


# DAN O. ROOT II ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 421-4240.

## LEGEND

- Recommended Walking Route
- Enrollment Boundary
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Pedestrian Access Point
- Traffic Signal
- Crossing Guard
- All-Way Stop
- Approximate Walk Time  
(Based on 4 ft. per second walk speed)
- Bicycle Parking





# DAVID A. WEIR ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

## LEGEND

- Recommended Walking Route
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Enrollment Boundary
- Pedestrian Access Point
- Crossing Guard
- Approximate Walk Time  
(Based on 4 ft. per second walk speed)
- Bicycle Parking

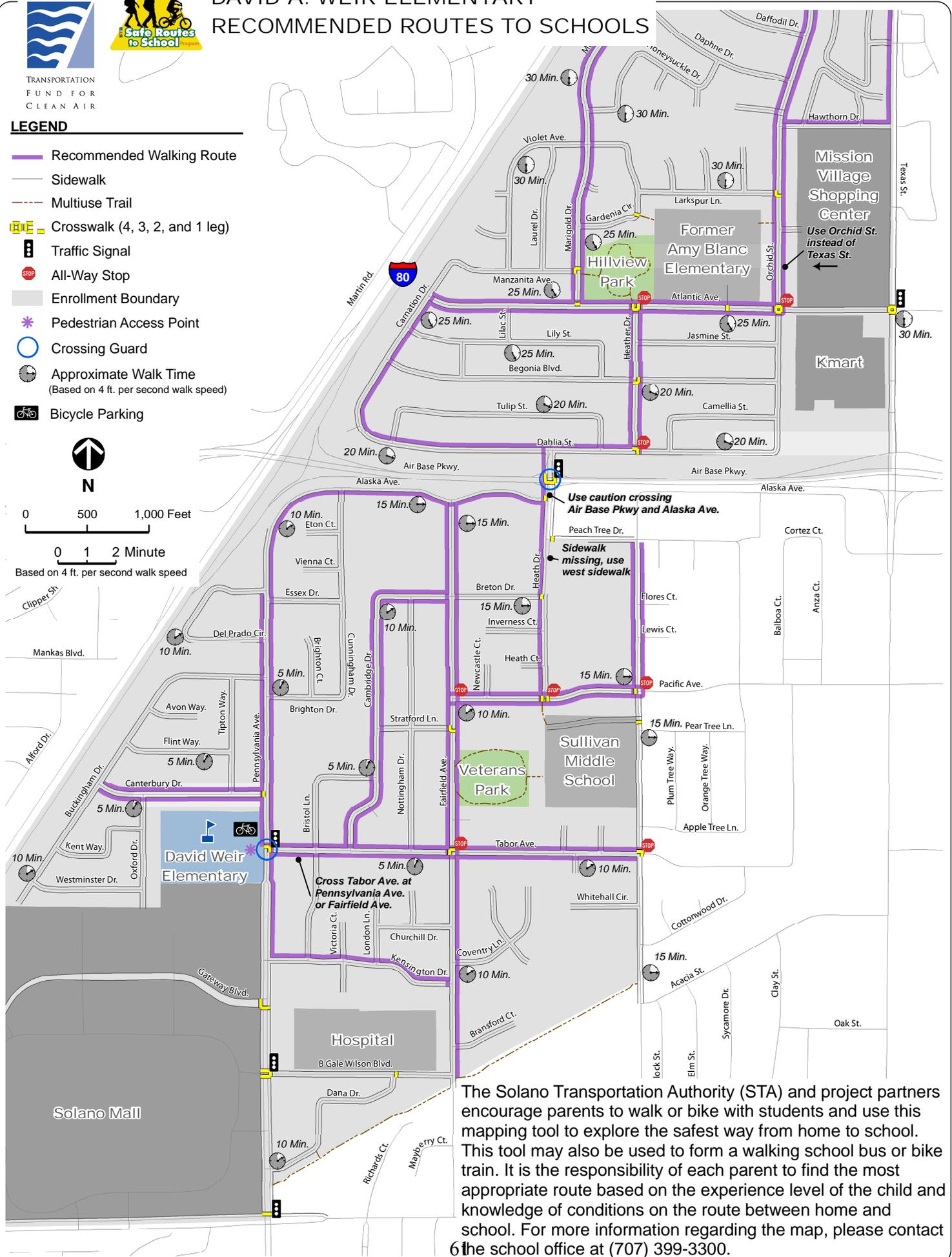


N

0 500 1,000 Feet

0 1 2 Minute

Based on 4 ft. per second walk speed

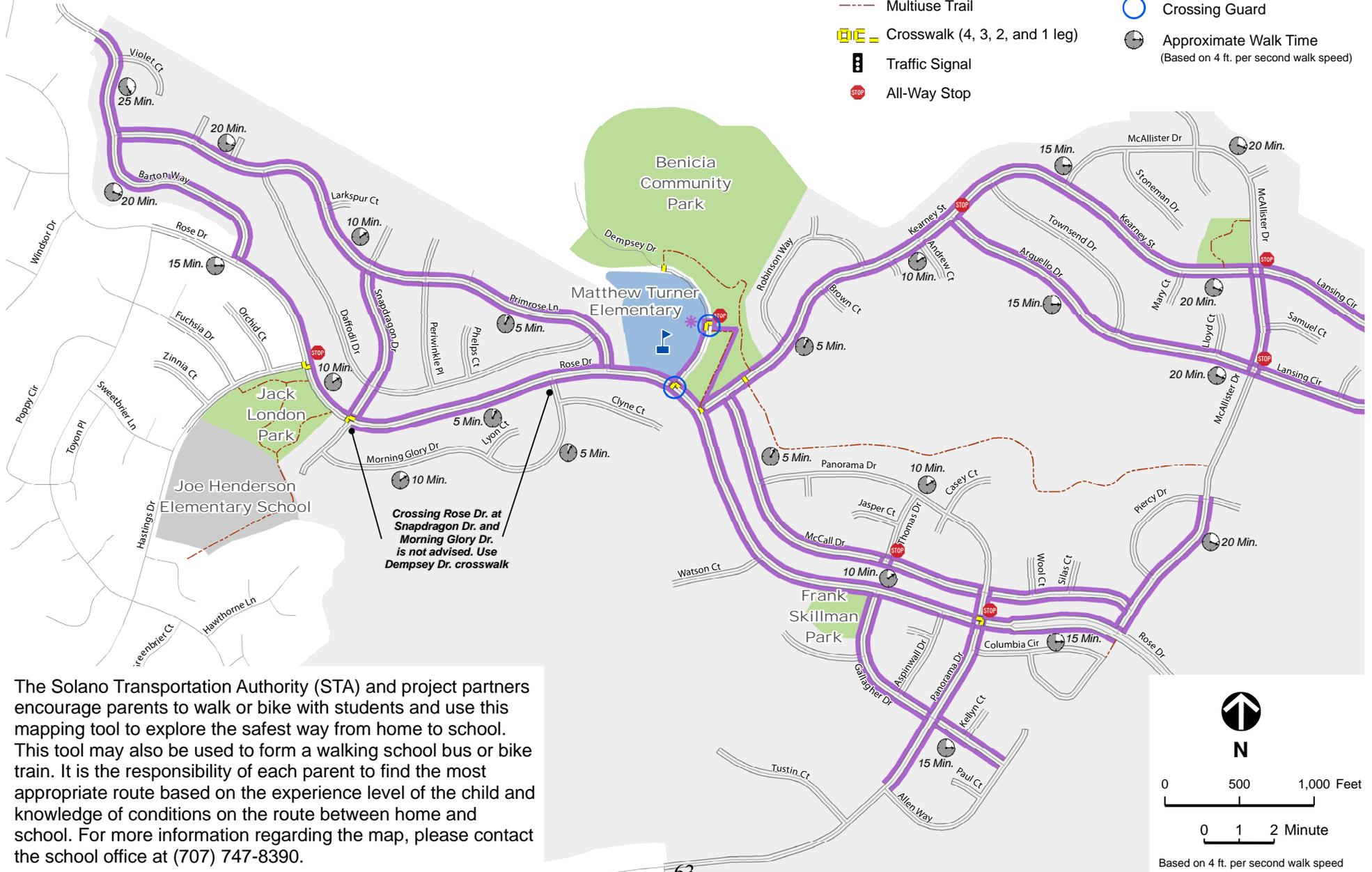


The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 399-3300.

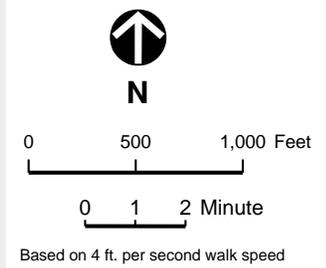
**THIS PAGE LEFT INTENTIONALLY BLANK.**



# MATTHEW TURNER ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS



The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 747-8390.



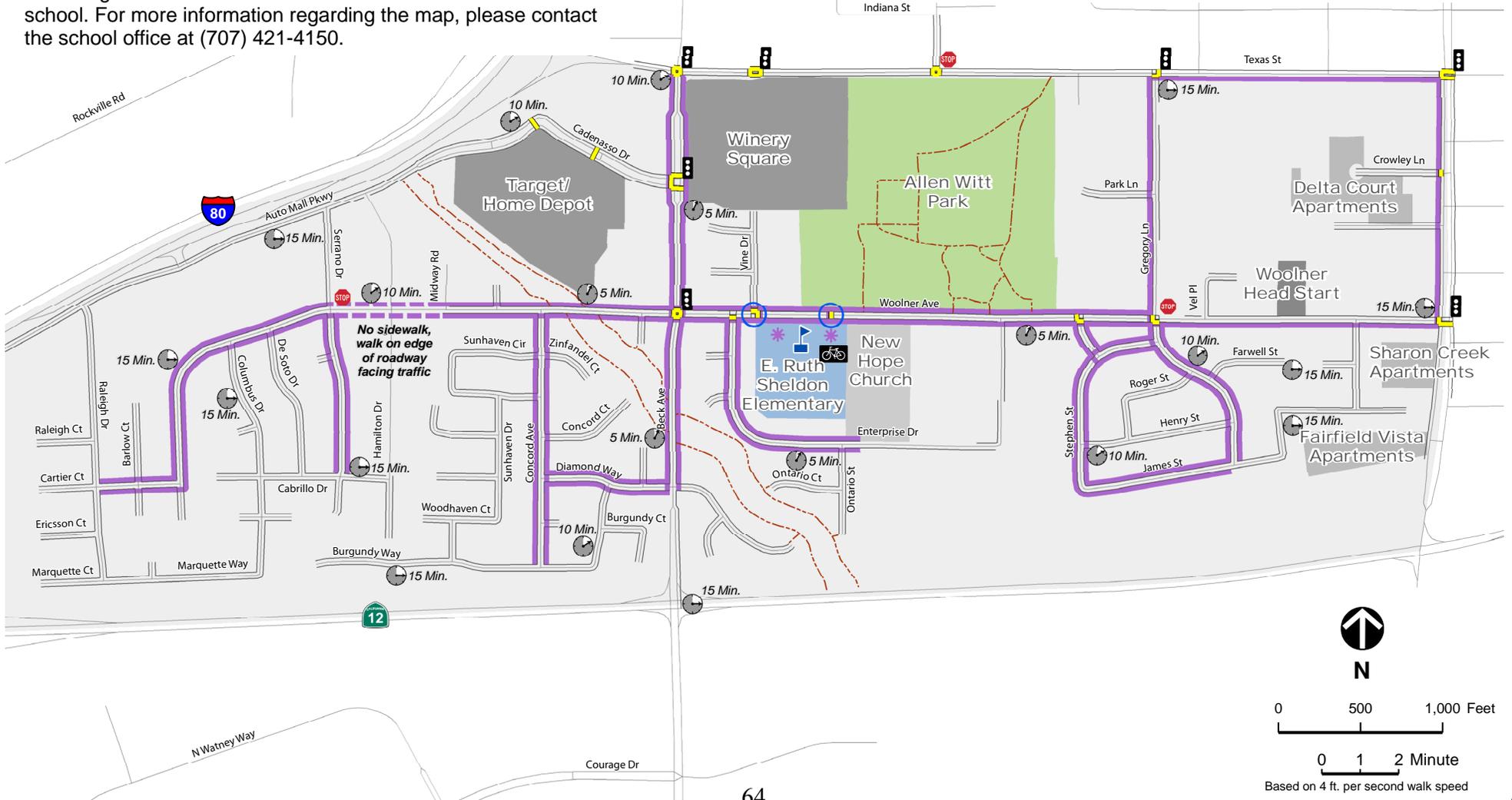


# E. RUTH SHELDON ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 421-4150.

## LEGEND

- Recommended Walking Route
- Recommended Walking Route Connection (See Note)
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Enrollment Boundary
- Pedestrian Access Point
- Crossing Guard
- Approximate Walk Time (Based on 4 ft. per second walk speed)
- Bicycle Parking



0 500 1,000 Feet

0 1 2 Minute

Based on 4 ft. per second walk speed

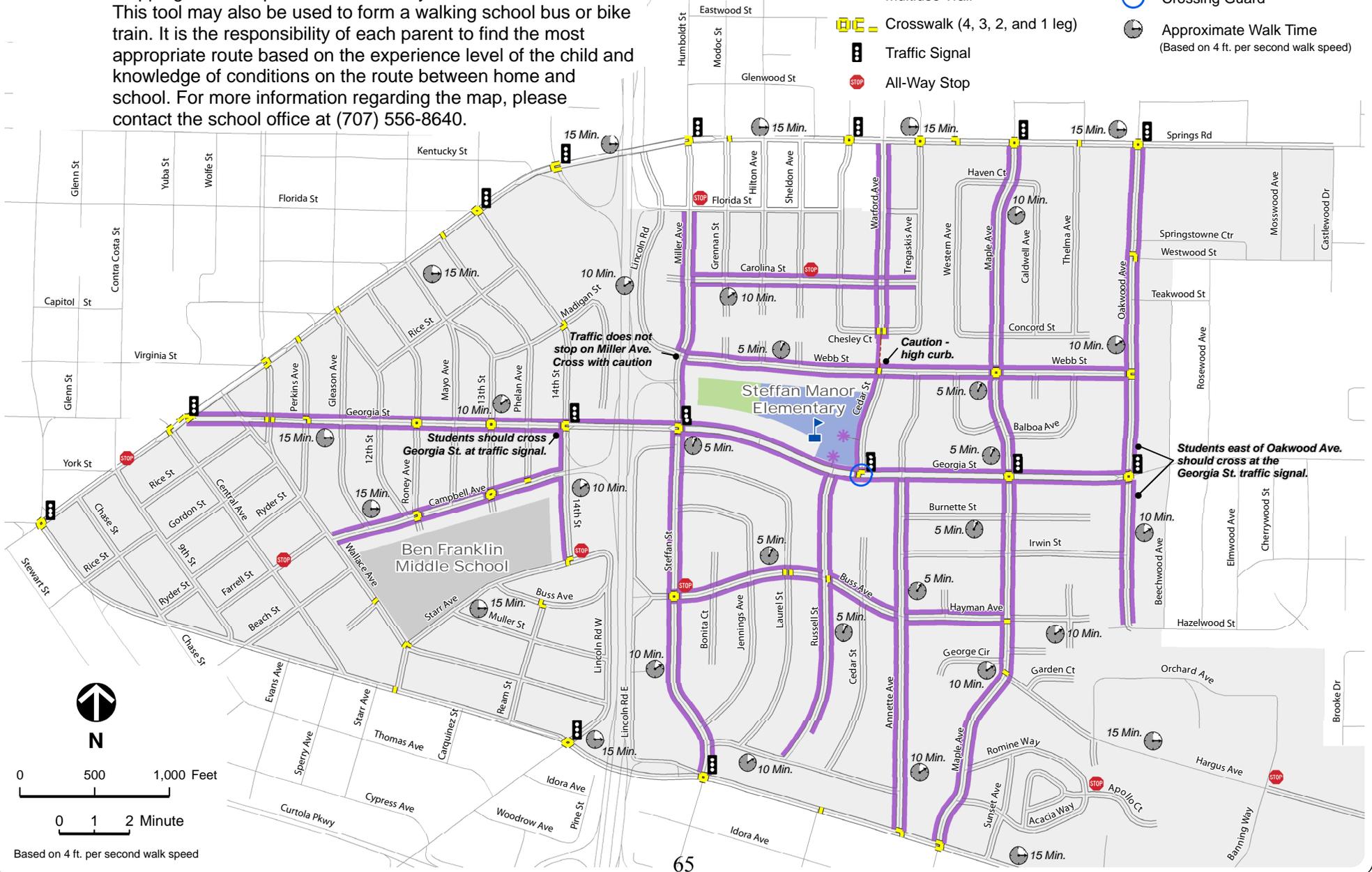


# STEFFAN MANOR ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 556-8640.

## LEGEND

- Recommended Walking Route
- Enrollment Boundary
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Pedestrian Access Point
- Traffic Signal
- All-Way Stop
- Crossing Guard
- Approximate Walk Time (Based on 4 ft. per second walk speed)

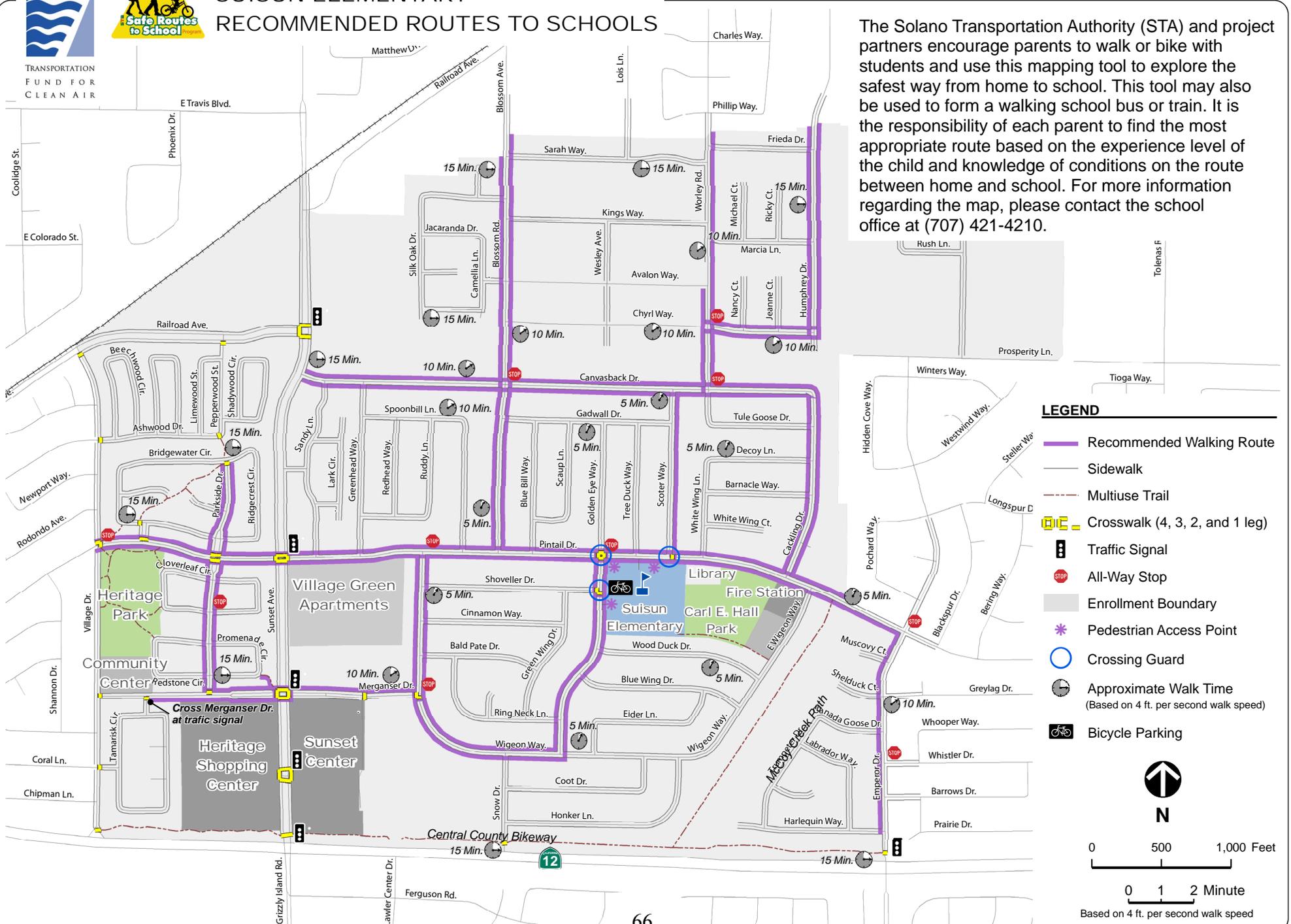


Based on 4 ft. per second walk speed



# SUISUN ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school. For more information regarding the map, please contact the school office at (707) 421-4210.



**LEGEND**

- Recommended Walking Route
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Enrollment Boundary
- Pedestrian Access Point
- Crossing Guard
- Approximate Walk Time (Based on 4 ft. per second walk speed)
- Bicycle Parking

**N**

0      500      1,000 Feet

0      1      2 Minute  
 Based on 4 ft. per second walk speed



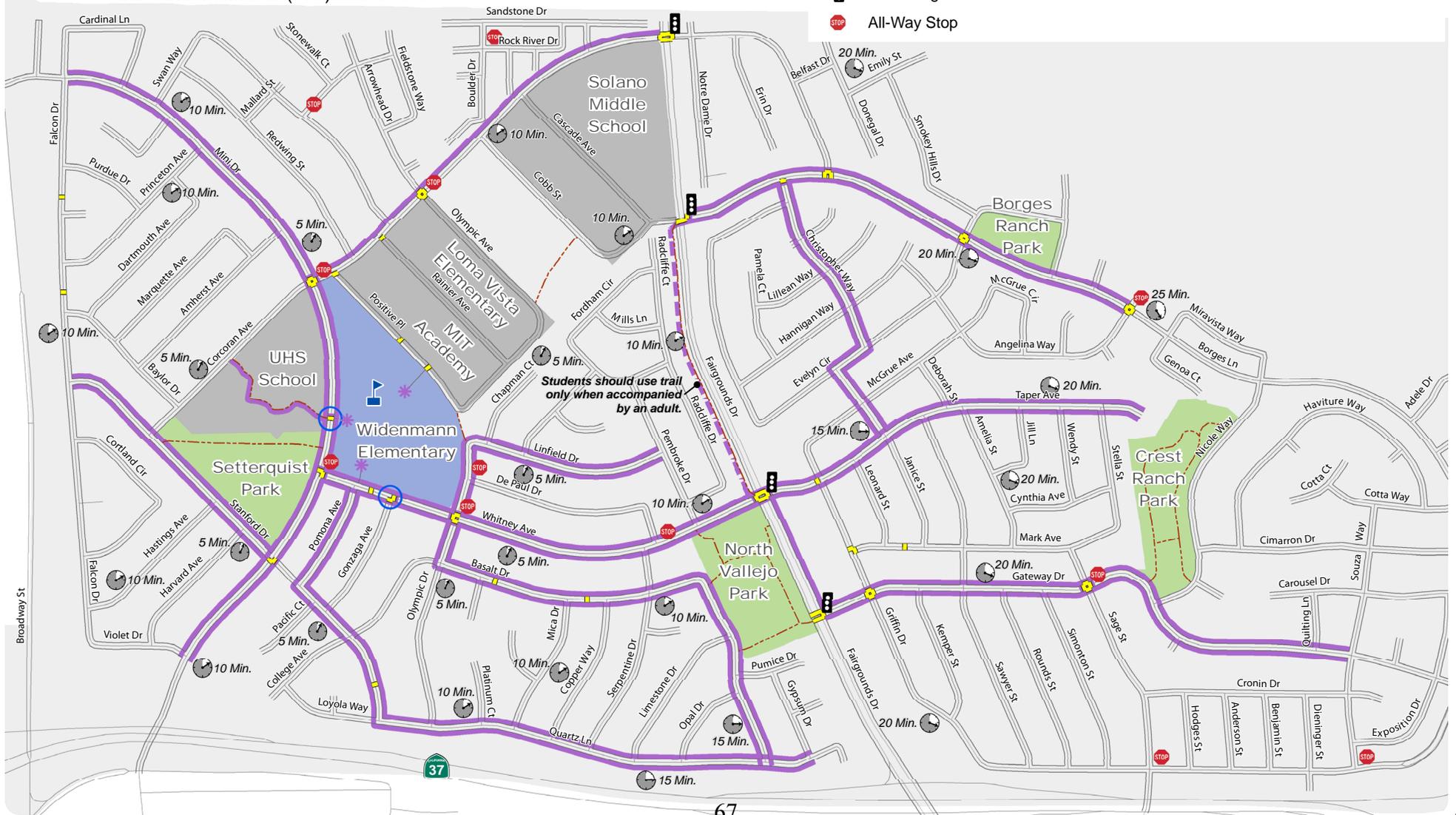
# WIDENMANN ELEMENTARY RECOMMENDED ROUTES TO SCHOOLS

The Solano Transportation Authority (STA) and project partners encourage parents to walk or bike with students and use this mapping tool to explore the safest way from home to school. This tool may also be used to form a walking school bus or bike train. It is the responsibility of each parent to find the most appropriate route based on the experience level of the child and knowledge of conditions on the route between home and school.

