



**SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA**

6:00 p.m., Regular Meeting

**Wednesday, December 9, 2009
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 Masiclat, 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 jmasiclat@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
I. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 – 6:05 p.m.)	Chair Spering
II. CONFIRM QUORUM/ STATEMENT OF CONFLICT <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>	Chair Spering

STA BOARD MEMBERS

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

Mike Reagan	Mike Hudson	Alan Schwartzman	Rick Fuller	Chuck Timm	Ron Jones	Curtis Hunt	Tom Bartee
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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.)

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

(6:20 – 6:25 p.m.)

A. MTC Report

- 1. Proposed Bridge Toll Increase to Retrofit Antioch and Dumbarton Bridges**

Andrew Fremier, BATA

B. Caltrans Report

C. STA Reports:

- 1. Directors Reports:**

- a. Planning**
b. Projects
c. Transit and Rideshare

Robert Macaulay
Janet Adams
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.)

(6:25 – 6:30 p.m.)

A. STA Board Special Meeting Minutes of November 18, 2009

Johanna Masiclat

Recommendation:

Approve STA Board Special Meeting Minutes of November 18, 2009.

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B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of November 18, 2009

Johanna Masiclat

Recommendation:

Receive and file.

Pg. 13

C. STA Employee 2010 Benefit Summary Update

Susan Furtado

Recommendation:

Receive and file.

Pg. 19

D. Fiscal Year (FY) 2009-10 First Quarter Budget Report

Susan Furtado

Recommendation:

Receive and file.

Pg. 25

- E. Solano Project Delivery Working Group (PDWG) Work Plan** Kenny Wan
Recommendation:
Approve the Solano Project Delivery Working Group FY 2009-10 Work Plan as shown in Attachment A.
Pg. 29
- F. Proposal for Allocation of Project Cost Savings for Federal Stimulus Funded Projects** Janet Adams
Recommendation:
Approve the following:
 1. *Retaining cost savings for Federal Stimulus funded projects as listed in Attachment A; and*
 2. *Forward a letter to the Metropolitan Transportation Commission (MTC) supporting this action.*
Pg. 33
- G. 3-Year Project Initiation Document (PID) Priorities for Caltrans** Janet Adams
Recommendation:
Approve Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) for submit to Caltrans as specified in Attachment C.
Pg. 37
- H. Contract Amendment for Parsons Brinckerhoff (PB) Americas Construction Management (CM) Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects** Janet Adams
Recommendation:
Approve a contract amendment for PB Americas in the amount of \$1,309,704 for additional Construction Management services required for the I-80/I-680/SR 12 Interchange Complex projects.
Pg. 43
- I. Contract Amendment for the Mark Thomas & Company/Nolte Joint Venture (JV) to Prepare a Re-Validation for the I-80 Eastbound Cordelia Truck Scales Relocation Environmental Document** Janet Adams
Recommendation:
Approve a contract amendment for MTCo/Nolte JV in the amount of \$35,000 for additional services required for CEQA/NEPA Re-validation for the I-80 Eastbound Cordelia Truck Scales project.
Pg. 47
- J. Contract Amendment for the Mark Thomas/Nolte Joint Venture (JV) for the Gordon Waterline Relocation** Janet Adams
Recommendation:
Approve a contract amendment for MTCo/Nolte JV in the amount of \$275,000 for additional services required for preparation of an Environmental Impact Report (EIR) for the Gordon Waterline Relocation Project.
Pg. 55

K. Commute Profile 2010 Study

Elizabeth Richards

Recommendation:

Authorize the Executive Director to execute a contract with Valerie Brock Consulting in an amount not-to-exceed \$26,000 to fund a Commute Profile 2010 Study for Solano and Napa counties.

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VIII. ACTION FINANCIAL ITEMS

A. STA's Annual Audit Fiscal Year (FY) 2008-09

Susan Furtado

Recommendation:

Receive and file.

(6:30 – 6:35 p.m.)

Pg. 63

B. 2010 State Transportation Improvement Program (STIP)

Sam Shelton

Recommendation:

Conduct a Public Hearing to consider the following:

- 1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;*
- 2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield's Fairfield/Vacaville Train Station project in FY 2012-13;*
- 3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville's local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA's 50/50 Funding policy;*
- 4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo's Downtown Streetscape Pedestrian Links Project;*
- 5. Reprogram \$230,000 of construction funding from FY 2009-10 to FY 2010-11 for the Jepson Parkway Gateway Enhancement project; and*
- 6. Program \$192,000 in FY 2013-14 and \$191,000 in FY 2014-15 for Planning, Programming, and Monitoring.*

(6:35 – 6:40 p.m.)