For more information regarding the map, please contact the school office at (707) 556-8740.

## LEGEND

- Recommended Walking Route
- Recommended Walking Route Connection (See Note)
- Sidewalk
- Multiuse Trail
- Crosswalk (4, 3, 2, and 1 leg)
- Traffic Signal
- All-Way Stop
- Enrollment Boundary
- Pedestrian Access Point
- Crossing Guard
- Approximate Walk Time (Based on 4 ft. per second walk speed)



**THIS PAGE LEFT INTENTIONALLY BLANK.**

## **ATTACHMENT A: SCOPE OF WORK**

This scope of work provides a detailed explanation of the methods, services, and deliverables proposed by Fehr & Peers for the completion of additional maps for the Solano Safe Routes to School Mapping Project (project) for the Solano Transportation Authority (STA). We will use methods and materials developed during the previous mapping effort to streamline data collection. We assume that route selection criteria, map template format (e.g., layout, logos, colors, etc.) will be identical to those produced previously. The proposed budget provided in Attachment B assumes that the project site is located in Dixon and Vacaville.

### **TASK 1: PROJECT MANAGEMENT**

#### ***Project Coordination Meetings***

We will hold coordination meetings as needed with the STA Project Manager to discuss progress and collaborate on future project tasks. We envision up to two informal in-person meetings throughout the development of the project. We plan to schedule the meetings on the same day as site field work or SR2S Advisory Committee meetings to control travel costs.

We will submit monthly status reports with project invoices that describe project activities resulting in Fehr & Peers' and our subconsultant's project charges.

*Deliverable: Project coordination meetings, up to two; Monthly status reports submitted with project invoices*

### **TASK 2: DATA COLLECTION**

#### ***School Site Reviews***

Throughout the course of the project, team members will conduct school site safety reviews and infrastructure assessments to aid in the development and refinement of safe routes to school. During our site reviews, we will schedule meetings with school administrators and project partners (i.e., school administrators, PTA board members, etc.) to discuss existing and potential walking routes. Our budget includes two site visits for five schools (i.e., a total of 10 visits) selected by STA. In order to make the best use of available time, we request that STA staff and project partners identify one or two key individuals from each school to participate in the initial site review meetings. Detailed contact information (including email addresses) and affiliation will be supplied to Fehr & Peers in a table format. We will rely on the key individuals to further disseminate the invitation for participation.

#### ***Field Data / Criteria Mapping***

We will utilize available aerial photography and GIS layers to create base maps for each of the school sites. The base maps will be field verified for accuracy during the school site reviews described above. The base maps will indicate 5- 10- and 15-minute walk shed areas for each school site. We will request a geographic attendance boundary map for each school, which should be available through the District. We anticipate that we will have to recreate the enrollment boundary in GIS.

Specifically, we will collect the following data to help identify safe routes to schools within the enrollment boundary or 15-minute walk shed area:

## **STA Safe Routes to School Mapping Project – Fehr & Peers Scope of Work for Additional Maps**

- Signal and Stop Controlled Intersections
- Number of Lanes
- Posted Speed Limits
- Presence of Sidewalk
- Crosswalks
- Crossing Guard Locations
- Physical Barriers

*Deliverable: Shapefiles of existing conditions and walk area boundaries for the ten school sites*

### **TASK 3: MAP PRODUCTION**

Our deliverable will contain clear and concise SR2S mapping intended for use by students and their parents. We will utilize the standard map template developed previously. The maps will be reviewed by the each school prior to or during the second school site review. Our budget does not include mass reproduction, printing services or distribution costs.

*Deliverable: 5 draft and final SR2S maps camera-ready maps and electronic files*

### **TASK 4: STA SR2S ADVISORY COMMITTEE MEETINGS**

Over the course of the project, we will attend at up to two SR2S Advisory Committee Meetings. We understand that the Committee typically meets monthly. We envision meeting with the Committee at the following milestones:

- Respond to comments on draft SR2S maps
- Present final SR2S maps for adoption

*Deliverable: Attend and present at up to two SR2S Advisory Committee Meetings*

### **TASK 5: SPANISH TRANSLATION FOR THE INITIAL 10 SR2S MAPS**

Fehr & Peers will translate the initial ten final Safe Routes to School maps developed for the project from English to Spanish. The English versions have been approved and adopted by the SR2S Advisory Committee. Therefore, translation services to commence. The legend, notes and callouts will be translated. We assume that all street names will remain in English. The symbology used on the maps is universal and will not be translated or modified. Our scope of work included time and effort for both translation and GIS map revision. One check print will be submitted to STA for review before finalizing. The final product will be ten maps in a high-resolution PDF format along with two hardcopies of each map. Cost does not include reproduction or distribution of the maps to the school sites.

*Deliverable: 10 draft and final SR2S maps camera-ready maps and electronic files (Spanish)*

### **TASK 6: SPANISH TRANSLATION FOR FIVE ADDITIONAL SR2S MAPS**

Fehr & Peers will translate the five final Safe Routes to School maps developed for the project from English to Spanish. Translation will begin only after the English versions have been adopted by the Committee.

*Deliverable: 5 draft and final SR2S maps camera-ready maps and electronic files (Spanish)*

**STA Safe Routes to School Mapping Project – Fehr & Peers Scope of Work for Additional Maps**

**STA Safe Routes to School Mapping Project – Fehr & Peers Scope of Work for Additional Maps**

**ATTACHMENT B: COST ESTIMATE**

The table below details the Fehr & Peers cost estimate to perform additional services for the STA Solano Safe Routes to School Mapping Project.

	Principal \$250	Associate \$155	Engineer / Planner \$125	Sr. Technician \$140	Support \$100	Hours Subtotal	Cost Subtotal
Task 1 - Project Management		6			4	10	\$ 1,330
Task 2 - Data Collection		22	22	24	24	92	\$ 11,920
Task 3 - Map Production	4	8	8	14	8	42	\$ 6,000
Task 4 - Committee Meetings		8				8	\$ 1,240
Task 5 - Spanish Translation - first 10		8		4	4	16	\$ 2,200
Task 6 - Spanish Translation -next 5		4		2	4	10	\$ 1,300
<b>SubTotal</b>	4	56	30	44	44	178	\$ 23,990
Other Direct Costs							\$ 1,010
<b>Grand Total</b>							<b>\$ 25,000</b>



DATE: March 2, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Sam Shelton, Project Manager  
RE: Solano County Coordinated Funding Strategy

---

**Background:**

STA staff is recommending the creation of a coordinated funding strategy consistent with the priorities identified in the Board's adopted overall work plan to complete the vision defined through the Comprehensive Transportation Plan (CTP) process. It is proposed this strategy consider the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, and the next programming cycle of federal and state funding. The overall amount of funds that is projected to come from the 2010 State Transportation Improvement Program (STIP), the Transportation Development Act (TDA) Article 3, the Congestion Mitigation Air Quality Improvement Program (CMAQ), the Eastern Solano County Congestion Mitigation and Air Quality Improvement Program (ECMAQ), federal annual appropriations, and future federal earmarks is estimated to be \$20 million over the next 3 years. In addition, the County has an estimated \$100 million of currently programmed Regional Measure 2 (RM 2) funds dedicated to transit intermodal facilities and \$79.4 million in STIP funds programmed for eight (8) projects.

Several federal, state, regional, and local funding sources will be programmed this fiscal year. It is estimated that the combined amount of funding between the first cycle of federal funding and the STIP and other local fund sources could add up to \$20 million for the next 3 years. Due to the limited amount of funding and the amount of funding needed for priority projects, staff is concerned if these funds are split between too many projects or priorities, priority projects will not get fully funded and implemented in a timely manner and the overall benefit for the county would be watered down.

Therefore, staff is proposing to develop a funding strategy to program these funds based on an overall strategy that will complete the Board's priority projects contained in the overall work plan initially. Specifically, these resources would be combined and coordinated so they mutually benefit from each other and result in projects being fully funded and implemented faster and providing more "complete" projects. This is similar to what the STA's 10-year STIP strategy created. This strategy is proposed to help guide the allocation of limited funding in the short term towards creating benefits around STA's current investments while deferring other priorities to later years, but still maintaining a potential commitment for future funding.

In the fall 2009, the STA staff met with each staff from all seven Cities and the County and collected information on current local priority projects status and refined CTP propose projects (see STA Board Item IX. A "Comprehensive Transportation Plan (CTP) Project List"). This information has helped STA staff begin developing coordinated funding strategy scenarios to address the project development needs of the entire county.

The projects submitted by local agencies to the STA far exceed the projected available revenue. STA staff is projecting a current project shortfall estimate of \$2.3 billion for STA and local priority projects. Despite STA and local agency staffs best efforts in coordinating and leveraging regional and federal funds, this shortfall cannot be addressed within existing projected revenue sources. State funding is currently projected to fund 60% (\$502M) of the funding of regional transportation projects in Solano County over the next 25 years. As the State's ability to fund transportation continues to lessen due to the projected lean State budget years to come, the STA staff recommends the STA Board and local agencies to identify and prioritize a narrower list of priority projects that can collectively be fully funded and delivered in a timely manner.

### **Discussion:**

On January 13, 2010, the STA Board reviewed a summary of current projected funding revenues, current funding strategies, and potential options to consider prior to the development of a coordinated funding strategy. Specifically, the STA Board was asked the following three questions:

1. Given the STA's current priorities and developing projects in the STA's Overall Work Plan, how should priorities be selected?
2. How should currently identified funding sources help develop these priority projects?
  - a. Leverage funding to compete for additional funds
  - b. Get projects shovel ready, provide match funds
3. If some priority projects are not being delivered, what additional funding options should be pursued? Two examples are:
  - a. Regional Transportation Impact Fee (RTIF), study authorized by STA Board
  - b. I-80 HOV conversion to Express Lanes/HOT Lanes authorized by STA Board, but State legislation needed

In answer to the first two questions, STA Board members directed staff to confer with the STA Technical Advisory Committee (TAC) to identify criteria to prioritize projects in the STA's Overall Work Plan (OWP). Specific concerns of the STA Board included prioritizing local arterial roadway projects and considering economic vitality. STA staff recommends discussing guiding principles for prioritizing OWP projects, then setting specific measurable criteria based on these guiding principles. Once adopted, the STA Board will consider options for directing the allocation of existing funding sources.

### **Prioritizing the STA's Overall Work Plan: Defining Principles**

On May 13, 2009, the STA Board adopted the OWP for Fiscal Year (FY) 2009-10 and FY 2010-11. The OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next two fiscal years (Attachment A). Projects, plans, programs, and services were eligible for inclusion in the STA's OWP if they were part of the Comprehensive Transportation Plan (CTP).

After being included in the OWP, the STA adopts budgets using current funding strategies to deliver these priority projects. On July 8, 2009, the STA Board adopted the FY 2009-10 and FY 2010-11 budgets. On January 13, 2010, the STA Board revised the FY 2009-10 budget to compensate for the realities of project delivery, program delivery, and funds carried over from the prior fiscal year. Not all projects in the OWP are being advanced with the funding identified in the FY 2009-10 and FY 2010-11 budgets (Attachment B):

- 10 projects in the OWP have funded construction phases,

- 6 projects are under development with approved environmental documents, partial design, and partial construction funding, and;
- 15 projects are unfunded concepts.

While collecting information on local projects in the fall of 2009, STA staff reviewed several concepts to consider in a Coordinated Funding Strategy with TAC members and their staff, including how funding certainty advances projects and three ways to leverage funding: 1) providing a basic local match, 2) getting projects shelf ready, and 3) making comprehensive investments (see attachment C). Most TAC members and their staff agreed with these concepts while others voiced concerns that the STA would have too much influence over local funding decisions (i.e., requiring that local agency funds be used to develop STA priority projects prior to funding construction phases with regional dollars).

It is important to keep in mind that the following recommended funding strategy principles are not Comprehensive Transportation Plan goals, which help the STA understand why projects are more important than others for enhancing mobility, travel safety, and economic vitality. These principles will help the STA determine how to deliver priority projects as efficiently as possible, in the near-term, once they have been added to the STA's OWP as a priority CTP project for implementation by the STA.

On January 27, 2010, the STA TAC was presented with the following recommended funding strategy principles and criteria which are derived from funding strategy concepts and STA Board direction:

*Minimum of One Top Priority Project Per Agency every 10 years*

There are over 30 projects under development in the OWP and each agency has at least one project. However, many OWP projects have stalled due to lack of sufficient funding to fully fund the project and could remain stalled. To maintain some level of equity among STA member agencies, it is recommended that at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years. This recommended timeframe is conservative due to the lack of a secure local funding source and the uncertainty surrounding State and Federal transportation funds in the near-term. The level of STA investment will be based on other principles discussed below.

Criteria: Developed project phases per member agency per decade.

*Create Funding Certainty*

Many OWP projects require large funding amounts to cover total project shortfalls. It is recommended that projects should become OWP priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction. This is consistent with federal policy for the Transportation Improvement Program (TIP), administered by the Metropolitan Transportation Commission (MTC). Funding becomes less certain if project development phases depend on future grants, requested earmarks, STA discretionary funds, or local impact fees not yet collected.

Criteria: Funded Project Delivery Phases

- Environmental Review
- Preliminary Engineering and Design
- Right-of-Way Acquisition
- Construction

### *Reward Project Progress*

Many OWP projects are in conceptual stages, waiting for additional funds or project authorizations and approvals. It is recommended that projects should become OWP priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way. This is consistent with multiple policies giving priority to “shovel ready” projects, but allows flexibility to reward a project for any progress made on the project.

Criteria: Completed Project Delivery milestones

- Environmental Document approval, permits obtained, and Project Approval
- Final Design complete
- Right-of-Way acquired

### *Maximize Countywide Funding through Leveraging*

Many OWP projects currently have shortfalls that local agencies are depending completely on STA discretionary funding to fill the gap. It is recommended that projects should become OWP priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:

1. *Provide basic local matches to obligate grant funds*

Most federal grants require a match ranging from 11.47% (STP, CMAQ) to 20% (earmarks). Some state grants can require a match as high as 50% (e.g., some Prop 1B programs such as Trade Corridors). Projects should become OWP priorities if STA investments can assist project sponsors with local matches. This is consistent with similar Air District policies attempting to leverage local grants.

Criteria: Ratio of STA allocated funds vs. other funding

2. *Develop projects to compete for “Shovel-Ready” grants*

Many grants only fund construction phases, meaning projects need to be shovel-ready prior to requesting funding. It is recommended that projects should become OWP priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.

Criteria: Ratio of STA development funds needed vs. construction grant opportunities

3. *Invest comprehensively in a project area to compete for large grants*

Most new grants available in the next 3-6 years will be larger regional, state, and federal grants for larger projects. To make grant applications more competitive, funding agencies are looking for more than local matches, but ways to fund comprehensive transportation choices for areas. It is recommended that projects should become OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds. This is consistent with MTC’s Priority Development Area (PDA) policy and Complete Streets policies.

Criteria: Ratio of STA investments vs. regional grant funding

On February 24, 2010, the STA TAC voted unanimously to recommend the STA Board's approval of the Draft Funding Strategy Principles and Criteria.

**Fiscal Impact:**

No impact to the STA Budget. If adopted, the Funding Strategy Principles & Criteria will influence future decisions regarding the implementation of prioritized projects in the STA's OWP. Future STA Budgets will be adjusted to reflect modifications to the STA's OWP list of projects.

**Recommendation:**

Approve the Funding Strategy Principles & Criteria as shown in Attachment D.

Attachments:

- A. Capital Projects shown in the STA's Overall Work Plan for FY 2009-10 and FY 2010-11 (05-13-09)
- B. STA's Overall Work Plan Priority Projects Status, Funding Shortfall, and funding strategy eligibility (01-19-10), (To be Provided Under Separate Cover)
- C. Handout describing how "Funding Certainty Advances Projects" and "Leveraging Dollars between CTP Tiers" (10-14-09)
- D. STA's Funding Strategy Principles & Criteria (01-19-10)

**THIS PAGE LEFT INTENTIONALLY BLANK.**



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project#	1 - 26
STA Co Lead:	Project#	27 - 34
STA Monitoring:	Project#	35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Projects	1.	<p><b><u>I-80/680/SR 12 Interchange</u></b></p> <ul style="list-style-type: none"> <li>A. Interchange EIR/EIS               <ul style="list-style-type: none"> <li>➤ Alt B and Alt C</li> </ul> </li> <li>B. Breakout Logical Components</li> </ul> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD):            Draft Environmental Document Late Summer 2009            Final Environmental Document Spring 2010</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
STA Lead - Projects	2.	<p><b><u>North Connector</u></b></p> <ul style="list-style-type: none"> <li>A. East Segment (STA)</li> <li>B. Central Segment (Fairfield)</li> <li>C. West Segment (STA)</li> </ul> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD:            Plans, Specification &amp; Estimate (PS&amp;E): 8/08            Right-of-Way (R/W): 5/09            Advance Construction Package: 6/08            Construction East Segment: 10/10</p>	STA (East and West Segments)  City of Fairfield (Central Segment)	\$3M TCRP (environmental)  \$21.3M RM2/STIP East Section  \$20M City of Fairfield \$2M County of Solano Central Segment	X	X	\$2.7 M EIR \$81.6 M (Capital Cost)	Projects Janet Adams



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project#	1 - 26
STA Co Lead:	Project#	27 - 34
STA Monitoring:	Project#	35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
				\$32M West Section				
STA Lead - Projects	3.	<p><b><u>I-80 HOV Projects</u></b></p> <p>A. <u>Red Top to Air Base Parkway</u> –8.7 miles new HOV Lanes.            PA/ED: 4/07            PS&amp;E: 1/08            R/W: None            Begin Construction: 6/08            Open HOV Lanes: 9/09</p> <p><u>Ramp Metering (HOV Lane Component)</u>            PA/ED: 4/07            PS&amp;E: 10/09            R/W: None            Begin Construction: 6/2010</p> <p>B. <u>WB I-80 Carquinez Bridge to SR 29</u> – This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M).</p> <p>C. Redwood Parkway – Fairgrounds Drive Improvement Project- 1-STA Lead PSR completed 3/09. Next step to obtain funding for PA/ED.</p> <p>D. <u>Air Base Parkway to I-505</u> – This project is Long-Term project #25 and is currently unfunded.</p>	STA	<p>\$9 M RM 2            \$56 M CMIA            \$15.4 M Fed Earmark</p> <p>Current Shortfall in funding \$20 M</p> <p>PSR – Fed Demo (\$1 M)            Current Shortfall in funding \$85 M</p> <p>Current Shortfall in funding \$111 M</p>	X	X	<p>\$60 M (Capital Cost)</p> <p>\$20 M</p> <p>PSR \$1 M            \$85 M (HOV Lanes)</p> <p>\$111 M (Capital Cost)</p>	Projects Janet Adams



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project# 1 - 26
STA Co Lead:	Project# 27 - 34
STA Monitoring:	Project# 35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	4.	<u><b>Express Lanes (HOT Lanes)</b></u> A. I-80 Convert Existing HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29  Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead – Projects	5.	<u><b>Jepson Parkway Project</b></u> A. Vanden Rd. B. Leisure Town Rd C. Walters Rd  Status: FEIR March 2009 Board, EIS by Caltrans Spring 2009. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. Design and R/W for priority phase.  ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA  Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local  Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$135 M (Capital Costs)	Projects Janet Adams





**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project# 1 - 26
STA Co Lead:	Project# 27 - 34
STA Monitoring:	Project# 35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead Projects	7.	<p><b><u>I-80 EB Cordelia Truck Scales</u></b>            Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008.</p> <p>Status: EIR/EA Final expected by Spring 2009. The design and R/W activities will be on-going. Construction planned to begin as early as 2011.</p> <p>ECD:            PA/ED 5/09            PS&amp;E 12/10            R/W 6/11            Begin Con 6/11            End Con 12/13</p>	STA • PA/ED • Design  Caltrans • R/W • Con	\$1.3 M RM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF	X	X	\$100.9 M	Projects Janet Adams



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project#	1 - 26
STA Co Lead:	Project#	27 - 34
STA Monitoring:	Project#	35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	14.	<p><b><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></b></p> <p>Status:</p> <ol style="list-style-type: none"> <li>1. Education</li> <li>2. Enforcement</li> <li>3. Encouragement</li> <li>4. Engineering</li> <li>5. Funding of Program</li> <li>6. Update of Plan</li> </ol> <p>Status: Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired.</p>	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement  (29 schools out of 100 schools in Plan)	Projects Sam Shelton





**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project# 1 - 26
STA Co Lead:	Project# 27 - 34
STA Monitoring:	Project# 35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT/LEAD STAFF	
STA Lead – Programs	19.	<b><u>Implementation of Countywide Bicycle Plan Priority Projects</u></b>		TDA-Art 3 TLC	X	X		Planning Robert Guerrero Sara Woo	
		A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09.	City of Fairfield	STIP CMAQ Regional Bike/Ped. Program			\$2-\$3 M		
		B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.	Vacaville/ Fairfield, County, STA				\$3.2M		
		C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09	City of Benicia	SR2S	X	X			
		D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Construction underway	City of Suisun City				\$543,000		
		E. Vacaville – Dixon Bike Route Phase 2 – Ongoing	Solano County STA	TDA Art 3/ Bay Ridge Trail (TBD)	X				
		F. Jameson Canyon path/trail study; funded and consultant selected; work pending state bond funds	County/STA /Fairfield	T-PLUS	X				
		G. North Connector TLC elements; Plan adopted, elements incorporated in plans as opportunity arises			X	X			
		Update Solano Bicycle Master Plan	STA/ NCTPA/ Ridge Trail				X		
		<u>Status:</u> A and C securing funding; E building in segments; G part of North Connector							
ECD: Ongoing	STA/ Fairfield			X					
		STA							



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project#	1 - 26
STA Co Lead:	Project#	27 - 34
STA Monitoring:	Project#	35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	20.	<u><b>Countywide Pedestrian Plan and Implementation Plan</b></u>  A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan  <u>Status:</u> Update of Ped plan, including PDA and SR2T, planned for end of CY 09.  ECD: Vacaville Creekwalk construction in 2009 Ongoing –	STA Solano County   Vacaville Fairfield  Fairfield  STA County County	State TEA Bay Trails TDA-ART3  Regional Bike/Ped Program RM 2 Safe Routes to Transit  Bay Ridge Trail Grant (pending)	X     X	   X X X X	\$3-\$5M (Capital Cost)  \$1 million  \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero Sara Woo



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project#	1 - 26
STA Co Lead:	Project#	27 - 34
STA Monitoring:	Project#	35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Co-Lead Projects	27.	<p><b><u>Travis Air Force Base Access Improvement Plan (North &amp; South Gates)</u></b></p> <p>A. South Gate Access (priority)            B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate):            PA/ED: 6/10            PS&amp;E: 6/10            R/W: 12/11            Beg Con: 4/12</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p>	<p>Projects Janet Adams</p>



**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project# 1 - 26
STA Co Lead:	Project# 27 - 34
STA Monitoring:	Project# 35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Co-Lead Projects	28.	<p><b><u>SR 12 West (Jameson Canyon)</u></b>            Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&amp;E. 65% PS&amp;E submitted to CT,</p> <p>ECD:            PA/ED: 1/08            PS&amp;E: 6/10            R/W: 9/10            Begin Con 9/10</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$139 M	Projects Janet Adams NCTPA Caltrans
STA Co-Lead Programs	32.	<p><b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b></p> <p>A. Vallejo Station</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park &amp; Ride and Benicia Intermodal)</p> <p>C. Rail Improvements            1.Capital Corridor            2.Fairfield Vacaville Rail Station</p> <p>D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton





**CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN**  
**STA Board Approved May 13, 2009**

STA Lead:	Project# 1 - 26
STA Co Lead:	Project# 27 - 34
STA Monitoring:	Project# 35 - 40

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	38.	<p><b><u>Baylink Ferry Support and Operational Funds</u></b></p> <p>A. Vallejo Station            B. Maintenance Facility            C. Ferry Service            D. D. Transition Plan</p> <p><u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on WETA Transit Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP  Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
STA Monitoring Project	41.	<p><b><u>Peabody Road</u></b></p> <p>Work with County to develop a funding strategy for improvements to the roadway in unincorporated County.</p>	County	Unfunded	X	X		Projects
STA Monitoring Project	42.	<p><b><u>City of Dixon Parkway Blvd. Overcrossing</u></b></p> <p>Work with City of Dixon to obtain permits and funding for construction of Parkway Blvd. Overcrossing Union Pacific Railroad tracks.</p>	City of Dixon	Unfunded	X	X	\$12.4 MIL	Planning

**Completed Work FY 2008-09:**

SR 12 West Truck Climbing Lanes Projects – Open to public December 2009

I-80 Red Top Slide Repair – Completed 2008

**THIS PAGE LEFT INTENTIONALLY BLANK.**

# Understanding STA Priority Projects and Funding Sources

Daryl Halls, Executive Director, (707) 424-6075, [www.solanolinks.com](http://www.solanolinks.com)



Several different STA strategies attempt to cover the funding shortfalls of over 20 projects in the STA's Overall Work Plan (OWP). Most strategies rely on lobbying for unpredictable Federal and State funding sources.

OWP #	Project Name	In millions		Federal	State	Regional	Local	RTIF	Other Local
		Total Cost	Short	6-Year Bills & Annual Appropriations	State Transportation Improvement Program (STIP)	Bridge Tolls	50/50 policy on regional projects	Reg Trans Impact Fee	
<b>Projects with Funded Phases</b>									
<b>Highway Projects</b>									
7	I-80 Cordelia Truck Scales, East Bound (environmental cleared, in design)	\$ 100	\$ 0		\$50, 1B Bond	\$50			
28	SR 12 West, Jameson Canyon (Design & ROW underway)	\$ 139	\$ 0		\$74, 1B Bond \$64, STIP/other	*RTIP – Napa ITIP - Caltrans			
<b>Highway Reliever Routes/ Local Arterials</b>									
2	North Connector, Central/East (under construction)	\$ 30	\$ 0			\$30	\$1M, Sol Co		
5	Jepson Parkway, Vanden Segment (Environmentally Cleared, in design)	\$ 36	\$ 0		\$36, Tier 1		\$18 *Match still needed		
27	Travis Air Force Base South Gate Access (environmental to begin)	\$ 2.3	\$ 0	\$ 2.3	Tier 1				
<b>Transit Projects</b>									
31	Benicia Park-n-Ride lots / Intermodal (concept)	\$ 3	\$ 0		Tier 2	\$3			
32	Fairfield/Vacaville Train Station, Ph 1 (in design)	\$ 41	\$ 0		\$ 4, Tier 1	\$30			Other local
32	Vacaville Intermodal Facility, Ph 1 (in construction)	\$ 11.5	\$ 0	\$ 2, 2011 + \$2, CMAQ	Tier 1	\$7.25			
32	Vallejo Ferry Maintenance Facility (Ph 1 & 2 fully funded)	\$ 11	\$ 0		\$ 4.3, Tier 1				
32	Vallejo Station (Ph 1 construction soon)	\$ 51	\$ 0	\$3, prior	\$14, Tier 1	\$26			
	<b>TOTAL</b>	<b>\$ 425</b>	<b>\$ 0</b>						Other local
<b>Projects with Funding Shortfalls</b>									
<b>Highway Projects</b>									
1	I-80/I-680/SR 12 Interchange Ph 1 (drafting environmental doc)	\$ 111	\$ 34	✓	\$11, Tier 1	\$ 100 M	Partial, \$15-20	✓	✓
1	I-80/I-680/SR 12 Interchange Ph 2 (drafting environmental doc)	\$ 722	\$ 611						
3	I-80 High Occupancy Vehicle (HOV), (Vallejo PSR Complete)	\$ 75	\$ 75	✓	✓	✓			
4	I-80 HOV/HOT Express Lanes (concept)	\$ 232	\$ 232						
6	SR 12 East/Church Rd Interchange (concept)	\$ 4	\$ 4		✓	✓		✓	✓
6	Rio Vista Bridge Replacement (study underway)	\$ 600 to 800	\$ 600 to 800						
7	I-80 Cordelia Truck Scales, West Bound (Concept)	\$ 125	\$ 125		Tier 2 + SHOPP				
8	Highway Corridor Management (ramp metering, aux lanes, study updated)	\$ 755	\$ 755		Tier 1, Tier 2, aux lanes	\$50 M, FPI, Ramp Meters			
<b>Highway Reliever Routes/ Local Arterials</b>									
2	North Connector, West (environmentally cleared)	\$ 32	\$ 32	✓	Tier 1			✓	
5	Jepson Parkway, Leisure Town Segment (Environmentally Cleared)	\$ 66	\$ 66	✓	\$10-15, Tier 1		\$33	✓	✓
5	Jepson Parkway, Walters Extension (Environmentally Cleared)	\$ 91	\$ 91	✓	\$10-15, Tier 1		\$46	✓	✓
27	Travis Air Force Base North Gate Access (environmental to start soon)	\$ 6	\$ 6	✓	Tier 1			✓	
41	Peabody Road (concept)	\$ 10	\$ 10				Potential \$5	✓	
42	Dixon Parkway Blvd. Over Crossing (in design)	\$ 14	\$ 10	✓	Tier 2		Potential \$7	✓	✓
42	Dixon Multimodal Transit Center/Rail Station (in design)	\$ 25	\$ 25	✓		✓		✓	
<b>Transit Projects</b>									
31	Curtola Park-n-Ride Lot (Ph 1 concept)	\$ 12	\$ 2-4		Tier 2	\$11.75			
32	Fairfield Transportation Center Ph 2 (concept)	\$ 24	\$ 8	✓	Tier 2	\$7.75			
32	Fairfield/Vacaville Train Station, Ph 2 (concept)	\$ 30	\$ 30			RM2 savings from Ph 1		✓	
32	Vacaville Intermodal Facility, Ph 2 (concept)	\$ 17	\$ 17	✓	Tier 1				
32	Vallejo Ferry Maintenance Facility, Ph 3 (concept)	\$ 2.4	\$ 2.4		Tier 1				
32	Vallejo Station, Ph 2 (env cleared)	\$ 41	\$ 37	✓	Tier 1	\$2		✓	
	<b>TOTAL</b>	<b>\$2,394</b>	<b>\$2,170</b>	\$15-30 in next 6 years	\$0-15 in 10 yrs	\$20 M to local community projects or express lanes	\$5-6 M	Pending Nexus Study and Fee Program	

✓ **Project is a candidate for this funding strategy**

**Federal, State, Regional and Local funding sources can be either recurring funding programs or one-time windfalls that are distributed by formula or through competition. Some are more stable than others.**

**Federal Funds**

Projects selected by U.S. Congress, FHWA, Caltrans or the Metropolitan Transportation Commission (MTC).  
Some earmarks will help priority projects.

Recurring Programs		One-Time Funds	
Formula	Competitive	Formula	Competitive
None	None	None	U.S. Congress earmarks: <ul style="list-style-type: none"> <li>• Annual March lobbying trips.</li> <li>• Annual Appropriation bills (\$1-2M /yr) and new Federal Transportation Bill (TEA bill, Potential for \$15-30M in the next 6 years.)</li> </ul> Caltrans offers many other grants through FHWA for specific projects. <ul style="list-style-type: none"> <li>• Safe Routes to School, Bridge Rehab, etc.</li> </ul>

**State Funds**

Projects selected by State Legislators, Propositions or the California Transportation Commission (CTC).  
If California loses its ability to bond for projects, all State transportation funding programs stop.

Recurring Programs		One-Time Funds	
Formula	Competitive	Formula	Competitive
State Transportation Improvement Program (STIP) <ul style="list-style-type: none"> <li>• CTC estimates “county target” of funding.</li> </ul> State Highway Operation & Protection Program (SHOPP) <ul style="list-style-type: none"> <li>• Based on need assessment formulas, accident statistics, pavement conditions</li> <li>• 10-year plan</li> </ul> State Transit Assistance Funds (STAF) <ul style="list-style-type: none"> <li>• Operating funds by population</li> </ul>	STIP has competitive aspects: <ul style="list-style-type: none"> <li>• MTC balances the STIP needs of the Bay Area and recommends projects to the CTC.</li> <li>• CTC makes “allocation plans” each year to prioritize programmed projects for funding, meaning even programmed projects may not receive funds (e.g., Prop 1B projects are priorities).</li> </ul>	Prop 1B created several programs that distribute funding directly to local agencies (e.g., State Controller to local agency). <ul style="list-style-type: none"> <li>• State-Local Partnership Program Account (requires 50% local match, such as a sales tax)</li> </ul>	Several state programs have distributed funding to specific projects: <ul style="list-style-type: none"> <li>• Transportation (TCRP), \$9 M for Solano County Projects.</li> <li>• Corridor Mobility Improvement Account (CMIA), SR12 Jameson &amp; I-80 HOV lanes.</li> <li>• Trade Corridor Improvement Fund (TCIF), Cordelia Truck Scales.</li> </ul>

**Regional Funds**

Projects selected by the Metropolitan Transportation Commission (MTC).  
Most MTC funds will help local community projects or express lane projects.

Recurring Programs		One-Time Funds	
Formula	Competitive	Formula	Competitive
MTC’s Federal Cycle funding (TEA bills) now part of county “block grants”: <ul style="list-style-type: none"> <li>• Local Streets and Roads Rehabilitation (\$6.4 M for projects no less than \$0.25M) using 4-25%’s formula (25% shortfall, 25% population, 25% lane miles, 25% performance)</li> </ul> Many transit operation funds are distributed through fare box recovery, population, and ridership formulas.	MTC’s Federal Cycle funding in regional grants: <ul style="list-style-type: none"> <li>• Transportation for Livable Communities (\$52M, \$3.6M potential for Solano)</li> <li>• Safe Routes to School (\$2M, \$0.14 potential for Solano)</li> </ul> STA “Block grant” funds: <ul style="list-style-type: none"> <li>• Transportation for Livable Communities (\$1.6 M)</li> <li>• Bicycle Network (\$1.3 M)</li> <li>• Safe Routes to School (\$0.9 M)</li> </ul> Climate Initiatives Program (\$6M in 6 years)  Net funds from bridge tolls can be used for specific projects <ul style="list-style-type: none"> <li>• Jameson Canyon</li> <li>• I-80 Interchange</li> </ul> MTC offers limited grant funds for specific uses (e.g., engineering assistance on projects).	None.	Next Bridge Toll increase will have a specific list of funded projects <ul style="list-style-type: none"> <li>• Solano County rail, transit centers, and HOV/HOT projects.</li> </ul>

**Local Funds**

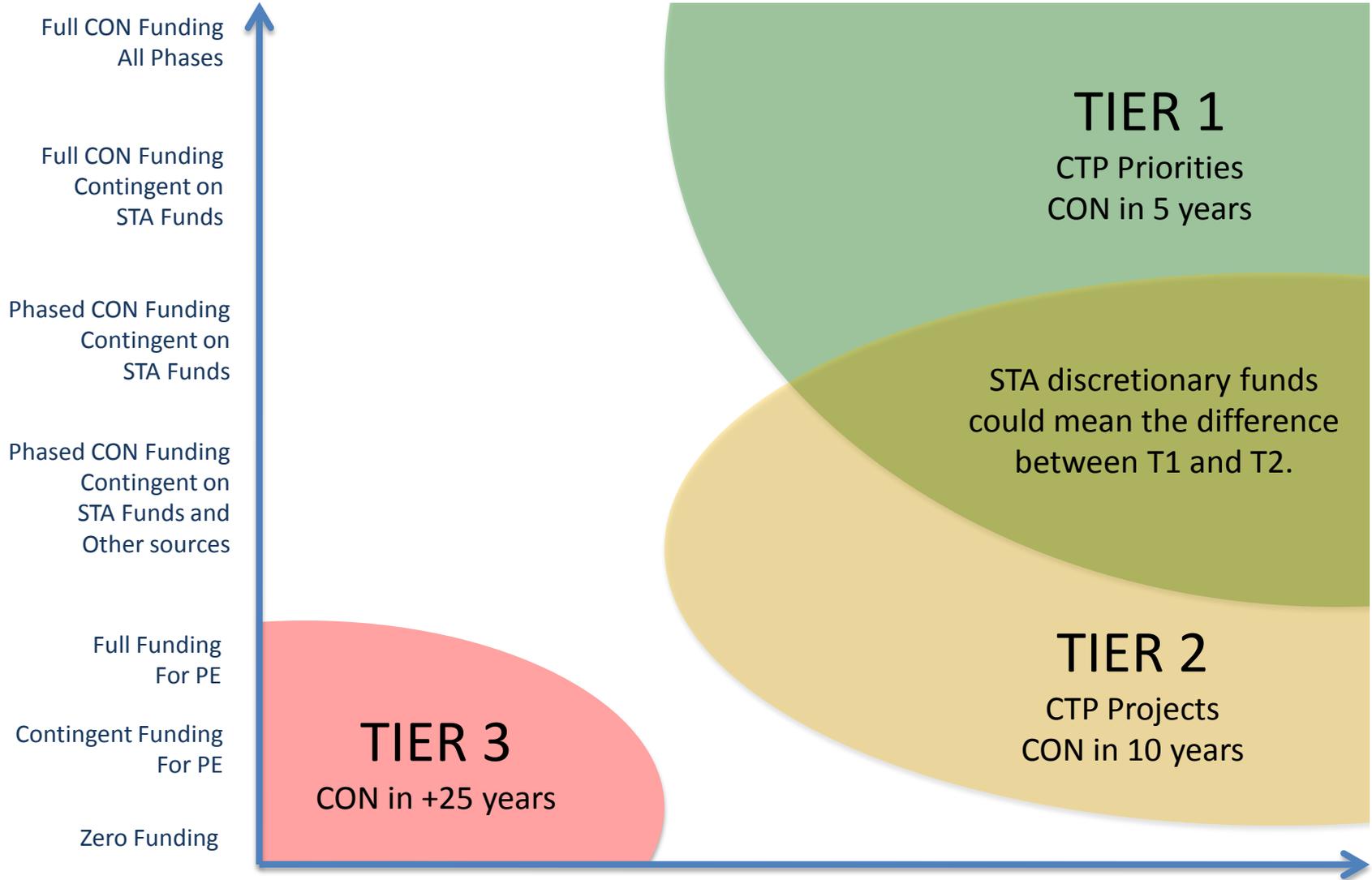
Projects selected by STA, Air Districts, local agencies.  
Most funds will complement MTC local community projects while 50/50 funds will deliver priority local arterial projects.

Recurring Programs		One-Time Funds	
Formula	Competitive	Formula	Competitive
Highway Users Tax Account (HUTA) Funds & Prop 42 funds: <ul style="list-style-type: none"> <li>• These are revenues paid monthly or quarterly to cities and counties from the per-gallon motor vehicle fuel tax and gas sales tax.</li> </ul>	Bay Area and Yolo Solano Air Districts fund clean air grant programs: <ul style="list-style-type: none"> <li>• STA manages programs for some grant funds with Air District staff.</li> </ul> Transportation Development Funds (TDA Art 3, 4, and 8) <ul style="list-style-type: none"> <li>• Article 3 for bike/ped, (\$5-6M with clean air funds).</li> <li>• Article 4 &amp; 8 for transit.</li> </ul>	STA 50/50 policy requires local agencies to pay 50% of the cost of regional projects. <ul style="list-style-type: none"> <li>• North Connector</li> <li>• Jepson Parkway</li> </ul> Potential 50/50 projects: <ul style="list-style-type: none"> <li>• Peabody Road</li> <li>• Parkway Blvd</li> </ul>	None.

# Funding Certainty Advances Projects

Construction timelines shorten with greater funding certainty, with STA funds making the difference.

Project Funding Certainty from PE to CON



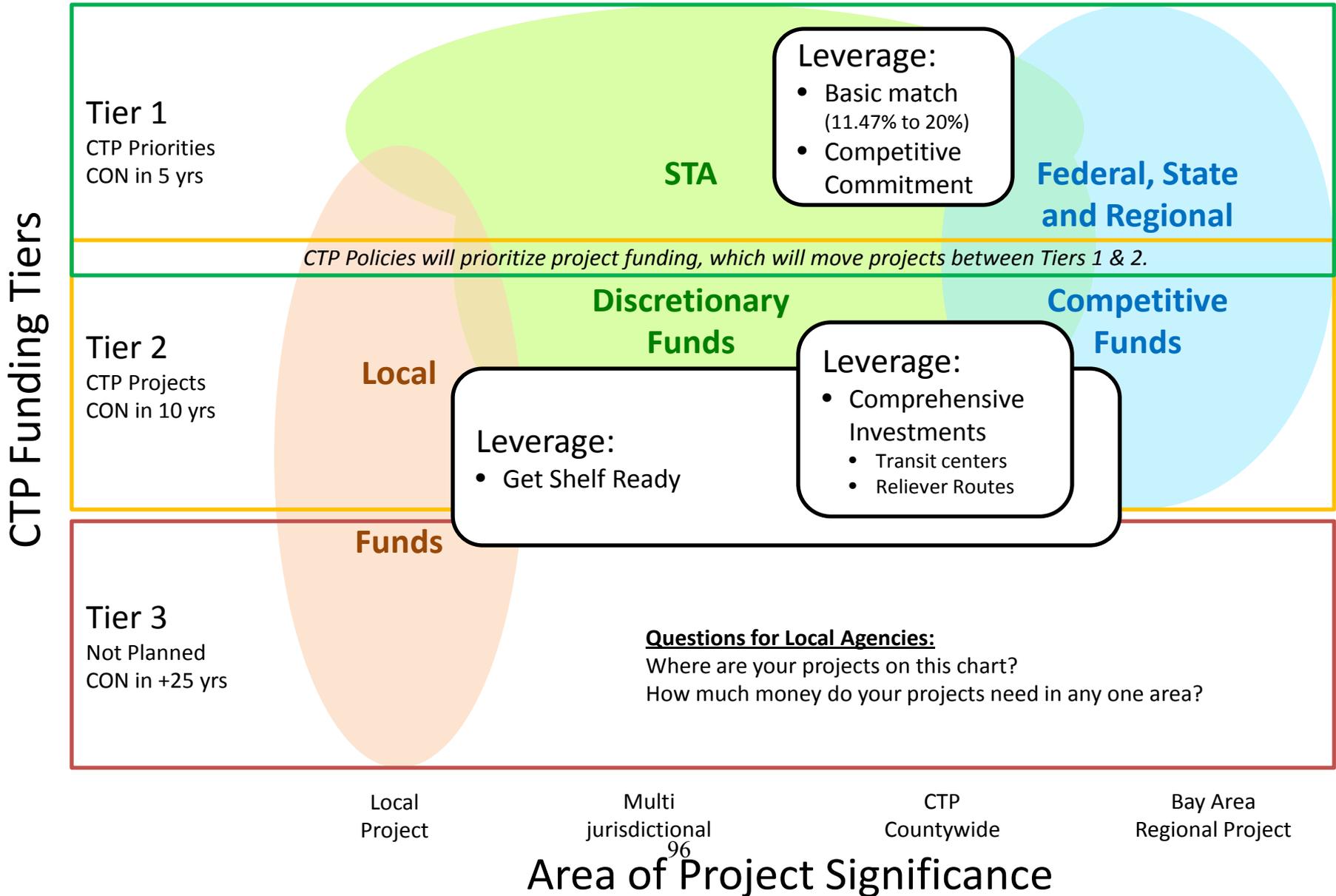
No Plans Just a concept      Non CTP Concept in GP      CTP Concept/Goal Concept In GP      CTP Project PE underway      CTP Priority PE, PS&E, ROW Done

## Project Planning & Delivery Progress

PE, Preliminary Engineering  
 PS&E, Plans, Specs, Estimates  
 ROW, Right-of-Way  
 CON, Construction

# Leveraging Dollars between CTP Tiers

Three ways to leverage money between Federal, State, Regional, STA, and Local fund sources as interpreted between CTP Tiers.



## Solano Transportation Authority (STA) Funding Strategy Principles and Criteria, DRAFT 01-20-10

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

### 1. Minimum of One Top Priority Project Per Agency every 10 years

- a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
- b. Criteria: Developed project phases per member agency per decade.

### 2. Create Funding Certainty

- a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
- b. Criteria: Funded Project Delivery Phases
  - i. Environmental Review
  - ii. Preliminary Engineering and Design
  - iii. Right-of-Way Acquisition
  - iv. Construction

### 3. Reward Project Progress

- a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
- b. Criteria: Completed Project Delivery milestones
  - i. Environmental Document approval, permits obtained, and Project Approval
  - ii. Final Design complete
  - iii. Right-of-Way acquired

### 4. Maximize Countywide Funding through Leveraging

- a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
  - b. Provide basic local matches to obligate grant funds**
    - i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
    - ii. Criteria: Ratio of STA grants vs. other funding
  - c. Develop projects to compete for “Shovel-Ready” grants**
    - i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
    - ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities
  - d. Invest comprehensively in a project area to compete for large grants**
    - i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
    - ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
    - iii. Criteria: Ratio of STA investments vs. regional grant funding

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: MTC Cycle-1 Block Grants Strategic Plan

---

**Background:**

The Metropolitan Transportation Commission (MTC) has modified its process of allocating federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds through the Congestion Management Agency (CMA). MTC's new approach will allow CMAs some flexibility within the spending of the three categories of the CMA block grant funds. Each CMA will be authorized to move up to 20% of the funds from one block grant category to another as its own discretion. If a CMA wishes to move more than 20% of the funds out of any one category, it can seek permission to do so from MTC.

Each of the CMAs is required to develop a draft CMA Block Grant Strategic Plan to guide use of the block grant funds, and submit that plan to MTC no later than April 1, 2010. The strategic plan must also address the CMAs intended approach to the Safe Routes to School and Complete Streets programs which will be covered under a future staff report. In addition, STA must address how it intends to allocate Eastern Congestion Mitigation Air Quality (Eastern CMAQ) funds. Projects to implement the Strategic Plan must be submitted to MTC by July 30, 2010.

**Discussion:**

For the first 3-year funding cycle under the newly-adopted Regional Transportation Plan (RTP), MTC has consolidated funding into three categories:

- Local Streets and Roads Rehabilitation (LS&R)
- County Transportation for Livable Communities (TLC)
- Regional Bicycle Program

The draft STA CMA Block Grant Strategic Plan is provided as Attachment A. The Strategic Plan includes the following recommendations:

Flexing of Funds Between Categories

The MTC Block Grant guidelines allow a CMA to flex up to 20% of the funds identified for one category into another. STA staff recommends not flexing money out of the Local Streets and Roads (LS&R) rehabilitation program, but based on project priorities and project readiness may recommend flexing funds between the Regional Bicycle and Transportation for Livable Communities (TLC) fund.

Local Streets and Roads Projects

The STA Technical Advisory Committee (TAC) put off action on the final formula until its March 31<sup>st</sup> meeting in order to allow further discussion of the funding formula.

### Regional Bicycle Funds

The STA staff recommends using Regional Bicycle funds to deliver one or more of the 14 priority bicycle projects tentatively identified in the Solano Bicycle list of priority project, with priority given to those projects that can be constructed during Fiscal Year (FY) 2010-11 or FY 2011-12.

### County Transportation for Livable Communities (TLC) Funds/Priority Development Areas (PDAs)

Based on STA staff's recent review of TLC projects with all TLC project sponsors, only the City of Vallejo's Priority Development Area (PDA) Project has been identified as ready to deliver a TLC-eligible project during the first cycle time frame. Unless other TLC eligible project are identified, STA staff will recommend as part of the TLC Block Grant strategy to provide all of the Cycle 1 county share TLC funds to the Vallejo project and will work with other project sponsors to help get their projects ready for second cycle TLC funds.

### Eastern CMAQ Funds

The portions of Solano County in the Yolo Solano Air Quality Management District (YSAQMD) are eligible for Eastern Congestion Mitigation Air Quality (Eastern CMAQ) funds from the Sacramento Area Council of Governments (SACOG). STA expects to receive \$3 million in Eastern CMAQ Cycle 1 funds. STA staff recommends allocating a portion of these funds to support rideshare and vanpool activities administered by STA's Solano Napa Commuter Information (SNCI) program and for the Solano Safe Routes to School (SR2S) program. This will help match the TFCA funds on the Bay Area side of the County. The balance of funding will be available for TLC and/or bike projects for CMAQ eligible projects that are ready to go.

### Federal Funding Minimum

STA staff anticipates all Regional Bicycle and TLC projects to be able to meet the \$250,000 minimum funding level identified by MTC.

### Safe Routes to Schools (SR2S)

The STA Board has adopted a SR2S priority to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of FY 2011, and will work with local jurisdictions to implement additional safety programs and construct additional improvements.

### Identification of Projects and Public Participation

The STA is in the process of updating its Comprehensive Transportation Plan (CTP), as well as the Solano Bicycle Plan and the Solano Pedestrian Plan. The update of these plans and their respective project lists will act as the unified call for projects for the block grant program.

### Block Grant Planning Funds

In order to aid Bay Area CMAs their countywide planning efforts and to provide a heightened level of funding stability, MTC has authorized the CMAs to budget 4% of the block grant funds for planning and grant management. These funds can be used for a broad range of planning activities that relate to transportation. For STA, the 4% planning funds will amount to \$379,120 or \$189,560 for both FY 2010-11 and FY 2011-12. Due to the current State fiscal crisis and projected impact on the STIP, funds provided to STA

from the State Transportation Improvement Program (STIP) for Planning, Programming and Monitoring (PPM) are projected to decrease from a FY 2009-10 level of \$589,900 to an FY 10-11 and FY 11-12 amount of \$229,000 each year, an FY 2013-14 amount of \$192,000 and an FY 2014-15 level of \$191,000. The 4% of the Block Grant funds used for CMA planning will help offset this projected loss of STIP PPM in future years.