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IX. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) Project List** Robert Macaulay
Recommendation:
Release the 2009 Draft CTP Projects list for public comment, including review by the CTP Committees.
(6:40 – 6:45 p.m.)
Pg. 75
- B. Transportation for Livable Communities (TLC) Complete Streets Concept / Priority Development Areas (PDAs)** Robert Guerrero
Recommendation:
Approve STA's Transportation for Livable Communities/Priority Development Area Work Plan as shown in Attachment B.
(6:45 – 6:50 p.m.)
Pg. 109
- C. Senior and Disabled Transportation Advisory Committee** Elizabeth Richards
Recommendation:
Approve the following:
1. The formation of an Advisory Committee to address senior and disabled transportation issues in Solano County; and
2. Committee membership and purpose as outlined in Attachment E.
(6:50 – 6:55 p.m.)
Pg. 115
- D. Toll Increase Options for the State-owned Bay Area Bridges** Daryl K. Halls
Recommendation: Elizabeth Richards
To be provided under separate cover.
(6:55 – 7:05 p.m.)
Pg. 153

X. INFORMATIONAL ITEMS

- A. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County** Robert Macaulay
Informational
(7:05 – 7:10 p.m.)
Pg. 155
- B. Next Steps – Development of a Solano County Funding Investment Strategy** Daryl K. Halls
Informational
(7:10 – 7:15 p.m.)
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NO DISCUSSION

- C. **Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
Informational
Pg. 185
- D. **Napa-Solano Travel Demand Model Update** Robert Macaulay
Informational
Pg. 191
- E. **Solano Employer Commute Challenge 2009 Final Results** Judy Leaks
Informational
Pg. 195
- F. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 199
- G. **STA Board Meeting Schedule for 2010** Johanna Masielat
Informational
Pg. 207

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, January 13, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

MEMORANDUM

DATE: December 9, 2009
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –December 2009

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.

New Congressman Garamendi Appointed to Transportation and Infrastructure Committee

On November 18th, it was announced that recently elected Congressman John Garamendi was appointed to the House Transportation and Infrastructure Committee by House Speaker Nancy Pelosi. This is good news for transportation in Solano County and is good timing with the continuing deliberations surrounding the authorization of the federal transportation bill.

Approval of 2010 State Transportation Improvement Program (STIP) *

The 2010 State Transportation Improvement Program (STIP) is being developed by the STA without the traditional identification of specific county shares by the California Transportation Commission (CTC). The CTC has indicated that the amount of available STIP funds expected to be available will be reduced with an estimated 30% of project funding needed to be programmed into later fiscal years to adjust. The City of Vallejo, with the support of the STA, was successful in October of 2009 in obtaining the early allocation of \$13 million in STIP funds by the CTC for the construction of Phase A of the Vallejo's Downtown Streetscape Pedestrian Links Project. County targets for Transportation Enhancement (TE) funds have been provided and STA staff is recommending the programming of an estimated \$800,000 in TE funds to be allocated between two projects, the Vallejo Station and the Fairfield-Vacaville Rail Station.

Board Discussion of Updated Funding Strategy for Priority Projects *

Staff has agendized for the Board an informational discussion of the status of our current priority projects and the projected availability of regional, state and federal transportation funds over the next few years. With the recent fiscal crisis in California and the lack of anew federal authorization bill, the near term funding picture for new transportation projects in Solano County and in California appear to be austere. Concurrently, the recent passage of the Regional Transportation Plan (RTP) by the Metropolitan Transportation Commission (MTC) has established an updated focus for the allocation of flexible federal transportation funds to be allocated regionally by MTC to the STA. The new areas of focus identified by MTC are the Freeway Performance Initiative (FPI), Climate Change, Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC), Regional Bikes, and maintenance of the existing transportation system with a focus on transit capital and local streets and roads.

Formation of Countywide Senior and Disabled Transportation Advisory Committee in Follow Up to Summit II*

The past six months, the STA has worked with the County of Solano, the Solano Senior Coalition, and the Metropolitan Transportation Commission (MTC) to organize and coordinate two separate summits focused on Senior and Disabled Transportation issues. An estimated 300 seniors, disabled residents and interested participants attended these two events. One of the recommendations that emerged from the two summits was the establishment of a Countywide Senior and Disabled Transportation Advisory Committee to provide a forum for the continued discussion, sharing of ideas, and coordination and funding of programs identified at Summits I and II. Staff, working with the other three partner agencies, has developed a list of proposed participants for the Committee and recommends the STA Board approve the establishment of this Countywide Senior and Disabled Transportation Advisory Committee to provide a forum requested by the participants at the two summits, serve as an advisory committee to the STA Board, County of Solano, and the Senior Coalition, and help guide STA's update and implementation of its County Senior and Disabled Transportation Plan.

Discussion of Draft Sustainable Communities Strategy for Solano County per SB 375 *

With the recent passage of SB 375, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have been working through a Joint Policy Committee (JPC) that also includes the Bay Area Air Quality Management District (BAAQMD) and Bay Conservation Development Commission (BCDC) to develop a region-wide Sustainable Communities Strategy (SCS) for the nine county Bay Area. Concurrently, MTC has proposed establishing a climate change program as part of series of new programs identified in its recently adopted Regional Transportation Plan (RTP) and has tentatively set aside \$80 million in federal cycle funds to fund a set of climate change related endeavors, including Safe Routes to Schools, Innovative Grant Programs, and a Public Education effort. Earlier this year, the City County Coordinating Council tasked the STA to work with the County of Solano to facilitate the development of countywide emissions inventory and the development of a Solano Sustainable Communities Strategy. Staff has developed a draft outline of current efforts and programs underway in Solano County that would appear to meet the intent of SB 375 and a series of next steps and additional efforts that would help make further progress toward attaining the goals to be established by the California Air Resources Board (CARB) for California and the JPC for the Bay Area.

Annual Audit Completed for STA for Fiscal Year (FY) 2008-09 *

STA's independent auditing firm of Maze and Associates has completed its annual audit of the STA's budget and financials covering FY 2008-09. For the fourth year in a row, the audit identified no findings of significance, which is a tribute to the quality accounting work of STA's Susan Furtado.

Departures and Arrivals

At last month's Capitol Corridor Joint Powers Board (CCJPB), Dorothy Dugger, Executive Director for the Bay Area Rapid Transit (BART), the agency responsible for management of the CCJPB rail service, announced the appointment of David Kutrosky to serve as the Managing Director for the CCJPB. Mr. Kutrosky replaces Gene Skoropowsky, who announced his retirement after a productive and successful 10 year stint with the agency. Mr. Kutrosky has served as his able Deputy Managing Director during the past ten years and will be a capable replacement. He has been invited to provide a presentation to the STA at your meeting in February of next year.

Jennifer Barton, the former District Director for Congresswoman Ellen Tauscher and previously, State Senator Helen Thomson, has been hired by BART to serve as their Manager of External Affairs. Her energy and expertise will be missed in Solano County.

Finally, Robert McCleary announced his retirement as Executive Director of the Contra Costa Transportation Authority (CCTA) after a successful 20 year career with our neighbor across the Carquinez Straight. Prior to serving with CCTA, Mr. McCleary served with the Santa Clara Traffic Authority, now the Santa Clara Valley Transportation Authority (VTA), and the State Legislative Analyst's Office.

Attachment:

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

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A		J	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	L	
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	M	
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	N	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
C		NHS	National Highway System
CAF	Clean Air Funds	O	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	P	
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	PMP	
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
D		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
E		R	
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
F		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
G		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
H		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	S	
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
I		SCTA	
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Santa Clara Valley Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	San Francisco County Transportation Authority
ITS	Intelligent Transportation System	SHOPP	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

T

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

U, V, W, Y, & Z

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



**SOLANO TRANSPORTATION AUTHORITY
Special Board Meeting Minutes for Meeting of
November 18, 2009**

I. CALL TO ORDER

Chair Spering called the regular meeting to order at 4:30 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

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

MEMBERS

ABSENT:

Osby Davis	City of Vallejo
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STAFF

PRESENT:

Daryl K. Halls	Executive Director
Bernadette Curry	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
Robert Guerrero	Senior Planner

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Scott Butler	City of Fairfield
Gene Cortright	City of Fairfield
Mike Hudson	Councilmember, City of Suisun City
Denis Jackson	MV Transportation

Dan Kasperson	City of Suisun City
Brian McLean	City of Vacaville
Brandon Minto	Field Representative, Congressman Garamendi
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Robert Straw	Board Aide, Supervisor Linda Seifert
Matt Tuggle	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.

III. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Brandon Minto, new Field Representative for Congressman John Garamendi, introduced himself to the STA Board and announced that Congressman Garamendi was appointed to the Transportation and Infrastructure Committee.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Status of Approval of Amendments to STA's Joint Powers Agreement (JPA)
- SR 12 Jameson Canyon Project
- Status of Route 30/90 Agreements
- STA's Final Draft Legislative Priorities and Platform for 2010
- I-80 High Occupancy Vehicle Lanes Open for Business
- Countywide Senior and Disabled Transportation Summit II

VI. CONSENT CALENDAR

On a motion by Vice Chair Sanchez and a second by Board Member Batchelor, the STA Board unanimously approved Consent Calendar Items A and B.

A. STA Board Meeting Minutes of October 14, 2009

Recommendation:

Approve STA Board Meeting Minutes of October 14, 2009.

B. Status of Approval of Revisions to STA's Joint Powers Authority (JPA) Agreement

Recommendation:

Receive and file.

VII. ACTION – FINANCIAL ITEMS

- A. State Route (SR) 12 Jameson Canyon – Resolution Determining STA Board to Hear Resolution’s of Necessity for State Route (SR) 12 Jameson Canyon Project**
Janet Adams provided an overview on the SR 12 Jameson Canyon Project. She stated that STA has taken the lead in advancing the project through the design phase, in order to comply with funding source deadlines for the project. She stated that the construction contract advertisement is scheduled to start in the Spring of 2010 with actual construction starting in the Fall of 2010.

She added that with the recent revisions proposed to the STA’s Joint Powers Agreement (JPA), the STA will be authorized to perform the first step to pass the Resolution of Necessity indicating its concurrence to hear the Resolution of Necessity for the project for those parcels located in Solano County. She noted that the Resolutions of Necessity would likely be heard in the March/April 2010 timeframe, if needed.

Board Comments:

None presented.

Public Comments:

None presented.

On a motion by Board Member Augustine, and a second by Vice Chair Sanchez, the STA Board approved the recommendation.

- B. Status of Routes 30 and 90 Operating Agreement**
Daryl Halls announced that at last night’s meeting, the Fairfield City Council voted to approve entering into an operating agreement for Routes 30 and 90 if needed. He noted that STA and Fairfield’s legal counsels are still currently reviewing drafts of the agreement.

Board Comments:

Chair Sperring commended City of Fairfield and STA staff for their collaborative effort in reaching an agreement to enter into an operating agreement for Routes 30 and 90.

Board Member Price publicly thanked City of Fairfield and STA staff for their exceptional efforts in developing a sound plan for the continuation of Route 30 and 90 service and STA’s commitment to manage and fund this service.

Public Comments:

Gene Cortright, Public Works Director of City of Fairfield, addressed the STA Board and conveyed Fairfield’s commitment to operating these two routes in cooperation with STA.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an operating agreement for Solano Express Routes 30 and 90 with Fairfield and Suisun Transit (FAST) with the provisions as specified in Attachment F;

2. Approve the City of Fairfield's Transportation Development Act (TDA) Fiscal Year 2009-10 claim for TDA funds for Routes 30 and 90 from other jurisdictions, subject to execution by both parties of Route 30 and 90 operating agreement;
3. Approve the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) allocation request for Route 90, subject to execution by both parties of Route 30 and 90 operating agreement; and
4. Return to the STA Board with a mid-year and annual performance report for Routes 30 and 90.

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

C. STA's Final Draft 2010 Legislative Priorities and Platform

Jayne Bauer reviewed the comments received after the November 13, 2009 deadline. She reviewed further amendments which included concerns about the express lanes demo project potentially being in opposition or conflict with the MTC proposed express lane legislation (Priority #7 and Platform# 1.7) and Solano County's request to include planning and funding for modes of transportation for movement of goods to include maritime, rail and aviation (Platform# XIV).

Board Comments:

After discussion, the STA Board approved the following modifications to the platform shown below in **underline bold italics**:

Legislative Priorities:

- **Add No. 14**
Support federal and state legislation framed by California Consensus Principles (Item XIV.)
- **Add No. 15**
Support federal and state legislation framed by California Consensus Principles (Item XV) that provide funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e. Cordelia Truck Scales).