The following funds totals are estimated to be available for distribution to the cities and county, less the 4% that is recommended for CMA planning and program administration:

	<u>Total</u>
LS&R	\$6,178,560
County LTC	\$1,597,440
Regional Bicycle	\$1,295,040

Maintenance of local streets and roads continues to require a significant investment. The average Pavement Condition Index (PCI) for local roadways in Solano County, as reported by MTC and ranges from a rating of Good (PCI of 77) to Poor (PCI of 45). Because the condition of the roadway surface is a bedrock of all mobility options, STA staff believes that LS&R funds should remain dedicated solely to roadway maintenance.

In order to help STA and the member agencies in preparing for the use of Block Grant funds, STA staff is recommending adoption of the following principals:

1. No funds will be moved out of the LS&R category for Cycle 1.
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories.
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the project decline in STIP PPM funds.
- 4.

At its meeting of February 24, 2010, the STA Technical Advisory Committee (TAC) discussed the Block Grant Strategic Plan. TAC members asked that the Strategic Plan contain additional language indicating that the cities of Dixon, Rio Vista and Vacaville, as well as Solano County, are eligible for Eastern CMAQ funds. The STA TAC recommended adoption of the Block Grant Strategic Plan with the recommended modifications.

**Fiscal Impact:**

The Block Grant Strategic Plan will guide the programming of \$9,478,000 in Block Grant funds, and approximately \$3 million in Eastern CMAQ funds, to be expended in FY 2010-11 and FY 2011-12.

**Recommendation:**

Adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:

1. No funds will be moved out of the LS&R category for Cycle 1;
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories; and
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the projected decline in STIP PPM funds.

Attachment:

- A. Solano Transportation Authority CMA Block Grant Strategic Plan

**SOLANO TRANSPORTATION AUTHORITY  
CMA BLOCK GRANT STRATEGIC PLAN**

**March 1, 2010**

---

General Purpose and Intent

The Solano Transportation Authority (STA) plans to use the funds provided through the Metropolitan Transportation Commission (MTC) Block Grant program to support the Regional Transportation Plan (RTP) goals of maintaining the system, completing the regional bicycle network and encouraging focused growth in Priority Development Areas (PDAs). In order to do so, the STA will maintain the level of funds proposed to support the maintenance of Local Streets and Roads (LS&R), and will focus Regional Bicycle funds and Transportation for Livable Communities (TLC) funds on projects that are ready for delivery in the next few years. The STA will also use Block Grant planning fund to support STA staff and planning efforts that will assist jurisdictions in preparing bicycle and TLC projects for eligibility for capital funding.

Planning Funds

In order to aid in their countywide planning effort, MTC has authorized the CMAs to budget 4% of the block grant funds for planning. These funds can be used for a broad range of planning activities that relate to transportation and the implementation of the RTP throughout the region. For STA, the 4% planning funds will amount to \$379,120 in the first cycle, or \$189,560 for both Fiscal Year 2010-11 and FY 2011-12.

STA's primary use of the Block Grant 4% planning funds will be to administer the block grants and conduct planning activities in accordance with MTC's RTP. STA staff will actively assist local jurisdiction staff in preparing plans and environmental documents for Regional Bike and TLC projects. STA has developed the Solano Bicycle and Pedestrian Plan (SBPP) funding plan to direct available funds to priority bicycle and pedestrian projects. Implementation of the SBPP is carried out by STA staff.

Flexing of Funds Between Categories

The MTC Block Grant guidelines allow a CMA to flex up to 20% of the funds identified for one category into another. The STA staff recommends not flexing any money out of the LS&R program category. STA staff does not recommend flexing more than 20% of the funds between the Regional Bicycle and TLC programs. Based upon project readiness, the STA may recommend up to 20% between the Regional Bicycle and the TLC categories.

Local Streets and Roads Projects

The LS&R strategy will fund maintenance and rehabilitation at the target amounts specified below. The STA and its member agencies will finalize a distribution formula based upon future discussion, including incentives to move Solano County out of the Transportation Development Act Unmet Needs process.

Benicia	\$ 107,000
Dixon	\$ 85,000
Fairfield	\$ 511,000
Rio Vista	\$ 35,000
Suisun City	\$ 164,000
Vacaville	\$ 433,000
Vallejo	\$ 595,000
Solano County	\$4,468,000

Regional Bicycle Funds

The STA staff, based on submittals from the seven Cities, and the County, has identified 82 bicycle projects in Solano County that are part of the Solano Bicycle Plan network. All of these projects are part of the Regional Bicycle Plan. The total cost for these projects is estimated at \$72.5 million in current-year dollars. STA, its member jurisdictions and the Bicycle Advisory Committee (BAC) and Pedestrian

Advisory Committee (PAC), have further refined the list down to 14 priority projects. The STA's Regional Bicycle Block Grant strategy will focus on delivery of these 14 projects, with priority given to those projects that can be constructed during FY 2010-11 or FY 2011-12. STA will seek out opportunities to help local jurisdictions secure funds for planning and environmental studies.

#### County TLC Funds

There are 9 Priority Development Areas (PDAs) designated by the Association of Bay Area Government (ABAG) in Solano County; 6 are Planned PDAs, and 3 are Potential PDAs. Of the 6 Planned PDAs, staff has only identified the downtown Vallejo PDA as being ready to deliver TLC-eligible project components at this time. The STA staff recommends providing all of the county share TLC funds to the Vallejo project in the first cycle, unless alternate TLC projects are ready to go. STA planning staff will work with local jurisdictions with designated PDAs to prepare other projects so that they can be eligible for TLC capital funding in the second funding cycle.

#### Eastern CMAQ Funds

Solano County lies in two air basins, and is therefore divided between two air districts: the Bay Area Air Quality Management District (BAAQMD) for the western portion of the county, consisting of Benicia, Fairfield, Suisun City, Vallejo and portions of the unincorporated county; and, the Yolo Solano Air Quality Management District (YSAQMD), consisting of the cities of Dixon, Rio Vista and Vacaville, and portions of the unincorporated county. The portions in the YSAQMD are eligible for Congestion Mitigation Air Quality (CMAQ) funds from the Sacramento Area Council of Governments (SACOG), referred to as Eastern CMAQ funds.

STA is expected to receive \$3 million in Eastern CMAQ funds for the first cycle. STA staff recommends dedicating a percentage these funds to support rideshare and vanpool activities administered by STA's Solano Napa Commuter Information (SNCI) program and the Solano Safe Routes to School (SR2S) program. Additional funds are recommended to be allocated to prioritize bike, pedestrian, and TLC projects identified through the STA's Comprehensive Transportation Plan (CTP) prioritization process. The cities of Dixon, Rio Vista and Vacaville, and Solano County may also apply for Eastern CMAQ funds for eligible projects.

#### Safe Routes to Schools.

STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement. STA is now working with each district, and 29 individual schools, to implement Phase 1 SR2S Programs such as Bike Rodeos and Walk-and-Roll events, as well as projects such as radar feedback signs and street crossing safety improvements. The STA Board has recommended expanding the SR2S Program to reach at least 80 schools so they can complete walking audits and local maps by the end of Fiscal Year 2011. STA and the local jurisdictions will implement additional safety programs and construct additional improvements. One of the steps STA will take is to maintain a part-time SR2S program coordinator position to assist school districts in project delivery.

#### Priority Development Areas

As noted above, there are 9 designated PDAs in Solano County, including 6 Planned PDAs and 3 Potential PDAs. STA will focus first cycle TLC funds based on project readiness and ability to deliver projects immediately, and will work with other jurisdictions in order to prepare individual projects for construction fund eligibility.

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria

---

**Background:**

On December 10, 2008, the STA Board adopted the Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services. Since January 2009, STA staff has worked with Economic Planning Systems (EPS) and three RTIF Committees to develop the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (6 meetings to date), comprised of Public Works & Planning Directors who have reviewed the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (3 meeting to date), Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (4 meetings to date), Mayors, City Managers, County Administrators Office (CAO) representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA Board.

**Discussion:**

During December 2009 and January 2010, the RTIF Committees reviewed, discussed, modified, and recommended project eligibility and ranking criteria (Attachment A). This is the first step towards narrowing the list of projects to analyze in the nexus study and prioritizing projects for a potential RTIF Project Funding Program.

The specific eligibility criteria adopted was to “*Only Include projects included in the Comprehensive Transportation Plan (CTP)*”, meaning projects not in the CTP are ineligible for RTIF funds. Since the CTP is in the process of being updated, there is still time for projects to be added or removed.

Ranking criteria included the following measures:

- *Regional Significance of Trips*, Prioritize or rank projects based on the absolute or relative number of new regional trips.
- *Regional Divergence Benefits*, Prioritize projects that divert new trips from a congested mainline (e.g., I-80) to a less congested alternative (e.g., North Connector Project).

- *Projected Traffic Characteristics*, Prioritize projects that achieve desired traffic thresholds such as:
  - *Level of Service (LOS)*
  - *Vehicle Hours of Delay (VHD)*
  - *Average Annual Daily Traffic (AADT)*
  - *Volume to Capacity Ratios (V/C)*
  - *Travel Time Reliability*
  - *Safety Standards*
- *Reduction in Greenhouse Gases (GHG)*, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift potential.
- *Funding Strategy*, Prioritize projects that improve the ability of local agencies to attract/leverage funds from other sources.

CTP includes projects are the regionally important projects identified to help increase mobility, travel safety, and economic vitality by 2035. Only capital projects, such as roadway improvements and transit centers, are legally eligible to spend impact fee funds. To help clarify the difference between the CTP project list and those projects eligible for the RTIF, STA staff had asked for each agency to comment by February 19, 2010 on a Draft RTIF projects list derived from the draft CTP list, which focuses on RTIF eligible projects such as roadway and transit capital projects.

This RTIF list of projects will serve as the macro list of projects to be evaluated by the STA's RTIF consultants, Economic Planning Systems (EPS), utilizing the RTIF criteria recommended for use by the RTIF Policy Committee at their January 13, 2010 meeting. The updated RTIF list will then be provided to the three RTIF Committees prior to approval by the STA Board at either their April or May meetings.

The next items to be reviewed by the RTIF committees will be other counties examples for how they applied their RTIF criteria to develop a list of projects and allocated RTIF funds using their allocation and program implementation options. STA staff will bring back a list of illustrative projects from the RTIF project list to demonstrate how they might be funded and prioritized through the various RTIF allocation options.

On February 24, 2010, the STA TAC recommended the approval of the RTIF project selection criteria.

**Recommendation:**

Approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.

Attachment:

- A. RTIF Project Selection Criteria (Absolute/Eligibility and Ranking Criteria), 01-13-10

**Table 1**  
**RTIF Committee Recommendations (Dec 2009 - Jan 2010)**

<b>Screening Criteria<sup>1</sup></b>	<b>Description</b>
<b><u>Absolute Criteria<sup>2</sup></u></b>	
Included in the CTP	Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds).
<b><u>Ranking Criteria<sup>2</sup></u></b>	
Regional significance	Prioritize or rank projects based on the absolute or relative number of regional trips.
Regional Divergence	Prioritize projects that divert trips from a congested mainline (e.g. I-80) to a less congested alternative (e.g. North Connector).
Existing / projected traffic characteristics	Prioritize projects that achieve desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability) or safety standard.
Reduction in GHG	Prioritize projects that reduce emission of Green House Gases, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift.
Funding strategy	Prioritize projects that improve the ability of County jurisdictions / agencies to attract/leverage funds from other sources.

(1) Screening criteria assume all projects comply with AB 1600 and are not already fully funded by another source.

(2) Absolute criteria determine whether a project is "in" or "out" while ranking criteria used to evaluate projects that are "in".

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 3, 2010  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Alternative Modes and Transit Elements, Amendments to Routes and Transit Facilities of Regional Significance and Adoption of Project List

---

**Background:**

The Comprehensive Transportation Plan (CTP) is the Solano Transportation Authority (STA's) primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The 2005 CTP identified, planned, and prioritized the transportation needs of Solano County through the year 2030. The current CTP was adopted by the STA Board in 2005. In September 2007, the Board initiated an update of the CTP.

The STA Board has adopted goals for each of the three CTP elements to help guide development of the transportation system. The STA Board has also adopted a State of the System report for each CTP element. The State of the System provides a 'snapshot' report of how the system currently operates. Since the time of the adoption of the Transit Element State of the System Report, there have been significant changes to the provision of paratransit services, requiring an update of that report. In addition, STA staff has prepared a "Gap Analysis" for each CTP element, describing how well each of the Element goals is or is not being met at this time.

The 2005 CTP identified roadways critical to maintaining mobility in Solano County. These roadways are designated as Routes of Regional Significance (RORS). In the process of updating the CTP, the STA Board has adopted criteria for roadways to be designated as Routes of Regional Significance, and has identified additional roadways that meet those criteria. In addition, criteria were developed to identify facilities that support intercity transit, designated as Transit Facilities of Regional Significance (TFORS). The STA Board has adopted a list identifying Transit Facilities of Regional Significance.

During the summer and fall of 2009, the STA requested the county and 7 cities submit projects for inclusion in the CTP. STA and agency staff subsequently reviewed and consolidated these projects into a single list, and presented the list to the three CTP Committees for review. The CTP project list was presented to the Technical Advisory Committee (TAC) at its meeting of January 27, 2010. At that meeting, several members asked to have action on the CTP project list put off until the February TAC meeting to provide more time to discuss with their respective City Councils.

### **Discussion:**

**Goal Gap Analysis.** The Goal Gap Analysis has been developed to help identify where Solano County is having success in meeting the CTP goals; identifies new goals; and, identifies where goals are not yet being fully implemented. In order to perform this Goal Gap Analysis, STA staff has reviewed each of the elements' goals, and prepared an analysis of whether each Goal is:

- **Completed** – This is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of Regional Significance. This also includes the initiation of an on-going program.
- **Significant Progress** – A project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – Projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

The Alternative Modes and Transit Committees each reviewed and recommended approval of their element's Goal Gap Analysis. Those analysis are included as Attachment A and Attachment B. The Arterials, Highways and Freeways Committee received, but did not act upon its Goal Gap Analysis. The Committee is expected to act on the Goal Gap Analysis at its meeting of March 15, 2010.

**Routes and Transit Facilities of Regional Significance.** The Arterials, Highways and Freeways Committee and the Transit Committee each reviewed the criteria and project lists for their respective Regional Significant facilities. The Arterials, Highways and Freeways Committee did not recommend any changes to the Routes of Regional Significance criteria. They did, however, recommend adding three projects to the Routes of Regional Significance list: Parkway Boulevard and Vaughn Road in Dixon, and the California Drive extension and overcrossing in Vacaville and Solano County. The Transit Committee recommended adding stand-alone park-and-ride lots designated by Caltrans or an STA member agency to the Transit Facilities of Regional Significance criteria. The Committee also recommended adding three park-and-ride lots in Dixon to the TFORS project list. The recommended new Transit Facilities of Regional Significance criteria and the additions to the Routes of Regional Significance and Transit Facilities of Regional Significance project lists are included as Attachment D.

**CTP Project List.** STA has received comments from the Cities of Benicia, Dixon, Rio Vista and Vacaville, as well as from Solano County, since the January 27<sup>th</sup> TAC meeting. Those comments are incorporated into the CTP Project List included as Attachment E.

In addition, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) completed their review and ranking of projects at committee meetings of February 17<sup>th</sup> and 18<sup>th</sup>, respectively. The CTP project lists will automatically contain those projects. The BAC and PAC project lists are included in separate staff reports to the STA Board (Items IX.B and IX.C).

At its meeting of February 24, 2010, the Transit Consortium reviewed the CTP project list, and recommended changes to the wording of two projects related to taxis providing paratransit services (Projects 09CTP 106 and 09CTP 107). At its meeting of the same date, the Technical Advisory Committee (TAC) recommended several minor wording changes. Both the Consortium and TAC changes are incorporated into the CTP Project List in Attachment E. With incorporation of the changes, both the Consortium and TAC recommended approval of the CTP project list.

**Fiscal Impact:**

None. However, only projects listed in the CTP Project List will be eligible for STA-administered funding.

**Recommendation:**

Adopt the following:

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and
4. CTP project list shown in Attachment E.

Attachments:

- A. Transit Element Goal Gap Analysis
- B. Alternative Modes Element Goal Gap Analysis
- C. Transit Facilities of Regional Significance Criteria; and, Routes of Regional Significance and Transit Facilities of Regional Significance
- D. CTP Project List.

**THIS PAGE LEFT INTENTIONALLY BLANK.**

# Transit Element

## Purpose Statement and Goals

---

### COMPREHENSIVE TRANSPORTATION PLAN

**PURPOSE STATEMENT:** The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

#### Transit Element

**Purpose Statement:** Identify mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

**Measuring Goals.** The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of Regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completed. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

**Goals.** Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals are established:

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate. **This goal has been Completed.**

The countywide public transit network consists of the following public services: Solano Express bus service, Capitol Corridor trains and Water Emergency Transportation Authority (WETA) ferry boats. Solano-Napa Commuter Information (SNCI) rideshare provides matching for vanpool and carpool users, but the vanpools and carpools are privately operated. Transit Facilities of Regional Significance include both fully-public facilities and public facilities used by private carpools and vanpools. Construction, acquisition and operation of facilities and vehicles will be on-going.

- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities. **This goal has achieved Significant Progress.**

Transit services provide direct links to BART stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to UC Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. The State Route (SR) 12 Transit Corridor Study has identified the need to provide transit connections between Napa and Solano counties, specifically along the SR 12 corridor through Jameson Canyon (SR 29 to I-80). While most major destinations are served, additional local nodes in the public transit system are needed to increase access to the system.

- a) Include facilities and programs that directly support Transit Oriented Development (TOD) projects, including Transportation for Livable Community (TLC) projects and Priority Development Areas (PDAs). **This sub-goal is a Preliminary Proposal. TOD projects are few in number in Solano County, and the Priority Development Act (PDA) process is relatively new. There has been little time to begin to focus resources to support transit services to TOD/PDA areas; however, 9 PDAs have been designated in Solano County cities.**

- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems. **This goal has achieved Significant Progress.**

Although there are efforts to coordinate the arrival of local and express buses, and to coordinate the arrival of bus service with the Capitol Corridor train and WETA ferry services, there is not a single point of coordination or formal communication. The STA's Solano-Napa Commuter Information (SNCI) Program provides a supportive role in coordinating local and regional transit schedules.

- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority. **This goal has achieved Significant Progress.**

STA and its member agencies have promoted the location of local and SolanoExpress bus facilities at the existing ferry and rail stations. STA has partnered with the Capitol Corridor Joint Powers Authority (CCJPA) to provide the existing passenger train service at the Suisun City/Fairfield station, to obtain a passenger train commitment for the new Fairfield/Vacaville station, and to provide funds and support for track improvements and joint marketing. The STA has supported the City of Vallejo's efforts to coordinate improvements to the Vallejo Station ferry terminal and surrounding land uses.

- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services. **This goal has achieved Significant Progress.**

SolanoExpress is the marketing name and the coordinating system used for intercity transit, both to the Bay Area and Sacramento. For local transit, a single service provider (Fairfield And Suisun Transit – FAST) serves Fairfield and Suisun. The cities of Vallejo and Benicia are working to better coordinate and potentially consolidate their local and intercity transit services. Dixon, Rio Vista and Vacaville run separate services. All of the local services are provided by a private-sector contractor.

Finally, STA and the transit providers have developed an Intercity Funding Agreement to provide an equitable distribution of the funding burden and responsibility for intercity transit bus service.

- a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit. **This sub-goal has been Completed.** STA completed a Transit Consolidation Study in September of 2007.
- 6) Continue to build upon Solano resident's high rate of carpool and vanpool commuting by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
  - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information (SNCI). **This sub-goal has been Completed.**

SNCI provides rideshare services at no cost for residents of Solano and Napa counties, as well as transit connection advice and computer links to transit providers and regional transportation data such as MTC's 511 system. This system requires an on-going funding commitment.

- b) Increase the inventory of park and ride spaces by at least 25% by 2015. **This sub-goal has achieved Significant Progress.**

The current inventory of park-and-ride lots shows 3,292 spaces available. An increase of 25% would add 823 spaces, for a total of 4,115 spaces by 2015. Work has begun on 200 spaces in Phase 1 of the Vacaville Transportation Center, with completion expected in late 2010. Plans exist and are being advanced to construct 400 spaces at Phase 2 of the Vacaville Transportation Center and 360 spaces at Phase 2 of the Fairfield Transportation Center, for a total of 960 spaces that can be constructed by 2015. Additional spaces can also be expected at the Curtola Park and Ride facility in Vallejo. In addition, 3 new park-and-ride lot sites have been identified in Benicia and are eligible for RM 2 funding. Two additional lots are proposed for Fairfield, three sites have been identified in Dixon, and one site has been identified in Rio Vista.

- c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon. **This sub-goal is a Preliminary Proposal.**

Park and ride lot locations have been identified for each community. For Rio Vista, one site has been identified at Church Road and SR 12, but funding for construction of the site has not been identified. For Benicia, 3 locations that have access to RM-2 funding have been identified. In addition, the proposed Benicia multi-modal transit center at the Lake Herman Road/I-680 intersection is proposed, with study funds possibly from RM-2. However, none of the projects have progressed beyond 35% Plans, Specifications & Estimates (PS&E). The City of Dixon has generally identified 3 park-and-ride lot locations at freeway intersections, but has not specified exact locations, and has not dedicated funding to design or other implementation steps.

- 7) Provide services that create mobility for senior and disabled riders.
- a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan. **This sub-goal is a Preliminary Proposal.**

The STA Fiscal Year 2009-2010 (FY 09-10) budget includes funding for an update of the Senior and Disabled Transit Study. Completion of the update is expected in FY 10-11.

- b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options. **This sub-goal has achieved Significant Progress.**

The STA hosted two Senior and Disabled Transit Summits in the last half of CY 2009. These Summits provided contemporary evaluations of the current system and specific suggestions on improvements to the system. As a result of the two summits, STA has established a committee to assist in the assessment of senior and disabled transit needs. In addition, STA and the member agencies have adopted a county-wide paratransit taxi script program for ADA-eligible riders. This program will require an on-going funding commitment.

- c) Utilize the Paratransit Coordinating Council (PCC) as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs. **This sub-goal has been Completed.**

The PCC meets on a regular basis to provide advice and direction to STA staff regarding provision of senior and disabled transit services.

- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans (CBTPs). **This goal has achieved Significant Progress.**

CBTPs exist for Dixon (2004), Cordelia/Fairfield Suisun (2008) and Vallejo (2008). Priority projects identified in the three adopted CBTPs have so far received \$3.1 million in Lifeline Transportation Funds allocated by STA and MTC. In 2010 a CBTP is scheduled to be completed for Vacaville, and another for east Fairfield in 2011.

- 9) Develop and implement a program to reduce the air emissions of transit vehicles. **This goal has achieved Significant Progress.**

This is a new goal in the CTP. STA has submitted and obtained earmark requests for two appropriations cycles through the office of Congressman George Miller for clean-fuel transit vehicles. In addition to the intercity transit fleet, local transit vehicles providers have moved to clean fuel vehicles. The City of Fairfield operates a clean diesel bus fleet, and the City of Vacaville has converted its City Coach transit fleet to Compressed Natural Gas, with diesel vehicles used only as back-ups. However, this is currently an ad-hoc process, rather than a systematic policy of acquisition of new transit vehicles. Alternative Fuels for both public and private vehicles is also addressed in the Alternative Modes element of the CTP.

- a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations. **This sub- goal is a Preliminary Proposal.**

STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance use of that/those fuel(s).

- b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles. **This sub- goal is a Preliminary Proposal.**

STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. On an as-needed basis, discussions of alternative fuel vehicles are included on the agendas. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative or clean fuel buses.

- 10) Increase the transit mode share to 8% of commute hour trips by 2015. **This sub- goal is a Preliminary Proposal.**

The current transit mode, excluding rideshare, was 5% in 2005 (the most recent year with available statistics). The highest proportion reached for transit was 7% in the year 2000. Transit percentage information is not available for years since 2005.

- a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive. **This sub-goal has achieved Significant Progress.**

STA and the transit providers meet on a monthly basis through the SolanoExpress Intercity Transit Consortium to identify and implement steps to improve transit ridership, including routing, scheduling and advertising issues. In addition, STA has worked with the California Department of Transportation (Caltrans) to construct and open a High Occupancy Vehicle (HOV) lane on I-80 lane between Red Top Road and Airbase Parkway. STA's SSCI program also conducts the yearly Solano Commute Challenge targeting Solano's largest employers, provides rideshare incentives and markets transit programs. STA has also dedicated discretionary funds to the construction of transit centers and park-and-ride lots.

- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. **This goal has been Completed.**

The STA Board has adopted the criteria and the facilities have been nominated by the member agencies and accepted by the STA Board.

Transit Facilities of Regional Significance are:

- a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
- b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
- c) Bus stations providing all of the following services:
  - i. Routes to destinations outside Solano County or between two or more cities in Solano County
  - ii. Peak hour headways of 1 hour or less
- d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
- e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance. **This goal has achieved Significant Progress.**

STA has initiated a periodic review of top priority projects for each of the 7 cities and the county in order to identify which roadway and transit projects will be given priority in receiving funds. In addition, STA is exploring the possibility of a Regional Transportation Impact Fee. Both efforts use Routes of Regional Significance and Transit Facilities of Regional Significance as the basis for identifying eligible projects. This process will also be used to identify projects eligible for funding through the Regional Transportation Plan. The STA's Regional Measure 2 (RM 2) priorities list has been used to identify and help fund key transit nodes.

- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure. **This goal has achieved Significant Progress.**

To help with long-range planning and the updating of the Regional Transportation Plan (RTP) every three years, MTC collects consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator in the Bay Area's large and small urbanized areas. The data is used to improve Metropolitan Transportation Commission's (MTC's) ability to forecast regional transit capital rehabilitation and replacement needs and to program available funding. The inventory also helps operators manage their capital assets. A major portion of the project work to date involved working with operators to identify the source of capital inventory data so that each operator could readily provide data for the regional inventory, as well as their own asset management needs. MTC has recently hired a consultant to assist in refining the asset inventory and cost data currently included in the Regional Transit Capital Inventory (RTCI). MTC's main focus is on major capital projects and they do not collect capital information from rural transit operators which includes Dixon Read-Ride and Rio Vista Delta Breeze. Working with the Transit Consortium, the Solano Transportation Authority (STA) also collects the transit capital assets and associated replacement and rehabilitation costs from each Solano County operator including the rural areas. STA collects major and minor capital assets, as well as transit fleet inventory data every two years. STA utilizes these lists to categorize capital projects and cost to assist in identifying progress, needs and potential funding options.

- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities. **This goal is a Preliminary Proposal. Creation of a Safe Routes to Transit Plan is funded for the second half of FY 09-10, but the study has not yet been initiated.**
- a) Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
  - b) Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.

- 15) Provide decision-makers with timely, accurate and sufficient information to make transit service and investment decisions

\

- a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29. **This goal has achieved Significant Progress.**

A transit corridor study was completed for I-80/I-680/I-780 in July 2004, and for SR 12 in January of 2006. No transit corridor study has been conducted for SR 29, and neither the STA nor the Napa County Transportation and Planning Agency has allocated funds for such a study.

- b) Conduct countywide ridership surveys every three years. **This goal has been Completed.**

STA conducted a transit rider survey in 2006, and completed a new survey in late 2009. The results of the 2009 survey are being compiled at this time.

# Alternative Modes Element

## Purpose Statement and Goals Gap Analysis

---

### COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT

**PURPOSE STATEMENT:** The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

#### Alternative Modes Element Purpose Statement

**Purpose Statement:** One County, Many Choices for Mobility – Identify and implement programs and projects that will expand safe transportation options that do not require the use of single occupant vehicles or public transit, improve safety for users of alternative modes, and reduce the environmental impact of all forms of transportation used in Solano County.

**Measuring Goals.** The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

**Goals.** Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are established under the three (3) categories of Bicycle and Pedestrian Transportation, Alternative Fuels, and Transit-Oriented Development:

#### Bicycle and Pedestrian Transportation

- 1) Plan and construct a county-wide bicycle system with the following features:

- a) A system of links consisting of Class I, II and III facilities, appropriate to their location that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties. **This goal has been Completed.**

The Solano Countywide Bicycle Program identifies a countywide bikeway network that consists of a planned network of Class I, II, and III facilities specific to each of the cities and the County. According to the State of the System – Alternative Modes report, 43% of the identified countywide bicycle system has been constructed. Although the countywide bikeway network has not yet been completed, STA and its member agency staff continuously work together toward constructing the planned facilities.

- b) For projects requesting STA administered funding, require facilities such as lighting, shade, water, and bike lockers at regionally significant transit centers and specified activity centers. **This sub- goal is a Preliminary Proposal.**

There are some existing locations within each agency that provide adequate support facilities or one type of amenity, but many lack complementary facilities (for example, bike lockers are present but drinking water is not). An inventory of support facilities for identified key system nodes, activity or transit facilities such as park-and-ride lots centers has not yet been undertaken.

- c) Consistent signage to identify system segments and provide wayfinding information.
  - i) Signage to identify system segments. **This sub- goal has been Completed.**

The STA currently publishes the Yolo-Solano BikeLinks Map showing regional routes between Solano and Yolo counties. STA has also created a regional bicycle route sign to designate a bicycle route as a regional connection. These signs are added to the bike routes as they are constructed or improved. These signs are agreed to as part of the bicycle funding agreement; however, STA has no formal policy requiring be installed. An inventory of the sign locations has not yet been undertaken.

- ii) Signage to provide wayfinding information. **This sub- goal is a Preliminary Proposal.**

A “wayfinding signage plan,” is a document that does not exist. This plan would identify key information (i.e. transit information, distance to key activity centers/attractions, etc.), locations, standards for placement, map templates, uniform pavement markings, and uniform sign specifications scaled for regional bike routes and major activity centers to help bicyclists and pedestrians navigate their travel routes within Solano County.

- 2) Plan and construct a county-wide pedestrian program.
  - a) Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs). **This sub- goal is a Preliminary Proposal.**

The pedestrian plan in Solano County has evolved from a trails study completed in 1999. Today, a complete countywide pedestrian program includes the coordination of developing regional trails, paths, and access to regional transit. STA publishes the Transportation for Livable Communities (TLC) Plan and TLC Toolkit. However, a key subject area in need of development and coordination with the TLC program is Priority Development Areas (PDAs). PDAs are new to the CTP. The STA is working with its partner agencies as well as Metropolitan Transportation Commission (MTC) staff to develop an appropriate planning and funding strategy to complete connections to transit and within activity centers (e.g., employment/shopping/transit/etc.) through the Solano Countywide Pedestrian Plan and the Solano Bicycle and Pedestrian Program (SBPP). The Solano Countywide Pedestrian Plan is the planning document and the SBPP is the funding program.

- b) Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails. **This sub- goal is a Preliminary Proposal.**

STA is already working on projects such as the Jameson Canyon trail study to help implement this goal.

- 3) Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans. **This goal has been Completed.**

With the 2009/2010 update to the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan, criteria have been developed to identify projects to achieve the goals of their respective plans. A separate set of criteria for prioritizing planned projects has also been developed. Priority projects will be reviewed annually.

- 4) Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained. **This goal is a Preliminary Proposal.**

This policy initiative is new to the CTP, and no steps have been taken to implement it.

- 5) Implement the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission's (MTC's) *Complete Streets* policies for projects involving STA administered funds. **This goal has achieved Significant Progress.**

This policy initiative is new to the CTP. Currently, STA is consistent with MTC Regional Policy that requires that a complete streets checklist be filled out and submitted by member agencies when applying for federal cycle funds administered by STA. A link to submitted checklists has also been placed on the STA website to enable access by the BAC and PAC as well as the general public. A policy recommendation is pending approval by the STA Board as a part of the 2010 Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan updates. This proposed policy is consistent with Caltrans and MTC's Complete Streets policies.

- 6) Develop and maintain partnerships with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities. **This goal has been Completed.**

STA staff participates on the Caltrans District 4 Pedestrian Advisory Committee, MTC Regional Bicycle Working Group, MTC Regional Pedestrian Committee, and attends various regional meetings to coordinate and stay current with transportation news and industry developments.

- 7) Encourage end-user focused bicycle and pedestrian facilities planning. **This goal has been Completed.**

The STA Bicycle and Pedestrian advisory committees consist primarily of system users. STA and member agency staff attends and participate as *ex officio* members of these committees. STA staff also seeks the advice and guidance from experienced cyclists and walking commuters from local bicycle clubs, pedestrian interest groups, and members of the BAC and PAC. STA staff works closely to coordinate the needs of the public with projects identified by project sponsors. In addition, external resources including blogs, internet websites, magazines, and newspapers are frequently used to identify current best-practices as a tool for bicycle and pedestrian facilities planning.

- 8) Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
  - a) Safe Routes to School (SR2S) Program. **This sub-goal has been Completed.**

STA has adopted a SR2S plan, and is now implementing a SR2S program. Additional funds are being sought to expand the number of schools involved in the SR2S program.

- b) Safe Routes to Transit (SR2T) Program. **This sub- goal is a Preliminary Proposal.**

The STA Fiscal Year (FY) 2009-10 budget identifies funds for the development of a SR2T plan.

- 9) Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies. **This sub- goal is a Preliminary Proposal.**

An index for bikability and walkability currently does not exist. This policy initiative is new to the CTP, and no steps have been taken to implement it. STA staff will need to develop a method to inventory the condition of travel surfaces for bicyclists and pedestrians through the Pavement Condition Index (PCI) as a starting point for each city.

- 10) Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit. **This goal has been Completed.**

The Solano Napa Commuter Information (SNCI) program currently provides transit trip planning information. Callers to SNCI can also request trip planning assistance for bicycling and walking also. The 511.org Trip Planner also provides an online system for identifying preferred routes of travel with connections to transit as a resource for bicyclists and pedestrians. Through the SNCI program, STA will continue to market the 511.org Trip Planner to improve its benefit to the bicycling and walking people in Solano County.

- 11) Continue to provide financial incentive for the purchase of bicycles to be used for commuting. **This goal has been Completed.**

SNCI administers the program and works with participants to log their bicycle miles travelled. SNCI posts flyers to attract interested residents and workers of Solano County. The program provides a reimbursement of 60% of cost of the bicycle, up to \$100.

### Alternative Fuels

- 1) Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
- a) Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County. **This goal has achieved Significant Progress.**

STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. As technology advances, a series of agenda items to identify and implement alternative fuels technologies at future meetings is planned. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative clean fuel buses.

- b) Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles. **This goal has achieved Significant Progress.**

Some agencies own and operate compressed natural gas (CNG) fueled bus and Electric Vehicle fleets. STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance the use of that/those fuel(s). The City of Vacaville's City Coach bus service is comprised of 15 CNG buses. The City of Vallejo is currently taking steps toward transitioning their fleet vehicles to diesel or diesel-electric buses. Vallejo Transit bus service is currently comprised of a combination of 60 gasoline or diesel buses. STA has assisted with securing funding for projects related to procurement of alternative fueled vehicles and also provides funding opportunity updates to project sponsors in the Consortium, TAC, and STA Board meeting agenda packets.

- 2) Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles. **This goal has achieved Significant Progress.**

STA staff supports programs and projects submitted by member agencies interested in sponsoring alternative fuel vehicles for on-road use. The City of Vacaville has operated a successful Electric Vehicle (EV) program for lease or purchase of EVs and to offset the cost of owning an EV for its residents and workers of eastern Solano County and the cities of Dixon, Rio Vista and Vacaville. The City of Vacaville runs a similar program to cover the marginal cost of acquisition of CNG cars for residents of these areas. Funding for the program has been largely from the Yolo Solano Air Quality Management District – Clean Air Funds program (administered by the YSAQMD with funding advice provided through STA). The City of Vacaville also maintains an EV fleet for City staff use. Funding for the program is not adequate to cover the number of interested participants, and no funding is available for residents in the Bay Area Air Quality Management District (BAAQMD) jurisdiction.

## Transit-Oriented Development

- 1) Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs. **This goal has achieved Significant Progress.**

The MTC is working with the Association of Bay Area Governments (ABAG) to implement the Bay Area FOCUS initiative which identifies PDAs and provides TLC funding for eligible projects within the PDAs. Approximately \$1.8 million dollars will be allocated to Solano County through MTC's Transportation of Livable Communities (TLC) funding program to construct projects in PDAs. STA is working with each member agency to develop an implementation strategy to administer the programmed funds. Because PDAs are a relatively new concept, STA has a limited ability to track the success of funds it manages in supporting PDAs. STA's allocation of TLC funds in past years has supported development of projects that support PDA-type development, but not all TLC funds have been expended in areas that have received PDA designations.

- 2) Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations. **This goal has achieved Significant Progress.**

STA developed an Alternative Modes funding strategy that has been used to coordinate the various funding sources pertinent to the development of various projects, including those in PDAs and TOD locations. As new programs are developed at the regional level, STA will continue to update the funding strategy to coordinate the funding to most efficiently support the planning and construction of projects under the alternative modes element.

- 3) Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning. **This goal has achieved Significant Progress.**

This goal is new and is continuing to evolve, but steps already taken to support TLC projects help support PDAs. STA staff regularly prepares a "Funding Opportunities" summary of grants and funding available to STA member agencies. STA also works with its legislative advocacy group for identifying legislation relevant to projects and funding for various community transportation-related improvement categories. In the past, STA has also secured federal earmarks and state funding to support local agency projects at any point in the project development process (i.e. planning, design work, public outreach, environmental surveys and

analysis, and preliminary project and infrastructure planning). STA has developed a program for the regional T-Plus program.

- 4) Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects. **This goal has achieved Significant Progress.**

The Napa-Solano Travel Demand Model was approved in July 2008, and is used as the basis for regional travel modeling in all STA documents and by jurisdictions and consultants analyzing projects with regional impacts. In 2009, a new structure for monitoring the development and updating of the model was created: the Model Technical Advisory Committee and the Model Land Use Committee. The STA is now working to update the model's utility for arterial Routes of Regional Significance, and to prepare for new information from the 2010 census.

**THIS PAGE LEFT INTENTIONALLY BLANK.**

**Criteria for Transit Facilities of Regional Significance**  
**Adopted December 10, 2008**  
**Modified \_\_\_\_\_, 2010**

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
  - a. Routes to destinations outside Solano County or between two or more cities in Solano County
  - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
6. Park and Ride facilities designated by Caltrans, STA or an STA-member agency.

**Recommended Transit Facilities of Regional Significance Additions**

09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - <b>Rideshare</b>	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road <b>These facilities are recommended for designation as Transit Facilities of Regional Significance.</b>	Planned
--------------	-------	--------------------------------------	-------------------------------	---	---------

**Recommended Routes of Regional Significance Additions – March 1, 2010**

09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. EIR certified by Council in August 2009. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways – <b>Arterial</b>	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing across I-80 with no freeway connections. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

Agenda Item \_\_\_\_\_

March 10, 2010

**ATTACHMENT D**

**DRAFT CTP PROJECT LIST**

(Last Updated: March 1, 2010)

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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - <b>Arterial</b>	Upgrade ramps to meet current standards. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - <b>Arterial</b>	Upgrade ramps to meet current standards. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – <b>Bike/Ped</b>	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – <b>Bike/Ped</b>	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – <b>Bike/Ped</b>	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – <b>Bike/Ped</b>	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<b><u>Under Construction</u></b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - <b>Rideshare</b>	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). <b>These are Transit Facilities of Regional Significance.</b> May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – <b>Bus</b>	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	<b>Permitted and Ready to Construct</b>
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – <b>Bus</b>	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. <b>This is a Transit Facility of Regional Significance.</b> This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – <b>Bus</b>	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – <b>Rail or Ferry</b>	Construct new Capitol Corridor train station at Lake Herman Road. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 120	Benicia	First Street and Waterfront	Transit – <b>Rail or Ferry</b>	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
	<u>Benicia</u>		<u>Transit – Bus</u>	<u>Improve Transit Schedule</u> <u>Improve Transit Marketing</u> <u>Improve Transit Services and Routes</u>	<u>Planned</u>

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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – <b>Bike/Ped</b>	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center. Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – <b>Alt Fuel</b>	Develop a program to assist private drivers and fleets acquire and operate alternative fuel vehicles; acquire funding to implement the program.	Planned Program
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Alt Modes – <b>Land Use</b>	Complete landscaping and pedestrian improvements in A Street/1 <sup>st</sup> Street/Railroad track area in downtown Dixon. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - <b>Rideshare</b>	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 227	Dixon	SolanoExpress	Transit – <b>Bus</b>	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – <b>Rail or Ferry</b>	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. <b>This is a Transit Facility of Regional Significance.</b> This project was also submitted by the County of Solano.	Preliminary Design
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - <b>Freeway</b>	Construct mixed-flow lane in each direction. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - <b>Freeway</b>	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - <b>Arterial</b>	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. <b>This is a Route of Regional Significance.</b> <u>See Project 09CTP 185</u>	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a new interchange linking the North Connector, Red Top Road and SR 12. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen from 2-lanes to 4-lanes <b>This is a Route of Regional Significance.</b>	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen from 2-lanes to 4-lanes. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Construct interchange improvements. This project is a City of Fairfield project. <b>This is a Route of Regional Significance.</b> <i>Completion Scheduled for 2010.</i>	<u><b>Under Construction</b></u>
09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane arterial to close gap in Manuel Campos Parkway. <b>This is a Route of Regional Significance.</b> <i>Completion scheduled for 2009/2010</i>	<u><b>Under Construction</b></u>
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – <b>Bike/Ped</b>	Construct new pedestrian path and grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City Limits to Suisun City city limits.	Planned
09CTP 184	Fairfield	Linear Park Path	Alt Modes – <b>Bike/Ped</b>	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – <b>Bike/Ped</b>	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - <b>Rideshare</b>	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - <b>Rideshare</b>	Construct 200 space park and ride lot at Gold Hill Road at I-680.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – <b>Bus</b>	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	<b>Permitted and Ready to Construct</b>
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – <b>Bus</b>	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – <b>Rail or Ferry</b>	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - <b>Highway</b>	Implement SR 12 Major Investment Study. This study was completed in 2001. STA and other regional agencies are working to develop an I-80 to I-5 SR 12 MIS. <b>This is a Route of Regional Significance.</b>	Complete
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - <b>Highway</b>	Conduct a study of options for existing bridge, including rebuilding in place or relocating the bridge and connecting roadways. This study is underway and will be completed in the spring of 2010. <b>This is a Route of Regional Significance.</b>	Study

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Arterials, Highways and Freeways - <b>Arterial</b>	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – <b>Bike/Ped</b>	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – <b>Bike/Ped</b>	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. <b>SR 12 is a Route of Regional Significance.</b>	Planned
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – <b>Land Use</b>	<i>See Project 09CTP 204</i>	Planned
09CTP 162	Rio Vista	Rio Vista Delta Breeze Intercity and Local Bus Service	Transit – <b>Bus</b>	Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit.	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – <b>Rail or Ferry</b>	Construct a facility to support passenger ferry service to either Sacramento or San Francisco, and/or water taxi service between various locations in Rio Vista and Isleton. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Transit – <b>Rail or Ferry</b>	Construct a multi-modal transit center, including facilities for express bus service routes to SCT/LINK, FAST, Vallejo Transit, Tri Delta. Location options are Main and Front streets (downtown) or SR 12 and Church Road.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 050	Solano County	Support Solano County's paratransit operations	Transit – <b>Paratransit</b>	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing.	Existing Program
09CTP 900	Solano County	Consolidate paratransit operations	Transit – <b>Paratransit</b>	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
09CTP 025	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways - <b>Freeway</b>	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - <b>Freeway</b>	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - <b>Freeway</b>	Improve traffic flow and safety through Vallejo, including consolidating ramps. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - <b>Arterial</b>	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield.	<b>Permitted and Ready to Construct</b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - <b>Arterial</b>	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - <b>Arterial</b>	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. <b>This is a Route of Regional Significance.</b> <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - <b>Arterial</b>	Construct improvements to Petersen Road, Canon Road, and North Gate Road. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - <b>Arterial</b>	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road, Suisun Valley Road, Lewis Road, Fry Road, Meridian Road and McCory Road. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - <b>Arterial</b>	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - <b>Arterial</b>	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. <b>This is a Route of Regional Significance.</b>	<i>Permitted and Ready to Construct</i>
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – <b>Bike/Ped</b>	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – <b>Bike/Ped</b>	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned
09CTP 057	Solano County	Green Valley	Alt Modes – <b>Bike/Ped</b>	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – <b>Bike/Ped</b>	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – <b>Bus</b>	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program

<b>CTP ID</b>	<b>Agency</b>	<b>Location / Title</b>	<b>Element</b>	<b>Description</b>	<b>Project Status</b>
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – <b>Bus</b>	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – <b>Bus</b>	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – <b>Bus</b>	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – <b>Bus</b>	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – <b>Bus</b>	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – <b>Bus</b>	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
09CTP 047	Solano County	Support light rail commuter service	Transit – <b>Rail or Ferry</b>	Support options for potential light rail service in Solano County.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - <b>Arterial</b>	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. <b>This is a Route of Regional Significance.</b>	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - <b>Arterial</b>	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – <b>Bike/Ped</b>	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a 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.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – <b>Bike/Ped</b>	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – <b>Bike/Ped</b>	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – <b>Bike/Ped</b>	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u><b>Under Construction</b></u>
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – <b>Land Use</b>	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.	Planned
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - <b>Rideshare</b>	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – <b>Bus</b>	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – <b>Bus</b>	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – <b>Rail or Ferry</b>	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - <b>Freeway</b>	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - <b>Arterial</b>	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 109	Vacaville	Ulati Creek Bike Facilites	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulati Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – <b>Alt Fuel</b>	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – <b>Land Use</b>	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – <b>Bus</b>	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – <b>Bus</b>	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – <b>Bus</b>	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – <b>Bus</b>	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program
09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – <b>Bus</b>	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded. <b>This is a Transit Facility of Regional Significance.</b>	<b><u>Under Construction</u></b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Improve on/off ramp circulation from I-80. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - <b>Freeway</b>	Increase capacity of roadway segment. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. <b>This is a Route of Regional Significance.</b> Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - <b>Highway</b>	Pedestrian and landscaping improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 113	Vallejo	Improve I-80/ American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - <b>Arterial</b>	Construct interchange improvements, including ramp roundabouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - <b>Arterial</b>	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are <b>Routes of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Add additional east-west connection to local streets; may provide bike/ped access across I-80.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - <b>Arterial</b>	Replace existing causeway bridge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Improve on/off ramp circulation to SR 37. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – <b>Bike/Ped</b>	Complete segments of the Bay Trail.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – <b>Bike/Ped</b>	Replace existing structure	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a bike/ped path along Broadway.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – <b>Bike/Ped</b>	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – <b>Bike/Ped</b>	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – <b>Land Use</b>	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – <b>Land Use</b>	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - <b>Rideshare</b>	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – <b>Bus</b>	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. <b>This is a Transit Facility of Regional Significance.</b>	<b><i>Permitted and Ready to Construct</i></b>
	Vallejo	Vallejo Station bus transit center	Transit – <b>Bus</b>	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>	<b><i>Under Construction</i></b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – <b>Rail or Ferry</b>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – <b>Rail or Ferry</b>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – <b>Rail or Ferry</b>	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – <b>Bus</b>	Replacement/Upgrade only applies to buses operating on intercity routes.	Planned
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – <b>Bus</b>	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – <b>Bus</b>	Improve efficiency and provide parking for new buses. <b>This is a Transit Facility of Regional Significance.</b>	<b><i>Under Construction</i></b>
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – <b>Bus</b>	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – <b>Rail or Ferry</b>	Acquire new ferries (5 <sup>th</sup> and 6 <sup>th</sup> vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – <b>Rail or Ferry</b>	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. <b>This is a Transit Facility of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 132	Vallejo	Connect to regional rail service	Transit – <b>Rail or Ferry</b>	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – <b>Rail or Ferry</b>	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – <b>Rail or Ferry</b>	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – <b>Rail or Ferry</b>	Light rail service to connect with BART	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – <b>Rail or Ferry</b>	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service.	Planned
09CTP 153	Vallejo	Mare Island Rail Service	Transit – <b>Rail or Ferry</b>	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – <b>Rail or Ferry</b>	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island Water Taxi Service	Transit – <b>Rail or Ferry</b>	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 127	Vallejo	Expand paratransit	Transit – <b>Paratransit</b>	Expand paratransit program over different modalities	Planned Program
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - <b>Freeway</b>	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	<b>Permitted and Ready to Construct</b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield.	Designed
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design
09CTP 016	STA	Countywide Gateways	Arterials, Highways and Freeways - <b>Freeway</b>	Develop gateway landscape and hardscape treatments for locations identified in the Solano Highway Improvement Program (SOHIP).	Planned
09CTP 093	STA	I-80 and I-680 ITS	Arterials, Highways and Freeways - <b>Freeway</b>	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, along I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . <b>This is a Route of Regional Significance.</b>	Planned
09CTP 101	STA	I-80 Auxiliary Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Benicia.	Planned
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - <b>Highway</b>	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - <b>Arterial</b>	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Rio Vista.	Planned
09CTP 178	STA	Streets and Roads Rehabilitation	Arterials, Highways and Freeways - <b>Arterial</b>	Provide adequate funding to maintain local streets and roads at an acceptable Pavement Condition Index.	Planned Program
09CTP 231	STA	Complete Streets	Arterials, Highways and Freeways - <b>Arterial</b>	Implement MTC's Complete Streets program on projects receiving STA funding.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield and the County of Solano.	<u><i>Under Construction</i></u>
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – <b>Bike/Ped</b>	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – <b>Bike/Ped</b>	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 900	STA	Safe Routes to Transit Plan	Alt Modes – <b>Bike/Ped</b>	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – <b>Bike/Ped</b>	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – <b>Bike/Ped</b>	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - <b>Rideshare</b>	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA’s vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - <b>Rideshare</b>	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 042	STA	SolanoExpress	Transit – <b>Bus</b>	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 100	STA	Real-time bus tracking systems	Transit – <b>Bus</b>	Acquire and install Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 017	STA	SR 12 Transit Corridor Study	Transit – <b>Bus</b>	Implement the 2006 State Route 12 Transit Corridor study.	Planned
09CTP 018	STA	I-80/I-680/I-780 Transit Corridor Study	Transit – <b>Bus</b>	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.	Planned
09CTP 019	STA	Community Based Transit Studies	Transit – <b>Bus</b>	Conduct new Community Based Transit studies in Vacaville and Fairfield.	Planned
09CTP 196	STA	Develop standard bus shelters	Transit – <b>Bus</b>	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 900	STA	Countywide Water Transportation Study	Transit – <b>Rail or Ferry</b>	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 900	STA	Senior and Disabled Transit Study	Transit – <b>Paratransit</b>	Update the 2004 Solano Senior and Disabled Transit Study.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 106	STA	Accessible taxi vehicles (capital)	Transit – <b>Paratransit</b>	Vacaville will lead this countywide effort, and coordinate with the other Solano transit operators, to procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	STA	Accessible Taxi Program (operations)	Transit – <b>Paratransit</b>	Vacaville will lead this countywide effort, and coordinate with the other Solano transit operators, to provide a taxi type transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 197	STA	Countywide Climate Strategy	All	Solano Climate Change Strategy. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program



DATE: February 25, 2010  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Solano Countywide Bicycle Plan Update: Projects List

---

**Background:**

The Solano Countywide Bicycle Plan was last updated in 2004 and provides the future planning and policy for bicycling in the countywide transportation system. Currently, it is being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Pedestrian Plan, the Solano Countywide Bicycle Plan identifies the short-term and long-term projects needed to complete a countywide bikeway network. Over the last several months, the Bicycle Advisory Committee (BAC) has worked with the Technical Advisory Committee (TAC) to identify priority bicycle projects in each jurisdiction. Through this process, the following key items have been developed:

1. Draft Solano Countywide Bicycle Network Projects List
2. Draft Solano Countywide Bicycle Network Priority Projects List

**Discussion:**

In December 2009, each member of the BAC met with their respective TAC representative to identify the bicycle projects in their jurisdiction. STA staff used the 2004 Solano Countywide Bicycle Plan list of bicycle projects as a starting point for discussion. Based on the Goals and Objectives, Planning Criteria, and Prioritization Criteria, 82 bicycle projects were identified and preliminarily prioritized by the BAC and TAC members. A project was included if it met one or more of the Planning Criteria:

1. Countywide Connections (Primary Routes)
2. Connectors to Primary Routes/Regional Transit Destinations (Secondary Routes)
3. Other Bicycle Routes

Attachment A shows the draft comprehensive list of bicycle projects identified by the BAC and TAC participants to be included in the updated Countywide Bicycle Plan.