Legislative Platform:

I. Environmental:

Add No. 2

2. *Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.*

Public Comments:

None presented.

Recommendation:

Approve the STA Final Draft 2010 Legislative Priorities and Platform, as specified in Attachment A.

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 18, 2009

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:

Charlie Knox	City of Benicia
Janet Koster	City of Dixon
Gene Cortright	City of Fairfield
Morrie Barr	City of Rio Vista
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Matt Tuggle	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Judy Leaks	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA

Others Present: *(In Alphabetical Order by Last Name)*

Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Mike Roberts	City of Benicia

II. APPROVAL OF THE AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Rod Moresco, 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: None presented.

V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A thru D.

A. Minutes of the TAC Meeting of September 30, 2009

Recommendation:

Approve TAC Meeting Minutes of September 30, 2009.

B. Transportation for Livable Communities (TLC) Complete Streets Concept / Priority Development Areas (PDAs)

Recommendation:

Forward a recommendation to the STA Board to approve STA's Transportation for Livable Communities/Priority Development Area Work Plan as detailed in Attachment B.

C. Senior and Disabled Advisory Committee

Recommendation:

Forward recommendation to the STA Board to approve the following:

1. The formation of an Advisory Committee to address senior and disabled transportation issues in Solano County; and
2. Committee membership and purpose as outlined in Attachment F.

D. 2010 Solano Project Delivery Working Group (PDWG) Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Project Delivery Working Group FY 2009-10 Work Plan as shown in Attachment A.

VI. ACTION FINANCIAL ITEMS

A. 2010 State Transportation Improvement Program (STIP)

Janet Adams and Sam Shelton reviewed the new 2010 STIP funding, prior commitments, funding estimate impact on 2008 STIP projects, project recommendations, and development schedule. Sam Shelton stated that the City of Vacaville submitted a letter dated November 17, 2009 requesting to delay the reprogramming of the construction funding for the Jepson Parkway Gateway Enhancement by one year.

After discussion, the STA TAC approved the request received from the City of Vacaville to reprogram the construction funding for the Jepson Parkway Gateway Enhancement project from FY 2009-10 to FY 2010-11.

Recommendation:

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

1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;
2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield's Fairfield/Vacaville Train Station project in FY 2012-13;
3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville's local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA's 50/50 Funding policy; and
4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo's Downtown Streetscape Pedestrian Links Project. (ARRA) Local Streets and Roads funds as specified in Attachment C as amended.
5. ***Reprogram \$230,000 of construction funding from FY 2009-10 to FY 2010-11 for the Jepson Parkway Gateway Enhancement project.***

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

B. Proposal for Allocation of Project Cost Savings

Janet Adams reviewed the project cost savings proposals on the two specific projects in Solano County, the Vacaville Intermodal Center Phase 1 and the McGary Road Project. She stated that both project are STA priorities and the project sponsors have proposed utilizing the cost savings on the projects.

Recommendation:

Forward a recommendation to the STA Board to support retaining cost savings to the projects as listed in Attachment A.

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

VII. ACTION NON-FINANCIAL ITEMS

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

Janet Adams requested the TAC's approval of the 3-year PID prioritized work plan Fiscal Years (FYs) 2009-10 through FY 2011-12) 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 2009-10 through FY 2011-12) to submit to Caltrans as specified in Attachment C.

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

B. **Comprehensive Transportation Plan (CTP) Project List**

Robert Macaulay reviewed the CTP Project List consisting of 286 individual projects submitted by the seven cities and the county. He indicated that the project list has been pared down by excluding duplicate entries and projects identified by STA staff to be local rather than regional. He also stated that the projects and programs contained in the 2009 CTP project list will serve as the mechanism for identifying steps to fill in the gaps between the existing transportation network, as described in the various State of the System reports, and the desired transportation network described in the goals for each element.

Recommendation:

Forward a recommendation to the STA Board to release the 2009 Draft CTP Projects list for public comment, including review by the CTP Committees.

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

C. **STA's Final Draft 2010 Legislative Priorities and Platform**

Jayne Bauer reviewed the comments received after the November 13, 2009 deadline. She reviewed further amendments which included concerns about the express lanes demo project potentially being in opposition or conflict with the MTC proposed express lane legislation (Priority #7 and Platform# 1.7) and Solano County's request to include planning and funding for modes of transportation for movement of goods to include maritime, rail and aviation (Platform# XIV).