After developing a countywide list of eligible bicycle projects, STA staff and members of the BAC and TAC began to identify the top priority projects within their jurisdiction. The priority projects list was developed by asking each agency's BAC and TAC Member to identify their top three bicycle projects. A total of 24 priority projects were identified by the seven cities and the County. To determine the top 10 projects for future funding, STA staff scored each project based on Prioritization Criteria developed by the BAC. At least one project from each city was selected.

The Criteria for prioritizing projects are:

1. Implementation
2. Accessibility and Safety (connections across barriers)
3. Connectivity and Regional Significance (inter-city/county connections and connections to regional transit centers)
4. Quality of Life
5. Local Coordination
6. Wayfinding (signage, etc.)

Attachment B is the Priority Projects List. The Priority Projects List will be used by STA staff to develop future funding recommendations for the BAC and TAC to review. This process acts as a “Call for Projects” process utilized in the past to identify projects for funding. As a result, future funding opportunities can be better focused on the delivery of the projects identified by the BAC.

The projects shown in Attachment B are the unconstrained priority bicycle projects list. At the BAC and TAC meetings in April, STA staff will provide the approximate fund estimates of available bicycle project funding. At that time, STA staff will also propose a financially constrained priority projects list.

The project lists were presented to the BAC and TAC for approval at their February 17, 2010 and February 24, 2010 meetings respectively. Both advisory committees approved the project lists with a few minor edits. However, a key difference in recommendations from each committee was in Attachment B, regarding the priority project for City of Benicia. The BAC expressed that bicycle improvements to Columbus Parkway would be more feasible than improving Military East for bicycle accommodation. City of Benicia staff explained that Columbus Parkway improvements, to include bicycle lanes, will be funded by future development. STA staff will work with City of Benicia staff to finalize the priority bicycle project shown in Attachment B. Attachments A and B show the project lists with the changes recommended by the BAC and TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Comprehensive Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.

Attachments:

- A. Bicycle Projects List for Solano Countywide Bicycle Plan with BAC and TAC edits
- B. Priority Projects List for Solano Countywide Bicycle Plan with BAC and TAC edits

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

Agenda Item \_  
March 10, 2010

**ATTACHMENT A**

**DRAFT BICYCLE PLAN PROJECT LIST**

(Last Updated: February 25, 2010)

ID	Agency	Project/Segment	From/To	Description	Project Status
1.	Benicia	Military East – <b>Priority #1</b>	First Street to Grant Street	1 mile Class II bicycle lane on Military East from First Street to Grant Street in both directions	Planned
2.	Benicia	Lake Herman Road – <b>Priority #2</b>	Benicia City Limit to Industrial Way	5 mile Class II bicycle lane on Lake Herman Road from Benicia City Limit to Industrial Way in both directions <b>Note: This project is developer funded</b>	Planned
3.	Benicia	Park Road – <b>Priority #3</b>	Benicia Bridge to Industrial Way	1.5 mile Class II or Class III bicycle lane/route on Park Road between the Benicia Bridge and Industrial Way in both directions	Planned
4.	Benicia	Second Street	Military East to Lopes	3.8 mile Class II bicycle lane on Second Street between Military East Street and Lopes Road in both directions	Planned
5.	Benicia	West I Street	West 9 <sup>th</sup> Street to 1 <sup>st</sup> Street	1 mile Class II bicycle lane on West I Street between West 9 <sup>th</sup> Street and 1 <sup>st</sup> Street in both directions	Planned
6.	Benicia	First Street	West I to Military East	0.2 mile Class II bicycle lane on First Street between West I Street and Military East Street in both directions	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

➡ Black Arrows point to line item with changes made by BAC

⇨ White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
7.	Benicia	Columbus Parkway	Benicia Road to Rose Drive	0.2 mile Class II bicycle lane on Columbus Parkway from Benicia Road to Rose Drive in both directions	Planned
8.	Dixon	Parkway Blvd – <b>Priority #1*</b>	Valley Glen Rd to Pitt School Rd	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Road to Pitt School Road in both directions	Planned
9.	Dixon	Vaca-Dixon Bike Route: North Adams Street – <b>Priority #2.A</b>	SR 113 to Porter Road A Street to Pitt School Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
10.	Dixon	<del>Vaca-Dixon Bike Route: Porter Road – <b>Priority #2.B</b></del>	<del>A Street to Pitt School Road</del>	<del>Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions</del>	Planned
11.	Dixon	Bicycle Racks at City Facilities – <b>Priority #3</b>	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	Planned
12.	Dixon*	Pedrick Road Overcrossing (OC)	Pedrick Rd RR OC	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
13.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive – <b>Priority #1</b>	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	Planned
14.	Fairfield	Specified North Connector Connections – <b>Priority #2</b>	Projects TBD	Construction of specified local connections to the STA North Connector project (projects to be determined)	Planned
15.	Fairfield*	Linear Park Path	Dover Avenue to Cement Hill Road	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
16.	Fairfield*	Laurel & Ledge-wood Creek Bike Paths	Rockville Road to SR12	Extension of the Ledge-wood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
17.	Fairfield	Red Top Road	Lopes to McGary	1 mile Class II bicycle lane on McGary Road from Lopes Road to McGary Road in both directions.	Planned
18.	Fairfield	Dover Avenue	Paradise Valley Drive to Fairfield Linear Park	1.8 mile Class II bicycle lane on Dover Avenue from Paradise Valley Drive to Fairfield Linear Park in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
19.	Fairfield	Peabody Road	Vanden Road to Air Base Parkway	1 mile Class I bicycle/pedestrian path on Peabody Road from Vanden Road to Airbase Parkway in both directions.	Planned
20.	Fairfield	Walters Road	Cement Hill Road to Air Base Parkway	1.1 mile Class I bicycle/pedestrian path on Walters Road from Cement Hill Road to Air Base Parkway.	Planned
21.	Fairfield	Walters Road	Air Base Parkway to East Tabor Ave	0.5 Class II bicycle lane on Walters Road from Air Base Parkway to East Tabor Avenue in both directions.	Planned
22.	Rio Vista	Rio Vista Loop: Church Road – <b>Priority #1</b>	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
23.	Rio Vista	Rio Vista Loop: Airport Road – <b>Priority #2</b>	Saint Francis Way to Church Road	1 mile Class I off-street bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road in both directions.	Planned
24.	Rio Vista	Rio Vista Loop: Liberty Island Road – <b>Priority #3</b>	Airport Road to Summerset Road	1.2 mile Class I off-street bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road in both directions.	Planned
25.	Rio Vista*	Sacramento River Waterfront	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
26.	Rio Vista*	Citywide Trail System	Various Routes	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
27.	Rio Vista	Rio Vista Loop: Gardiner Way	SR12 to Saint Francis Way	0.1 mile Class I off-street bicycle/pedestrian path on Gardiner Way from SR12 to Saint Francis Way in both directions.	Planned
28.	Rio Vista	Rio Vista Loop: Saint Francis Way	Gardiner Way to Airport Road	0.9 mile Class I off-street bicycle/pedestrian path on Saint Francis Way from Gardiner Way to Airport Road in both directions.	Planned
29.	Rio Vista	Rio Vista Loop: Summerset Road	SR12 to Liberty Island Road	400 feet Class II bicycle lane on Summerset Road from SR 12 to Liberty Island Road in both directions.	Planned
30.	Rio Vista	Rio Vista Loop: Unnamed road	Saint Francis Way to River Road/SR84	0.3 mile Class I off-street bicycle/pedestrian path on Unknown road parallel to Poppy House Rd (south)	Planned
31.	Rio Vista	Suisun City to Rio Vista (Central County Bikeway): SR12	Azevedo Road to Rio Vista Bridge	3.2 mile Class I off-street bicycle/pedestrian path on SR12 from Azevedo Road to the Rio Vista Bridge in both directions.	Planned
32.	Solano County*	Dixon to Vacaville Bike Route: Hawkins Road – <b>Priority #1</b>	Pitt School Road to Leisure Town Road	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

➡ Black Arrows point to line item with changes made by BAC

⇨ White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
33.	Solano County	Lake Herman Road – <b>Priority #2</b>	Benicia City Limit to Vallejo City Limit	Class II bicycle lane on Lake Herman Road from Benicia City Limit to Vallejo City Limit in both directions.  *This project is supported by the STA BAC as a priority long-term project	Planned
34.	Solano County	Suisun Valley Road – <b>Priority #3</b>	Mangels Boulevard to Mankas Corner Road	4.4 miles of Class II bicycle lane on Suisun Valley Road from Mangels Boulevard to Mankas Corner Road in both directions.  *This project is supported by the STA BAC as a priority long term project	Planned
35.	Solano County*	Green Valley	Various locations	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
36.	Solano County*	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Various bridge locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
37.	Solano County*	Support Cordelia Hills Sky Valley open space and trail project	McGary Road to regional open space	<del>Purchase open space and construct multi-use paths and trails.</del> Connect open space to McGary Road or other segment of the regional bike network.	Planned
38.	Solano County	Abernathy/Mankas Corner Route: Mankas Corner Road	Suisun Valley Road to Abernathy Road	2.1 mile class II bicycle lane on Mankas Corner Road from Suisun Valley Road to Abernathy Road in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
39.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Mankas Corner Road to Rockville Road	1.9 mile class II bicycle lane on Abernathy Road from Mankas Corner Road to Rockville Road in both directions.	Planned
40.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Rockville Road to Fairfield Linear Park	0.2 mile class II bicycle lane on Abernathy Road from Rockville Road to Fairfield Linear Park in both directions.	Planned
41.	Solano County	Pleasants Valley Road	Cherry Glen Road to Yolo County Line	13 mile class II bicycle lane on Pleasants Valley Road from Cherry Glen Road to Yolo County Line in both directions.	Planned
42.	Solano County; STA	SR 12: Bicycle-Pedestrian Overcrossing	Red Top Road to North Connector	0.1 mile bike/ped overcrossing	Planned
43.	Solano County	SR 12 Shoulder Improvements	Rio Vista Bridge/Sac County Line to Walters Road (various locations)	20 mile class II bicycle lane or class III bicycle route	Planned
44.	Solano County; Fairfield	Lopes Road	Second Street (Benicia) to Mangels Blvd	9.8 mile Class III bicycle route on Lopes Road from Second Street in City of Benicia to Mangels Boulevard in both directions.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
45.	Solano County	Jameson Canyon Route – Alternative A: Class I improvements in Jameson Canyon Corridor	Red Top Road to Napa County Line	3 miles Class I bicycle-pedestrian path in Jameson Canyon Corridor from Red Top Road to Napa County Line. Note: the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections plan will consider collaborative alignment alternatives between Solano County and Napa County.	Planned
46.	Solano County	Jameson Canyon Road Route – Alternative B: Class II Improvements (SR12)	Red Top Road to Napa County Line	Class II bicycle lanes included as part of SR 12 Jameson Canyon Road Widening Project	Designed
47.	Solano County	Gibson Canyon Road/Dobbins Street	East Monte Vista Avenue to Cantelow Road	4.3 mile class II bicycle lane on Gibson Canyon Road/Dobbins Street from East Monte Vista to Cantelow Road in both directions.	Planned
48.	Solano County	Cherry Glen Road	Nelson Road to Pleasants Valley Road	1.1 mile class II bicycle lane on Cherry Glen Road from Nelson Road to Pleasants Valley Road in both directions.	Planned
49.	Solano County	Nelson Road	Pena Adobe Road to Paradise Valley Road	2.1 mile Class I bike/ped path on Nelson Road from Pena Adobe Road to Paradise Valley Road	Planned
50.	Solano County	Leisure Town Road (Jepson Parkway)	Hawkins Road to Vanden Road	1.6 mile class I on Leisure Town Road from Hawkins Road to Vanden Road in both directions.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
51.	Solano County; Caltrans; Vallejo	SR 37	SR29/Mini Drive to Sonoma County Line	2.1 mile class I bike/ped path or class II bicycle lane on SR 37 from SR 29 to Sonoma County Line in both directions.	Planned
52.	Suisun City*	Grizzly Island Trail – <b>Priority #1</b>	Grizzly Island Road to Mariana Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a 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.	Preliminary Design
53.	Suisun City*	Petersen Road Bike Path – <b>Priority #2</b>	Walters Road to Suisun City sports Complex	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. <b>This is a Route of Regional Significance.</b>	Planned
54.	Suisun City*	McCoy Creek Pedestrian/Bike Path – <b>Priority #3</b>	Pintail Drive to Railroad Ave	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
55.	Suisun City*	SR 12 Pedestrian/Bike Gap Closure Path	Marina Blvd and Capitol Corridor Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u><b>Under Construction</b></u>

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
56.	Vacaville*	Ulatis Creek Bike Facilities – <b>Priority #1</b>	Phase I: Ulatis Dr to Leisure Town Rd; Phase II: Allison Drive to I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road; Phase 2: Allison Drive to I-80.	Planned
57.	Vacaville*	Elmira Road Bike Path – <b>Priority #2</b>	Leisure Town Road to Edwin Dr	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
58.	Vacaville*	Alamo Creek Bike Facilities	TBD	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
59.	Vacaville	Leisure Town Road (Jepson Parkway)	I-80 to Ulatis Creek	1.5 mile class I bike/ped path on Leisure Town Road from I-80 to Ulatis Creek in both directions.	Planned
60.	Vacaville	Leisure Town Road (Jepson Parkway)	Ulatis Creek to Alamo Drive	2 mile class I bike/ped path on Leisure Town Road from Ulatis Creek to Alamo Drive in both directions.	Planned
61.	Vallejo	McGary Road – <b>Priority #1</b>	Vallejo City Limit to Hiddenbrooke Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
62.	Vallejo	Georgia Street <b>Corridor</b> Bicycle Improvements – <b>Priority #2</b>	Columbus Parkway to Mare Island Way	3.4 mile of class II bicycle lane on Georgia Street from Columbus Parkway to Mare Island Way in both directions.  Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned
63.	Vallejo	SR 29 – <b>Priority #3</b>	Georgia Street to Carquinez Bridge	2.1 mile of class II bicycle lane on SR 29 from Georgia Street to the Carquinez Bridge in both directions.	Planned
64.	Vallejo	McGary Road (NEW: proposed by BAC on 02-17-10)	Concept	McGary Road connection west of project #61	Concept
65.	Vallejo*	Bay Trail Completion	Various	Complete segments of the Bay Trail.	Planned
66.	Vallejo*	Blue Rock Springs Hans Park Pedestrian/Bike Path	Undefined	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
67.	Vallejo*	Columbus Parkway Pedestrian/Bike Path	I-80 to Georgia Street	Construct a Class 1 bike/ped path along Columbus Pkwy from I-80 to Georgia Street in both directions.	Planned
68.	Vallejo	Broadway Street	Alameda Street to Napa County Line	3.8 mile class II bicycle lane on Broadway Street from Alameda Street to Napa County line in both directions.	Planned
69.	Vallejo	Sacramento Street	Valle Vista to SR 37	0.9 class II bicycle lane on Sacramento Street from Valle Vista Street to SR 37 in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
70.	Vallejo	Mare Island Way	Vallejo Ferry Terminal to Curtola Parkway	0.4 class II bicycle lane on Mare Island Way from Vallejo Ferry /Terminal to Curtola Parkway in both directions.	Planned
71.	Vallejo	Solano Avenue	Benicia Road to Sonoma Boulevard	0.5 class III bicycle route on Solano Avenue from Benicia Road to Sonoma Boulevard in both directions.	Planned
72.	Vallejo	Solano Avenue	Mariposa Street to Sonoma Boulevard	1 mile class II bicycle lane on Solano Avenue from Mariposa Street to Sonoma Boulevard in both directions.	Planned
73.	Vallejo	Mariposa Street	Redwood Boulevard to Solano Ave	1.1 class II bicycle lane on Mariposa Street from Redwood Boulevard to Solano Avenue in both directions.	Planned
74.	Vallejo*	I-780 Pedestrian/Bike Grade Separation	I-780 OC	Replace existing structure	Planned
75.	Vallejo*	Fairgrounds Drive Pedestrian/Bike Path	Marine World Parkway to Redwood Street	Construct a Class 1 bike/ped path along Fairgrounds Drive from Marine World Parkway to Redwood Street.	Planned
76.	Vallejo	SR 29	Curtola Parkway to Maritime Academy Drive	2.3 mile class II bicycle lane from SR 29 from Curtola Parkway to Maritime Academy Drive in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\* in CTP list

➡ Black Arrows point to line item with changes made by BAC

⇨ White Arrows point to line item with changes made by TAC

ID	Agency	Project/Segment	From/To	Description	Project Status
77.	Vallejo*	Broadway to 4 lanes and Pedestrian/Bike Path	Napa County Line to Curtola Parkway	Construct a bike/ped path along Broadway Street.	Planned
78.	Vallejo*	Mare Island Pedestrian & Bike System	Various	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
79.	STA*	Solano Bike and Ped Wayfinding Signage	Various Locations TBD	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<b>Permitted and Ready to Construct</b>
80.	STA*	Safe Routes to School Projects and Programs	Various Projects	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
81.	STA*	Safe Routes to Transit Plan	Various Projects To Be Identified	Conduct a study and develop a Solano Safe Routes to Transit Plan. This plan would identify connections/gaps in accessibility for cyclists to transit. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
82.	STA	North Connector Bicycle Connections	North of I-80 between SR 12 West to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\* in CTP list*

 Black Arrows point to line item with changes made by BAC

 White Arrows point to line item with changes made by TAC

<b>ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
83.	STA	Jepson Parkway Bicycle Segments	Jepson Parkway in Fairfield, Suisun City, and Vacaville	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned

STA Staff Recommendation for Priority Bicycle Projects (listed by agency in alphabetical order)

	Agency	Project Name	Env/Design Shortfall*	ROW/Construction Shortfall*	Total Shortfall*
	Benicia	Military East Street Bicycle Lanes (CII) - First Street to Park Road (BAC recommendation)	Undefined	Undefined	\$3,000,000
1	Benicia	Columbus Parkway Bicycle Lanes (CII) - Benicia Road to Rose Drive (BAC recommendation)	Undefined	Undefined	Undefined
2	Benicia	Military East Street Bicycle Lanes (CII) - First Street to Park Road (TAC recommendation to keep)	Undefined	Undefined	\$3,000,000
3	Dixon	Vacaville-Dixon Bike Route (CII, Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000
4	Dixon	Bicycle Racks at City Facilities	\$0	\$10,000	\$10,000
5	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Ave to Air Base Pkwy	\$45,000	\$205,000	\$250,000
6	Rio Vista	Church Road Bicycle Path (CI) - Airport Road to State Route (SR) 12	Undefined	Undefined	Undefined
7	Solano County	Vacaville-Dixon Bike Route (CII) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000
8	STA	Solano Countywide Safe Routes to School (SR2S) Program	N/A	N/A	\$120,000 **
9	Suisun City	Grizzly Island Trail (CI) - Grizzly Island Rd to Marina Blvd	\$0	\$2,100,000	\$2,100,000
10	Vacaville	Ulatis Creek Bicycle/Pedestrian Path (CI, Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000
11	Vallejo	McGary Road Bicycle Lanes (CII) - City Limit to Hiddenbrooke Parkway	Undefined	Undefined	\$500,000
12	STA	Solano County Wayfinding Sign Program	Undefined	Undefined	Undefined ***
13	STA	North Connector Project (Solano County submitted NC Project in priorities)	Undefined	Undefined	Undefined ***
14	STA	SR2T Program Projects (Dixon submitted SR2T program in priorities)	Undefined	Undefined	Undefined ***
15	STA	Jepson Parkway Project (Fairfield and County submitted Jepson Pkwy Project in priorities)	Undefined	Undefined	Undefined ***
			\$562,000	\$7,015,000	\$8,197,000

Ranking is based on scores and strategic deliverability

Projects 1-10 are the unconstrained priority projects list

These projects will be further developed into a fiscally constrained list when future funding is determined

\*2010 Estimates

\*\*This amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant

\*\*\* Bicycle improvements are part of the larger road project

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

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: February 25, 2010  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Solano Countywide Pedestrian Plan Update: Projects List

---

**Background:**

The Solano Countywide Pedestrian Plan was first developed in 2004 and provides the future planning and policy for walking in the countywide transportation system. It was the first countywide pedestrian plan in the Bay Area and received the American Planning Association, Northern California Chapter award for Outstanding Planning: Planning Implementation – Large Jurisdiction. Currently, it is being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan identifies the short-term and long-term projects needed to complete a countywide pedestrian network. Over the last several months, the Pedestrian Advisory Committee (PAC) has worked with the Technical Advisory Committee (TAC) to identify priority pedestrian projects in each jurisdiction. Through this process, the following key items have been developed:

1. Solano Countywide Pedestrian Network Projects List
2. Solano Countywide Pedestrian Network Priority Projects List

**Discussion:**

In December 2009, each member of the PAC met with their respective TAC representative to identify the pedestrian projects in their jurisdiction. STA staff used the 2004 Solano Countywide Pedestrian Plan list of pedestrian projects as a starting point for discussion. Based on the Goals and Objectives, Planning Criteria, and Prioritization Criteria, 80 pedestrian projects were identified and preliminarily prioritized by the PAC and TAC members. A project was included if it met one or more of the Planning Criteria:

1. **Connections** that support pedestrian movement (routes)
2. Creation or enhancement of **places** that support pedestrian travel or activity (Transportation for Livable Communities/Priority Development Area projects)
3. Other Pedestrian Routes

Attachment A shows the draft comprehensive list of pedestrian projects identified by the PAC and TAC participants to be included in the updated Countywide Pedestrian Plan.

After developing a countywide list of eligible pedestrian projects, STA staff and members of the PAC and TAC began prioritizing the projects. The priority projects list was developed by asking each agency's PAC and TAC Member to identify their top three pedestrian projects. A total of 24 priority projects were identified by the seven cities and the County. To determine the top projects for future funding, STA staff scored each project based on Prioritization Criteria developed by the PAC. A total of 11 priority projects with at least one project from each city were selected.

The Criteria for prioritizing projects are:

1. Implementation
2. Accessibility and Safety (connections across barriers)
3. Connectivity and Regional Significance (inter-city/county connections and connections to regional transit centers)
4. Quality of Life
5. Local Coordination
6. Wayfinding (signage, etc.)

Attachment B is the Priority Projects List. The priority projects list will be used by STA staff to develop future funding recommendations for the PAC and TAC to review. This process acts as a “Call for Projects” process utilized in the past to identify projects for funding. As a result, future funding opportunities can be better focused on the delivery of the projects identified by the PAC.

The projects shown in Attachment B are the unconstrained priority pedestrian projects list. At the PAC and TAC meetings in April, STA staff will provide the approximate fund estimates of available pedestrian project funding. At that time, STA staff will also propose a financially constrained priority projects list.

The project lists were presented to the PAC and TAC for their approval at their February 18, 2010 and February 24, 2010 meetings respectively. Both advisory committees approved the project lists with no changes. Attachments A and B show the project lists as recommended by the BAC and PAC.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Comprehensive Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.

Attachments:

- A. Pedestrian Projects List for Solano Countywide Pedestrian Plan
- B. Priority Projects List for Solano Countywide Pedestrian Plan

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\*In CTP List

Agenda Item \_  
March 10, 2010

**ATTACHMENT A**

**DRAFT PEDESTRIAN PROJECT LIST**

(Last Updated: February 25, 2010)

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
1.	09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements* <b>Priority #1</b>	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
2.	09CTP 012	Benicia	First Street Streetscape Project* <b>Priority #2</b> <b>Planned PDA</b>	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
3.	N/A	Benicia	Benicia Intermodal Train Station <b>Priority #3</b>	Location TBD	Construction of a new intermodal transit station, including pedestrian facilities connecting to nearby areas	Planned
4.	N/A	Benicia	Civic Center Area Improvements	To Be Defined	Concept	Planned
5.	N/A	Benicia	6 <sup>th</sup> Street Pedestrian Enhancements	To Be Defined	Concept	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
6.	N/A	Benicia	East H Street Ball Fields Parking and Crossing Improvements	To Be Defined	Concept	Planned
7.	N/A	Benicia	Sidewalk system gaps	To Be Defined	Concept	Planned
8.	N/A	Benicia	Traffic calming	To Be Defined	Concept	Planned
9.	N/A	Benicia	Solano Square Circulation	To Be Defined	Concept	Planned
10.	N/A	Benicia	West 7th & Military intersection improvement	To Be Defined	Concept	Planned
11.	N/A	Benicia	Historic Arsenal Pathway Connections	To Be Defined	Concept	Planned
12.	N/A	Benicia	Pedestrian and Bicycle Improvements to East E Street Parking Lot	To Be Defined	Concept	Planned
13.	09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail*	Benicia-Martinez Bridge to Arsenal	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
14.	09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge*	Vallejo to Benicia Bridge	Remove gaps; expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
15.	09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<u>Under Construction</u>
16.	09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel* <b>Priority #1</b>	West B Street Union Pacific Railroad Crossing	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel undercrossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station.	Preliminary Design
17.	N/A	Dixon	Specified Safe Routes to School Enhancements <b>Priority #2</b>	TBD as identified in SR2S Plan	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan	Planned
18.	N/A	Dixon	Specified Railroad Crossing Improvements based related studies <b>Priority #3</b>	TBD as identified in related studies	Connections/Crossings/Safety Improvements around transit stations and rail crossings within the City of Dixon as identified in the STA Rail Inventory & Improvement Study and the to be developed Safe Routes to Transit (SR2T) Plan	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
19.	N/A	Dixon	Multimodal Transportation Center	SR 113 from B Street to Union Pacific Railroad	Construct streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B Street to Union Pacific Railroad	Planned
20.	09CTP 222	Dixon	Pedrick Road Overcrossing*	Pedrick Road OC	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned
21.	09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4) *	A Street/1 <sup>st</sup> Street/Railroad	Complete landscaping and pedestrian improvements in A Street/1 <sup>st</sup> Street/Railroad track area in downtown Dixon.	Planned
22.	09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation*	Blossom Ave	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
23.	09CTP 184	Fairfield	Linear Park Path*	Solano Community College to northeastern Fairfield	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
24.	N/A	Fairfield	West Texas Street Gateway Project <b>Priority #1</b>	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
25.	N/A	Fairfield	Jepson Parkway Concept Plan Connections <b>Priority #2</b>	Plan/Study	Connections to STA Jepson Parkway Concept Plan segments. The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned
26.	N/A	Fairfield	Vacaville-Fairfield Train Station Urban Center <b>Priority #3 Potential PDA</b>	Vacaville-Fairfield Train Station	Development of a master plan and ultimately construction of the Fairfield-Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/system connections, public transit connections, stations, and facilities	Planned
27.	N/A	Fairfield	West Texas Street Urban Village Project <b>Planned PDA</b>	Suisun-Fairfield Capitol Corridor Train Station to 1.5 miles away along West Texas Street	Project will assist developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Land assembly, new sidewalks, street trees, pedestrian sidewalks, landscaping, signage, development of public plazas/seating areas, and enhancements to transit stops.	Planned
28.	N/A	Fairfield	Safe Routes to School Railroad Crossings	To Be Defined	Concept	Planned
29.	N/A	Fairfield	Green Valley Road path extension	To Be Defined	Concept	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
30.	N/A	Fairfield	Mangel Blvd path extension	To Be Defined	Concept	Planned
31.	N/A	Fairfield	Safe Routes to School Connections	To Be Defined	Concept	Planned
32.	N/A	Fairfield	Tri-City and County Regional Trail Connections	To Be Defined	Concept	Planned
33.	N/A	Fairfield	Downtown Fairfield Live-Work Center	1000 block of West Texas Street	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	Planned (developer funded)
34.	09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths*	Rockville Road to Highway 12	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
35.	09CTP 204	Rio Vista	Sacramento River Waterfront* <b>Priority #1</b>	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
36.	N/A	Rio Vista	Sandy Beach Park Connection: Beach Drive <b>Priority #2</b>	Second Street to Sandy Beach Park	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	Planned
37.	N/A	Rio Vista	Downtown Revitalization Project	Downtown Rio Vista (various locations)	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	Planned
38.	N/A	Rio Vista	Highway 12 Corridor Planning Study/Improvements	Plan/Study	Corridor Plan that will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Hwy 12.	Planned
39.	09CTP 205	Rio Vista	Citywide Trail System*	Various Routes	Construct a looped bicycle/pedestrian trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
40.	09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing*	Del Rio Hills and Riverwalk subdivisions	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
41.	N/A	Solano County	Tri-City and County Regional Trail Connections <b>Priority #1</b>	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
	N/A	Solano County	Cordelia to King Ranch Open Space Connection	To Be Defined	Concept 1: Connection from Cordelia to King Ranch Open Space	Planned
	N/A	Solano County	Red Top to Lynch Canyon Open Space Connection	To Be Defined	Concept 2: Connection from Red Top to Lynch Canyon Open Space	Planned
	N/A	Solano County	Lake Herman Park to Sky Valley Open Space Connection	To Be Defined	Concept 3: Connection from Lake Herman Park to Sky Valley Open Space	Planned
42.	N/A	Solano County	Specified North Connector Connections <b>Priority #2</b>	To Be Defined	Connections to specified North Connector segments (projects to be identified).	Planned
43.	N/A	Solano County	English Hills Connections	To Be Defined	Trail system in English Hills area (projects to be identified)	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
44.	09CTP 055	Solano County	Old Town Cordelia *	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	<i>Permitted and Ready to Construct</i>
45.	09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced*	Various locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
46.	09CTP 057	Solano County	Green Valley *	Various	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
47.	09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project*	Various	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
48.	09CTP 053	Suisun City	Grizzly Island Trail* <b>Priority #1</b>	Grizzly Island Road to Marina Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a 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.	Preliminary Design
49.	09CTP 070	Suisun City	Rail Station Improvements* <b>Priority #2</b> <b>Planned PDA</b>	Suisun-Fairfield Train Station Area	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
50.	09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path* <b>Priority #3</b>	Various routes	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
51.	N/A	Suisun City	Main Street Project/Downtown Streetscape Improvement Program	Main Street and waterfront promenade	The Redevelopment Agency launched a Façade Improvement Program for Main Street businesses. More than a dozen businesses participated by renovating their storefronts using matching funds provided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main Street and the waterfront promenade. Includes urban renewal on east side of Main Street.	Planned
52.	09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path*	Railroad Ave to Pintail Drive	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
53.	09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation*	Fairfield City Limit to Suisun City City Limits	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to City Limit of Suisun City. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
54.	09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path*	Marina Boulevard to Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u><b>Under Construction</b></u>

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

\*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
55.	09CTP 072	Suisun City	Kellogg Street Waterfront Improvements*	Waterfront Area	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
56.	09CTP 109	Vacaville	Ulatis Creek Bike Facilities* <b>Priority #1 Planned PDA</b>	Ulatis Creek Area near I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
57.	09CTP 111	Vacaville	Elmira Road Bike Path* <b>Priority #2</b>	Leisure Town Road to Edwin Drive	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
58.	09CTP 110	Vacaville	Alamo Creek Bike Facilities*	Alamo Drive to Leisure Town Road	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
59.	N/A	Vacaville	Vacaville Creek Walk Extension to McClellan Street <b>Planned PDA</b>	New path	This project will extend the Vacaville Creek Walk to McClelland Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	Planned
60.	N/A	Vacaville	Connection from Lagoon Valley to Paradise Valley	To Be Identified	Concept	Planned
61.	09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program* <b>Planned PDA</b>	Vacaville Downtown PDA	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area of Vacaville. This area is designated as a Priority Development Area.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
62.	N/A	Vallejo	Downtown Vallejo Renaissance Project Improvements <b>Priority #1 Planned PDA</b>	Various Areas in Downtown Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	Planned
63.	N/A	Vallejo	River Park Improvements	Vallejo Waterfront from Mare Island Causeway to Sims Street	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Planned
64.	09CTP 137	Vallejo	Bay Trail Completion*	Various	Complete segments of the Bay Trail.	Planned
65.	N/A	Vallejo	Vallejo Bay/Ridge Trail Connector	Glen Cove to Sonoma Boulevard	Connection from the existing regional Bay Trail/Ridge Trail east of the Carquinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carquinez Bridge	Planned
66.	N/A	Vallejo/ Bay Trail Project	Glen Cove Bay Trail Gap Closure	Benicia SRA to Glen Cove Marina	Waterfront/Bluff top trail from Benicia State Recreation Area (SRA) through Glen Cove Waterfront Park to Glen Cove Marina (using City Streets – waterfront trail alternative would cost an addition \$1 million +)	Planned
67.	N/A	Vallejo/ Bay Trail Project	Sidewalks below and north of Highway 37 Concept	Sonoma Boulevard	Improve sidewalk or multi-use path along Sonoma Boulevard	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
68.	09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path*	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
69.	09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path*	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
70.	09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation*	Alt Modes – <b>Bike/Ped</b>	Replace existing structure	Planned
71.	09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path*	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
72.	09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path*	Alt Modes – <b>Bike/Ped</b>	Construct a bike/ped path along Broadway.	Planned
73.	09CTP 144	Vallejo	Mare Island Pedestrian & Bike System*	Alt Modes – <b>Bike/Ped</b>	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
74.	09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor*	Alt Modes – <b>Bike/Ped</b>	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
75.	09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs*	Alt Modes – <b>Land Use</b>	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned

*Project Status key:*

*Permitted and Ready to Construct – all permits and funding secured*

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

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

*Planned – less than 10% PS&E*

*\*In CTP List*

<b>ID</b>	<b>CTP ID</b>	<b>Agency</b>	<b>Project/Segment</b>	<b>From/To</b>	<b>Description</b>	<b>Project Status</b>
76.	N/A	STA	North Connector Project	North of I-80 between SR 12 /west to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I-) 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs. Also includes identification/construction of crossing of SR 12 at Red Top Road.	<i>Designed</i>
77.	N/A	STA	Jepson Parkway Concept Plan	Plan/Study	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned
78.	09CTP 210	STA	Solano Bike and Ped Wayfinding Signage*	Various locations	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
79.	09CTP 229	STA	Safe Routes to School Projects and Programs*	Various locations	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
80.	09CTP 900	STA	Safe Routes to Transit Plan*	Various locations	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned

STA Staff Recommendation for Priority Pedestrian Projects (listed by agency in alphabetical order)

	Agency	Project Name	Env/Design Shortfall*	ROW/Construction Shortfall*	Total Shortfall*
1	Benicia	Park Road Pedestrian Path (CI) - Benicia Bridge to Jefferson Street	\$330,000	\$870,000	\$1,200,000
2	Benicia	First Street Streetscape Enhancements	\$500,000	\$1,800,000	\$2,300,000
3	Dixon	West B Street Undercrossing Project	\$0	\$6,100,000	\$6,100,000
4	Fairfield	West Texas Street Gateway Project	Undefined	\$2,300,000	\$2,300,000
5	Rio Vista	Waterfront Plan and Improvement Project - City Hall to Rio Vista Bridge	Undefined	Undefined	\$3,000,000
6	Solano County	Tri-City and County Regional Trail Connections	\$150,000	\$4,100,000	\$4,250,000
7	Suisun City	Suisun-Fairfield Train Station Improvements	Undefined	Undefined	Undefined
8	Suisun City	Grizzly Island Trail (CI) - Grizzly Island Rd to Marina Blvd	\$0	\$2,100,000	\$2,100,000
9	Vacaville	Ulatis Creek Bicycle/Pedestrian Path (CI, Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000
10	Vallejo	Downtown Vallejo Renaissance Project	\$0	\$7,000,000	\$7,000,000
11	STA	Solano Countywide Safe Routes to School (SR2S) Program	N/A	N/A	\$120,000 **
12	STA	Solano County Wayfinding Sign Program	Undefined	Undefined	Undefined ***
13	STA	North Connector Project (Solano County submitted NC Project in priorities)	Undefined	Undefined	Undefined ***
14	STA	SR2T Program Projects (Dixon submitted SR2T program in priorities)	Undefined	Undefined	Undefined ***
15	STA	Jepson Parkway Project (Fairfield and County submitted Jepson Pkwy Project in priorities)	Undefined	Undefined	Undefined ***
Totals:			\$1,041,000	\$25,124,000	\$29,285,000

Projects were selected based on preliminary scoring completed by STA staff and overall strategic deliverability

Projects 1-11 are the unconstrained priority projects list

These projects will be further developed into a fiscally constrained list when future funding is determined

\*2010 Estimates

\*\*This amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant

\*\*\* Bicycle improvements are part of the larger road project

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

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 1, 2010  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Senior and Disabled Transportation Study Scope of Work

---

**Background:**

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, completed and adopted by the STA Board on May 8, 2002, recommended a further study to focus on new or updated senior and disabled transportation services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transportation Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to change, since the completion of the last Senior and Disabled Transportation Study six years ago. The large public response to the two Senior Summits held in 2009 further indicates it is an increasingly important transportation mobility issue and an update to the Senior and Disabled Transportation Study would be timely.

**Discussion:**

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the Transit Element of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for transit services and setting priorities for service once these funding sources are identified; and
4. Provide direction to the STA, the County Board of Supervisors, and others, for coordinating senior and disabled transportation services in the county.

The preliminary scope of work (Attachment A) is separated into five distinct phases:

1. Research and Data Collection
2. Public Outreach
3. Community Prioritization of Needs and Strategies
4. Draft Report and Outreach
5. Final Report

Public input and involvement during this study effort is key. The input already collected from the June and October 2009 Senior Summits will help support this study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that should be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation.

In July 2009, the STA Board authorized the distribution of a Request for Proposals (RFP) and authorized the Executive Director to enter into an agreement not-to-exceed \$50,000. Based on the STA's staff extensive involvement in helping to organize the two Senior Summits and the range of issues being indentified, staff postponed the release of the RFP until after the two Senior Summits were completed. Staff recommended expanding the public outreach process for this project and coordinating the study with the new Senior and Disabled Advisory Committee recently formed by the STA. The Solano Senior Coalition, the Paratransit Coordinating Council, and all the transit operators are members of this new advisory committee.

In February 2010, the STA Board approved releasing a Request for Proposals for an amount not-to-exceed \$70,000 to conduct this study. At this time, staff is requesting approval of the Scope of Work (Attachment A). The first Senior and Disabled Working Group meeting is scheduled for May 18<sup>th</sup>. A consultant should be selected and available to attend this first meeting and the Working Group is expected to have significant input to the Solano Senior and Disabled Transportation Study.

**Fiscal Impact:**

The Senior and Disabled Transportation Study update will be funded with State Transit Assistance Funds-Northern Counties/Solano and Surface Transportation Program (STP) Planning funds both of which are included in the Fiscal Year (FY) 2009-10 Budget.

**Recommendation:**

Approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.

Attachment:

- A. Draft Senior and Disabled Transportation Study Scope of Work

**SCOPE OF WORK  
for  
Solano  
Senior and Disabled Mobility Study  
Update**

**Purpose:**

The STA completed the first Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on new or updated senior and disabled transit services. In addition, this study was included as part of the STA's Overall Work Program. As such the STA determined that a senior and disabled transit study be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) helping prioritize new funding revenues and programs for senior and disabled transit services, and 4) implementation plans for the future paratransit and mobility services. The first Senior and Disabled Study was completed in June 2004. The CTP is currently being updated and an update of the Senior and Disabled Study would complement this effort.

**Tasks:**

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing and Projected Mobility Needs of Senior and Disabled through Quantitative and Qualitative Methods**
  - Review and compile all current data concerning Solano seniors and the disabled including, but limited to, the following: the follow up surveys associated with the 2000 U.S. Census, regional studies on senior and disabled needs, Solano Transit Ridership Surveys, existing Senior and Disabled Transit Study, Short Range Transit Plans, Solano Senior Coalition studies, Senior Summit 2009 data, and other information from senior centers, non-profit groups, and private sector specializing in senior and disabled issues.
  - Identify existing and project mobility needs from 2010 to 2035 of Seniors and Disabled through surveys and public outreach.
- 3. Identify Existing and Planned Services for providing mobility to Solano residents who are Seniors and the Disabled**
  - Inventory existing public transit services (fixed-route, paratransit, taxi, and related programs) that serve seniors and the disabled and planned services as identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators.
  - Inventory and survey senior services, senior centers, non-profit groups, volunteer programs, health groups, taxi services, private businesses, web-based services, and other organizations that provide mobility for senior and disabled individuals

throughout Solano County.

**4. Prioritize Senior and Disabled Individuals' Mobility Needs and Strategies**

- Identify Senior and Disabled Stakeholders and create Stakeholder Working Group
- Meet with Stakeholders and inform them of existing and projected demand for mobility services and existing and planned services
- Identify potential solutions
- Prioritize needs and preliminary potential solutions
- Identify cost and implementation issues associated with solutions
- Work with Stakeholders to create initial draft of re-prioritized needs and solutions

**5. Public Outreach**

- Present findings and seek input at the STA's Paratransit Coordinating Committee (PCC) and other STA committees as well as STA Board and at approximately seven senior and disabled community groups throughout Solano County.
- Organize and facilitate public meetings and prepare meeting summaries

**6. Draft Study**

- Present the demand data and services inventory.
- Present stakeholders and public outreach process
- Present the Prioritized mobility needs and strategies
- Develop a 25 year Implementation Plan, with five year increments which will include a funding plan
- Organize and facilitate at least four public workshops/meetings on the Draft Plan and obtain input from various Senior and Disabled groups in Solano County, the Solano PCC and other STA Committees and STA Board.

**7. Final Study**

- Finalize the report incorporating input from public review of draft study
- Prepare the report for electronic and hard copy distribution.



DATE: February 12, 2010  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
Sam Shelton, Project Manager  
RE: MTC Local Streets and Roads, Cycle 1 Block Grants

---

**Background:**

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

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

**Discussion:**

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

**Deferring/Advancing Funds Between Cycles**

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

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

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

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

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

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

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

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

To date, the County of Solano is the local agency in Solano County (or the Bay Area) expected to still be claiming TDA 4/8 for road rehabilitation. Over the last 4 years, the County of Solano has dedicated on average \$507,000 in TDA funds each year for road rehabilitation projects. \$428,000 is estimated to be available in FY 2010-11 for the County of Solano, if they opt to remain in the Unmet Transit Needs process.

#### Setting Funding Targets

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

### Funding Alternatives for County of Solano Road Rehabilitation Funds

STA staff requested that the TAC discuss several funding allocation options in consideration of the County FAS funding and the County's participation in the Unmet Transit Needs process given the County of Solano's available road rehabilitation funds.

- Alternative 1: County of Solano (LS&R + FAS + TDA) – (\$6.3M)
  - County of Solano receives FAS and TDA for Streets and Roads and STA Programs LS&R to County over the next 6 years.
  
- Alternative 2: County of Solano continues to program TDA for Streets and Roads (FAS + TDA) – (\$4.468M)
  - County of Solano programs FAS and TDA funding under their authority, but STA redistributes \$1.93M in County of Solano Cycle 1 & 2 LS&R formula funds to other agencies:

Benicia	\$107,000
Dixon	\$85,000
Fairfield	\$511,000
Rio Vista	\$35,000
Suisun City	\$164,000
Vacaville	\$433,000
Vallejo	\$595,000
  
- Alternative 3: County of Solano (LS&R + FAS + TDA phase out) (\$3.831M base with phase out of TDA over 2-3 years) for road rehabilitation
  - County of Solano phase out of the Unmet Transit Needs process and no longer use TDA funding for road rehabilitation after phase out period. These funds are still available to Solano County for non-road rehabilitation projects and programs, such as an expanded taxi script program, transit service in unincorporated area, staff time related to these projects and programs, transit and funding countywide intercity transit services and needs.

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

### **Fiscal Impact:**

An estimated \$6.179M in federal funds for Local Streets and Roads projects will be programmed for FY 2010-11 and FY 2011-12. \$5.507M in Local Streets and Roads funds will be dedicated to FY 2012-13, 13-14, and 14-15 once MTC makes Cycle 2 funds available for programming.

### **Recommendation:**

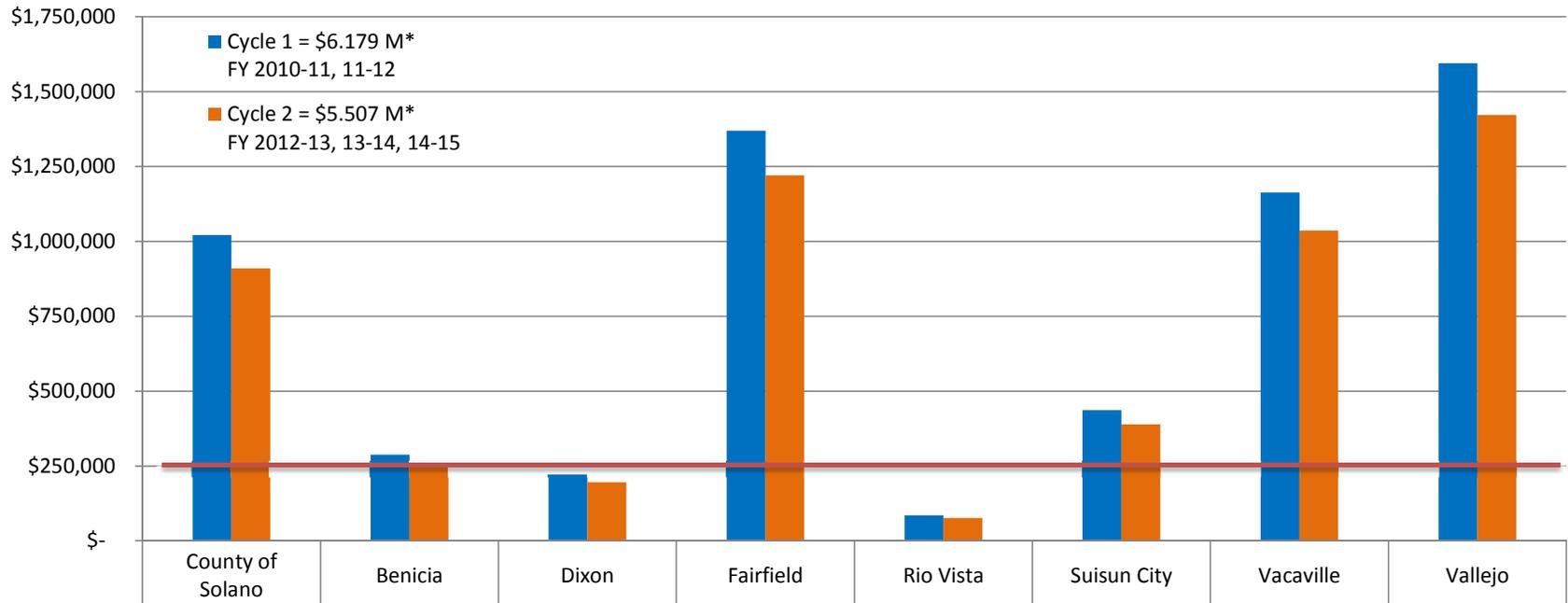
Informational.

Attachments:

- A. Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares
- B. "New Act Funding—FAS Commitments and Set-Asides for Counties", MTC, 02-04-2010

**THIS PAGE LEFT INTENTIONALLY BLANK.**

## Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares



	County of Solano	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
Cycle 1 = \$6.179 M* FY 2010-11, 11-12	\$1,021,000	\$288,000	\$220,000	\$1,370,000	\$85,000	\$437,000	\$1,163,000	\$1,595,000
Cycle 2 = \$5.507 M* FY 2012-13, 13-14, 14-15	\$910,000	\$257,000	\$196,000	\$1,221,000	\$76,000	\$389,000	\$1,036,000	\$1,422,000
% Share	16.52%	4.66%	3.56%	22.17%	1.38%	7.07%	18.82%	25.82%

\* Assumes -4% off the top for CMA Planning Activities (Cycle 1, \$257,000; Cycle 2, \$229,000), to be discussed in the STA's Strategic Plan.

**THIS PAGE LEFT INTENTIONALLY BLANK.**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Local Streets and Roads Working Group

DATE: February 4, 2010

FR: Craig Goldblatt

WI:

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

### Background

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

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

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

**Table 1: Cycle 1 Federal Aid Secondary Commitment**

(Thousands of \$)

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

Next Steps

- Counties are to select projects and submit them to MTC via the online fund management system (FMS) using the STP funding provided to meet the region’s FAS commitment.
- A resolution of local support is required prior to processing the TIP revision request. The resolution(s) is to be uploaded directly to the FMS project application. The model resolution is available at [http://www.mtc.ca.gov/funding/STPCMAQ/STP\\_CMAQ\\_LocalSupportReso.doc](http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc)
- A county may choose to program its funds either in federal FY 2011 or FY 2012 with respective obligation (E-76 approval) deadlines of April 30, 2011 and April 30, 2012. As for any other STP/CMAQ funded projects in the MTC region, the Regional Project Delivery Policy and its deadlines must be met which can be found in Resolution 3606: [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf)
- The next opportunities to add projects to the TIP are as follows:
  - **March 31, 2010:** the last 2009 Formal TIP amendment (new projects must be exempt from air quality conformity). After this date there will be a 2009 TIP lock down pending the development and approval of the 2011 TIP. The amendment will be approved by mid-July 2010.
  - **June 17, 2010:** the last date to add a project to the development of the 2011 TIP. The Final 2011 TIP approval by FHWA/FTA is anticipated mid December 2010, at which time newly added projects may proceed to obligate funds.
  - **Starting in January 2011,** a regular TIP revision schedule will resume.

Contacts

Please contact the following MTC staff for further assistance

FAS Commitments and Requirements

Craig Goldblatt (510) 817-5837  
[cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov)

TIP Programming Issues

Sri Srinivasan (510) 817-5793  
[ssrinivasan@mtc.ca.gov](mailto:ssrinivasan@mtc.ca.gov)



DATE: March 2, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
Kenny Wan, Assistant Project Manager  
RE: Jobs for Main Street Update

---

**Background:**

The economy across the country has declined over the last year. In reaction to this decline, the federal government provided funds to local governments, state, and regional transportation agencies for projects that would stimulate the economy by producing jobs. One of the sectors that received a federal investment was infrastructure, specifically transportation, including transit capital projects. The original federal economic stimulus funded projects (called the American Recovery and Reinvestment Act) are either completed or in process of completion.

**Discussion:**

The next possible federal economic stimulus bill has been called “Job for Main Street”. As requested by MTC, STA has submitted the potential project list to the Metropolitan Transportation Commission (MTC) as of late January, 2010. Based on STA Board approved projects, there are several reminders from MTC in the preparation of this potential federal bill.

**1) Job for Main Street Deadlines**

MTC needs project sponsors to provide realistic anticipated/estimated delivery dates for the Job Bill projects. MTC needs to see how the anticipated deadlines fit in with board/council meetings, and that the agencies have thought this through. STA has already updated the estimated deadlines (submitted to STA by Solano agencies on Feb.12<sup>th</sup>) and submitted these to MTC.

However, MTC staff will be requiring updated actual delivery milestone dates within 72 hours upon the adoption of the final Jobs Bill by Congress. Project sponsors in Solano County should be prepared to work with STA staff to respond to this short deadline.

Due to the delay in approval of the Jobs for Main Street Bill, MTC has delayed the deadline for data entry into Fund Management System (FMS) until mid March. Currently, Fund Management System is not yet ready to handle the new Jobs Bill projects. MTC will let STA know when Fund Management System will be ready to accommodate the Jobs Bill projects.

**2) ARRA Reporting**

As a reminder, federal regulations require that all recipients of ARRA funding meet the reporting requirements and update the information on a monthly basis until their ARRA funds are fully reimbursed and the ARRA project is closed out. Even if there is no data or new activity to report, agencies should continue to do so during the first two weeks of each month until the ARRA project is closed out and the funds reimbursed. This is a federal requirement.

MTC is assuming that if agencies are not meeting the ARRA reporting requirements, they will also not meet Jobs Bill Reporting requirements, and therefore will recommend they not receive Jobs bill funding. Therefore, failure to comply with federal ARRA reporting requirements - each and every month until the ARRA funds are fully reimbursed and the ARRA project has closed out, would jeopardize an agency's eligibility for future Jobs Bill funding.

MTC expects all agencies to be fully compliant with ARRA reporting requirements prior to programming of any Jobs Bill funding. Any questions on the required reporting should be directed to Javier Diaz at [javier\\_diaz@dot.ca.gov](mailto:javier_diaz@dot.ca.gov) or Barry Leaming at [barry\\_leaming@dot.ca.gov](mailto:barry_leaming@dot.ca.gov) with Caltrans HQ Local Assistance.

### **3) Quality Assurance Plan**

MTC has confirmed with Federal Highway Administration (FHWA) that E-76s cannot be processed for jurisdictions that do not have a Quality Assurance Plans (QAP) on file, updated within the previous 5 years.

On January 14<sup>th</sup> and February 11, 2010, MTC sent the e-mail reminder to jurisdictions to submit updated Quality Assurance Plans (QAPs) to Caltrans Local Assistance if they have not done so within the past 5 years. There are still agencies within the Solano County that has not submitted such plan and are considered out of compliance with federal requirements. MTC has stated "An approved QAP is required for E-76 obligations. MTC will strictly enforce this and will not obligate funds without an approved QAP. Note that this can impact any funds that a local agency may receive under the proposed Jobs for Mainstreet legislation."

Other reminders from MTC regarding the Job Bill submission are included in Attachment A.

#### **Fiscal Impact:**

None.

#### **Recommendation:**

Informational.

Attachment:

- A. Jobs For Main Street - Latest Programming Information. Email from Ross McKeown, MTC 02-08-10

**Jobs For Main Street - Latest Programming Information. Email from Ross McKeown, MTC 02-08-10**

Greetings:

(1) MTC staff is compiling various project information for the Jobs for Main Street Bill including bicycle and pedestrian facilities improvements. Therefore, when submitting the final list of projects for consideration by our Commission, as well as when projects are entered into FMS, please have the project sponsors include in the project description any work that enhances existing bike/ped facilities. The project description should also specifically note any sidewalk repair and accessibility improvements (such as ADA Ramps) along with the rehabilitation work. It is very important that we capture the type of work included in the system preservation improvements. Some counties did an excellent job in including "ADA ramps" in the project description, while others simply put "pavement resurfacing" as a description. We really need to capture which projects are performing ADA accessibility improvements along with the pavement rehabilitation work.

(2) Any changes in project descriptions and limits as a result of the Caltrans field review should be communicated back to MTC by updating the description in the Excel worksheet and in FMS. The E-76 needs to match the description in the TIP grouped project listings. We experienced delays for ARRA projects when the E-76 did not accurately reflect the description in the TIP Grouped Listing. We don't want these delays to occur with the Jobs Bill projects.

(3) Due to the delay in approval of the Jobs Bill, we have delayed the deadline for data entry into FMS until February 26. FMS is not yet ready to handle the new Jobs Bill projects, so do not start just yet. We will let you know when FMS will be ready to accommodate the Jobs Bill projects.

(4) All projects must go through the Routine Accommodations / Complete Streets requirements. Contact Sean Co ([sco@mtc.ca.gov](mailto:sco@mtc.ca.gov)) if you have any questions

(5) Any jurisdiction wishing to proceed with their Local resolution of support may do so now. The Local Resolution will be required to be submitted to MTC within 30 to 45 days following our Commission Action. For now they may use approximate amounts. Contact Craig Goldblatt ([cgoldblatt@mtc.ca.gov](mailto:cgoldblatt@mtc.ca.gov)) or Marcella Aranda ([maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov)) if you have any Questions

The Jobs for Main Street - Resolution of local support - is located here:  
<http://www.mtc.ca.gov/funding/ARRA/>

Ross McKeown  
Programming and Funding Manager  
Programming and Allocations Section

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Development of STA Project Delivery Policy

---

**Background:**

The STA's Project Delivery Department is responsible for the delivery of STA led projects (e.g., I-80/I-680/SR 12 Interchange project, SR 12 Jameson Canyon project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently monitors and assists in the delivery and monitoring of over \$850 million in active federal, state, regional, and locally funded transportation projects countywide.

*STA Project Delivery Assistance*

Most project funding does not come directly from the STA itself. When funding is approved by the STA Board for projects and programs, 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.

As an ongoing activity, STA staff monitors all transportation funding and projects in a series of STA staff reports and regular Solano Project Delivery Working Group (PDWG) meetings:

- Project Delivery Update Reports  
To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) and Solano Project Delivery Working Group (Solano PDWG) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines (see STA Board Item X.I "Project Delivery Update"). This report is in the process of being modified to include a comprehensive set of grant-assisted transportation projects.
- Solano Project Delivery Working Group (Solano PDWG)  
Composed of local project managers from across the county, this working group has met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

The purpose of the Solano Project Delivery Working Group (Solano PDWG) is "To provide a project delivery forum between STA Staff and local project managers."

The goals of the Solano PDWG are as follows:

1. *Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.*
2. *Regularly update STA staff regarding project delivery status.*

3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, 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 leaving the county and maintain equity between STA's member agencies.

**Discussion:**

STA staff worked closely with local project managers to deliver the last cycle of Federal "Safe, Accountable, Flexible, Efficient Transportation Equity Act "(SAFETEA-LU) and Federal American Recovery and Reinvestment Act (ARRA) funding under tight deadlines set by the Federal Highway Administration (FHWA), Caltrans, and the Metropolitan Transportation Commission (MTC). Despite the STA staff and the Solano PDWG's best efforts, some local project sponsors have been unable to meet various project delivery deadlines. Several of these project sponsors may face the loss of future federal funding as described in MTC's project delivery Resolution 3606, which is summarized below.

*Project-Funding Delivery Policy*

<http://www.mtc.ca.gov/funding/delivery/#IV>

... *Key elements of the revised policy (MTC Resolution No. 3606) include:*

- *Obligation requests must be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the federal Transportation Improvement Program (TIP).*
- *Funds must be obligated by April 30 of the year programmed in the TIP.*
- *The agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans.*
- *Once obligated, funds must be invoiced against at least once every six months.*
- *For funds contracted out, a contract must be awarded within 9 months of obligation.*
- *Projects must be closed out within six months of final invoice.*
- *Funds that do not meet these deadlines are subject to deprogramming by MTC, or deobligation by Caltrans/FHWA. There is no guarantee the funds will be available once deprogrammed or deobligated.*

*In addition, implementing agencies that have projects that fail to meet the requirements of the regional project delivery policy, regardless of federal fund source, will have Obligation Authority (OA) limited for subsequent projects and restrictions placed on future programming.*

*The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds as a result of missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines to provide the opportunity for implementing agencies, the Bay Area Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential problems in advance of losing funds due to a missed state or federal deadline.*

Regardless of the intent of MTC's Resolution 3606, it does not give local project sponsors the tools they need to deliver projects in an expedited manner to meet expedited deadlines. MTC does offer a Pavement Management Technical Assistance Program (P-TAP) which assists local agencies maintain their pavement with MTC's StreetSaver software and pavement project design assistance. However, this funding does not assist local agencies with project management.

At the January 27, 2010 TAC meeting, TAC members asked that the STA consider funding project management assistance. As the STA develops the FY 2010-11 Overall Work Plan and FY 2010-11 Budget, STA staff recommends the development of a Project Management Assistance Program to assist local project delivery staff with federal and state aided projects.

#### *Direct STA Assistance Status & STA Board Responses*

Prior to the development of a project management program, STA staff is recommending that the TAC consider policy options to help provide overburdened project sponsors additional assistance to meet future federal funding deadlines in the form of direct STA staff involvement in project scoping meetings, field reviews, project development team meetings, and Caltrans project form reviews.

An important policy issue for discussion by the TAC is what are the ramifications for failure to deliver a federally funded project. Issues to consider for project sponsors if they exhibit any of the following characteristics:

- Failed to obligate funding by FHWA, Caltrans, or MTC deadlines
- Failed to request authorization to proceed by Caltrans or MTC deadlines
- Failed to update STA staff on project progress when within 1 month of Caltrans or MTC deadlines
- Failed or did not attempt to deliver a federal aid project within the last 3 years
- Requested a federal/local funding swap after programming funding in the TIP

If a project sponsor exhibits any of these characteristics, that project sponsor could be subject to the following STA Board actions if specific project development milestones are not met:

- Rescoping of the project
- Swapping of funding at reduced percentages offers based on the proximity to FHWA, Caltrans, or MTC deadlines
- Reprogramming of funding without a swap
- Potential loss of eligibility for future regional discretionary funds

These milestones would be developed with the agency requesting direct STA assistance to meet FHWA, Caltrans, and MTC deadlines such as:

- Caltrans Signed Preliminary Environmental Study (PES) forms
- Environmental Clearance
- Design Package Reviewed & Right-of-way Cleared
- Draft funding obligation request package sent to Caltrans Local Assistance
- Final funding obligation request package accepted by Caltrans Local Assistance (E76 Request)
- Funding Obligation Received from FHWA (E76)

STA staff is proposing failure to deliver project would be judged through a jury of peers, meaning the Solano PDWG and the STA TAC prior to STA staff recommending STA Board Responses. This would be consistent with the intent of MTC's Resolution 3606 by providing the

STA Board a clear and objective process to reprogram funding from a probationary project sponsor as well as offer some tools to help deliver projects on time.

These policies will help deliver projects in a timely manner and secure federal funds as the STA and all seven cities and the County delivers the next cycle of federal funds from either the reauthorization of SAFETEA-LU or the pending ARRA and Jobs Bills.

On February 24, 2010, STA TAC members discussed the revised policy elements. TAC members emphasized that STA policies be as supportive as possible without become overly punitive. STA staff will further discuss these policies with the TAC prior to agendizing the item for Board consideration in either April or May.

**Recommendation:**

Informational.



DATE: March 2, 2010  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: STA Safe Routes to School (SR2S) Update

**Background:**

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In 2005, the STA began the Safe Routes to School (SR2S) planning without identified program funding. Since the plan was adopted in February 2008, the STA has successfully brought together over \$1M to begin the program. A summary of the distribution of funding is as follows:

**STA Safe Routes to School Program – Grant Funds Overview**

Grant Program	Agency	STA SR2S Program Use	Grant
Clean Air Program	Yolo-Solano Air Quality Management District (YSAQMD)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$60,000
		FY 2009-10 Encouragement & Education activities + Program Coordinators	\$60,000
STA's Eastern Solano Congestion Mitigation and Air Quality Program (ECMAQ)	Solano Transportation Authority (STA)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$240,000
Transportation for Clean Air (TFCA) Program Manager funds (managed by STA Staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2008-09 and FY 2009-10 Encouragement & Education activities	\$116,000
		FY 2009-10 and FY 2010-11 Program Coordinators	\$60,000
Transportation for Clean Air (TFCA), Regional Grant (managed by BAAQMD staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2009-10 and FY 2010-11 Education, Encouragement, and Engineering (radar speed signs)	\$400,000
Transportation Development Act (TDA) Article 3	Solano Transportation Authority (STA)	FY 2009-10 Bicycle Education (assemblies, bike rodeos, and equipment)	\$40,000
T-PLUS Federal Planning Funds	Solano Transportation Authority (STA)	FY 2009-10 SR2S Plan Update (add more schools)	\$85,000
<b>TOTAL</b>			<b>\$1,058,000</b>

In 2008, assisted by the STA's SR2S Plan & Program's recommendations and support, the City of Vallejo and the City of Suisun City received over \$1M in grant funding from Caltrans for SR2S Safety Engineering Projects. In 2009, the City of Vallejo received an additional \$500,000 from the Caltrans SR2S engineering program.

After adoption of the STA's Countywide SR2S Plan in February 2008, the STA implemented two pilot programs: 1) a \$300,000 pilot engineering project grant program; and 2) a pilot education and encouragement program. \$300,000 in pilot engineering projects have been awarded grant funding and are estimated to be completed by the Summer 2009.

Four schools participated in the STA's pilot education and encouragement program between May and June 2008, holding Bike Rodeos and Walk & Roll events in preparation for FY 2008-09 activities. Bike Rodeos are a series of bike safety training stations designed to improve bicycling skills and rider awareness in cooperation with local police. Walk and Roll days are encouragement events where students who walk and bike to school are given tickets (a few blocks from school by volunteers) that they can redeem for treats and prizes.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008. The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events.

On October 14, 2009, the STA Board approved the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools.

**Discussion:**

In June 2008, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. In January 2010, STA staff executed an agreement with Solano County Department of Public Health to provide both services for 2 years.

Between the months of February and May, the SR2S Spring 2010 Program will support up to 20 schools with education and encouragement events and materials as well as add additional schools to the Countywide SR2S plan. Between \$500,000 to \$800,000 in engineering projects will also be identified by local task forces for FY 2010-11 and FY 2011-12 funding.

**Fiscal Impact:**

None. The FY 2009-10 SR2S Program Work Plan's funding is already part of the STA's FY 2009-10 Budget and Work Plan.

**Recommendation:**

Informational.



DATE: March 1, 2010  
TO: STA Board  
FROM: Judy Leaks, Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI) Program  
Fiscal Year (FY) 2009-10 Mid-Year Report

---

**Background:**

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2009-10 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2009 (Attachment A). The Work Program included 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

**Discussion:**

The SNCI Program has had an active and productive first six months of FY 2009-10. Highlights of accomplishments during that time include:

- 43 major employers totaling 599 employees participated in the third annual countywide Solano Commute Challenge. 363 participants became Commute Champions by using a commute alternative more than 30 times during a three month period. Employer participation increased by 25% and employee participation increased by over 20% over last year's results.
- SNCI provides ridership maintenance and support for over 174 vanpools that come from or go to Solano, Napa, Yolo and Sacramento Counties.

- A new vanpool incentive, the New Vanpool Driver Incentive, which will encourage new vanpool formation by providing an incentive to individuals who volunteer to drive vanpools, was approved by the STA Board. Vanpools starting after January 1, 2010 are eligible for this incentive.
- SNCI staff assisted over 1,650 individuals who called in requesting rideshare, transit, and other information. A total of 38 events were staffed throughout Solano and Napa Counties. 387 carpool/vanpool matchlists were processed. Over 35,750 pieces of public transit schedules and commute information brochures were distributed via phone and internet requests, events, and 126 display racks that were maintained throughout Solano and Napa Counties.

**Fiscal Impact:**

None. SNCI activities are funded as part of the STA FY 2009-10 Budget.

**Recommendation:**

Informational.

Attachment:

- A. SNCI Work Program FY 2009-10

**Solano Napa Commuter Information (SNCI)  
Work Program  
FY 2009-10**

---

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 can be a resource for Solano and Napa employers 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. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2010 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts 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 outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: February 25, 2010  
 TO: STA Board  
 FROM: Sara Woo, Planning Assistant  
 RE: STA Funding Opportunities Report

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	<b>FUND SOURCE</b>	<b>AMOUNT AVAILABLE</b>	<b>APPLICATION DEADLINE</b>
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A <sup>1</sup>
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Application Due On First-Come, First Served Basis
4.	Metropolitan Transportation Commission (MTC) High School Internships*	Positions available for Cities of Fairfield, Rio Vista, and Suisun City	March 26, 2010
5.	Caltrans Transportation Planning Grant Program: <i>Environmental Justice Transportation Planning (EJ)</i>	Requests for funding limited to maximum amount of <b>\$250,000</b>	April 1, 2010
6.	Caltrans Transportation Planning Grant Program: <i>Community-Based Transportation Planning (CBTP)</i>	Requests for funding limited to maximum amount of <b>\$300,000</b>	April 1, 2010
7.	Transportation for Livable Communities (TLC) Call for Projects 2010*	Requests for funding limited to <b>\$6,000,000</b> ; required local <u>cash</u> match: 20% of <u>total project cost</u> .	April 22, 2010
8.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of <b>\$250,000</b>	April 30, 2010

\*New funding opportunity

<sup>1</sup> Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
<b>TIGER Grants for Surface Transportation</b>	All questions must be submitted via e-mail to: <a href="mailto:TigerTeam@dot.gov">TigerTeam@dot.gov</a>  Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A <sup>1</sup>  Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. <a href="http://www.dot.gov/recovery/ost/">http://www.dot.gov/recovery/ost/</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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>	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/movererp/index.shtml">http://www.airquality.org/mobile/movererp/index.shtml</a>

<sup>1</sup> Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

\*New Funding Opportunity

\*\* STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](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>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>	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/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx</a>
<b>Metropolitan Transportation Commission (MTC) High School Internships</b>	High School Internship Coordinator Metropolitan Transportation Commission (MTC) <a href="mailto:highschool@mtc.ca.gov">highschool@mtc.ca.gov</a>	<b>March 26, 2010</b>  Eligible Applicants: at least 16 years of age by date of hire (June 21, 2010), completed the 10 <sup>th</sup> grade, and an unweighted grade point average of 2.8 or higher	Compensation is <b>\$10.00/hour</b>	The 2010 MTC High School Internship program is now open and accepting student applications. Approximately 30 internships will be available throughout the nine-county San Francisco Bay Area. Students may work full-time or part-time, for up to 8 weeks, between June and August 2010.	Students with a GPA lower than 2.8 will be considered if he or she submits two letters of recommendation.  <a href="http://www.mtc.ca.gov/jobs/high_school/">http://www.mtc.ca.gov/jobs/high_school/</a>
<b>Caltrans Transportation Planning Grant Program 2010/11: Environmental Justice Transportation Planning (EJ)</b>	Blesilda Gebreyesus Caltrans (510) 286-5575 <a href="mailto:Blesilda_gebreyesus@dot.ca.gov">Blesilda_gebreyesus@dot.ca.gov</a>	<b>April 1, 2010</b>  Eligible Applicants: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities/counties, transit agencies, and Native American Tribal governments	Requests for funding limited to maximum amount of <b>\$250,000; 10% minimum local match (in non-federal funds)</b>	Promotes community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	Eligible Projects: long-term Sustainable Community/Economic Development growth studies or plans, Blueprint Planning follow-up or refinement, Infill studies/plans, etc.  <a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>

\*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>Caltrans Transportation Planning Grant Program 2010/11: Community-Based Transportation Planning</b>	Beth Thomas Caltrans (510) 286-7227 <a href="mailto:beth_thomas@dot.ca.gov">beth_thomas@dot.ca.gov</a>	<b>April 1, 2010</b>  Eligible Applicants: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities/counties, transit agencies, and Native American Tribal governments	Requests for funding limited to maximum amount of <b>\$300,000; 10% minimum local match (in non-federal funds)</b>	This program funds coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	<a href="http://www.dot.ca.gov/hq/tpp/grants.html">http://www.dot.ca.gov/hq/tpp/grants.html</a>
<b>Transportation for Livable Communities (TLC) Cal for Projects 2010*</b>	Annie Young MTC (510) 817-5754 <a href="mailto:ayoung@mtc.ca.gov">ayoung@mtc.ca.gov</a>	<b>April 22, 2010</b>  Eligible Applicants: Cities, Counties, or Transit Operators with high-impact projects located in Priority Development Areas (PDAs).	Requests for funding limited to maximum amount of <b>\$6,000,000; required cash local match: 20% of total project cost</b>	The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, an support connectivity between transportation investments and land uses.	Eligible Projects: streetscape projects, non-transportation infrastructure improvements, transportation demand management, and density incentives  <a href="http://www.mtc.ca.gov/planning/smart_growth/#tlc">http://www.mtc.ca.gov/planning/smart_growth/#tlc</a>
<b>Urban Greening for Sustainable Communities Planning Program*</b>	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 <a href="mailto:swoo@sta-snci.com">swoo@sta-snci.com</a>	<b>April 30, 2010</b>  Eligible Project Sponsors: cities and counties	Requests for funding limited to maximum amount of <b>\$250,000</b>	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan <a href="http://www.sgc.ca.gov/">http://www.sgc.ca.gov/</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.

**THIS PAGE LEFT INTENTIONALLY BLANK.**



DATE: March 2, 2010  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board Meeting Schedule for Calendar Year 2010

---

**Discussion:**

Below is the STA Board meeting schedule for Calendar Year 2010.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

DATE	TIME	LOCATION	STATUS
March 10, 2010	6:00 p.m.	Suisun City Hall	Confirmed
April 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
May 12, 2010	6:00 p.m.	Suisun City Hall	Confirmed
June 9, 2010	6:00 p.m.	Suisun City Hall	Confirmed
July 14, 2010	6:00 p.m.	Suisun City Hall	Confirmed
<b>No Meeting in August</b>			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
<b>Nov. 10, 2010, 13<sup>th</sup> STA Annual Awards Ceremony</b>	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

**THIS PAGE LEFT INTENTIONALLY BLANK.**