Recommendation:

Forward a recommendation to the STA Board to approve the STA Final Draft 2010 Legislative Priorities and Platform as specified in Attachment A.

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

VIII. INFORMATIONAL ITEMS

A. Solano County Coordinated Funding Investment Strategy

Janet Adams and Sam Shelton distributed and reported on the draft Coordinated Funding Investment Strategy Scenarios. They cited each scenario which emphasized an aspect of leveraging project funding and delivering projects between the three CTP Project Tiers (e.g., constructing 5-year Tier 1 projects vs getting Tier 2 and 3 projects shovel ready).

B. Regional Transportation Impact Fee (RTIF) Update

Sam Shelton reviewed the current schedule for the STA's Nexus Study, showing when each group will meet and what items will be on their agendas for information and action. He indicated that the schedule estimates completing the Nexus Study by September 2010 and begin implementation of an RTIF by the end of 2010. He stated that the first action items regarding draft project selection criteria and implementation options for the RTIF Working Group and RTIF Stakeholder committee are scheduled for December 2009 and the Policy Committee is scheduled to consider this item in January 2010.

C. Napa-Solano Travel Demand Model Update

Robert Macaulay reviewed the Model's Purpose and Use Statement and RFP for On Call Model Services. He stated that the Statement emphasizes the regional nature of the Napa-Solano Travel Demand Model, as well as spelling out the sort of uses the model may be used for. He also stated that staff has worked with Model TAC members to develop the scope of services.

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

Robert Macaulay noted the STA has been tasked by the City County Coordinating Council to work with the County to develop a Countywide Sustainable Communities Strategy (SCS) for SB 375. He listed the number of steps the STA is taking (What STA is doing now and what STA is planning to do) to serve not only to reduce traffic congestion, but also to reduce emissions of GHG and other air pollutants, and to promote community – especially childhood – health.

NO DISCUSSION

E. Solano Employer Commute Challenge 2009 Final Results

F. Project Delivery Update

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of October 14, 2009

I. STA Board and Advisory Committee Meeting Schedule for 2009

ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 16, 2009.**

DRAFT



DATE: November 23, 2009
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA Employee 2010 Benefit Summary Update

Background:

The STA Personnel Policies and Procedures Benefits Summary show the current benefits for all full time and part time employees, which is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

The approved budget for Fiscal Year (FY) 2009-10, which includes the STA's Employees Health Benefit Cost, reflected an anticipated premium rate increase of 10%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program at low rates. The Kaiser Premium Rate is used as a benchmark; should an employee choose a health care provider with a higher premium rate, the employee is responsible for the premium cost above the benchmark. Effective January 1, 2010, the Kaiser Premium Rate will increase by 4.77%. This rate increase will result in budget savings of \$7,538 (3.53%) for the Health Benefits Budget for FY 2009-10.

Changes to staff health plan choice and coverage is available during the Open Enrollment, October 2009. Effective January 1, 2010, CalPERS Basic Health Premiums Rates are based on the area where an employee resides. Since the STA is located in Solano County; therefore, the premium rate used is under the Bay Area Basic Premium Rates.

The City of Vacaville provides and administers the self insured Dental, Vision, Life Insurance, and the Long Term Disability (LTD) insurance plans. Effective January 1, 2010, the Dental and Vision Plan will have a tiered monthly premium rate based on the employee's number of eligible dependent. This tiered rate is a budget saving of \$637 (2.57%) for FY 2009-10. In addition, the Life Insurance and the LTD plan under the current provider; Principal Life Insurance is changed to a new provider, Lincoln Financial Group effective January 1, 2010. This change was made due to a lower premium rates, which is a budget saving of \$575 (9.62%) for FY 2009-10, and the additional coverage for Accidental Death and Dismemberment (AD&D).

STA staffs are covered under the CalPERS State-wide pool Miscellaneous Retirement Plan. The STA's Employer Contribution Rate for FY 2009-10 is 9.932%. The STA pays seven percent (7%) of CalPERS Employee Contribution Rate to CalPERS, making the STA's total CalPERS contribution of 16.932%. As part of the State-wide Miscellaneous Retirement Plan, the STA staff has additional retirement benefits such as: the Unused Sick Leave Credit, Military Buyback, Public Service Layoff, Pre-Retirement Service Option 2, and the Military Service Credit for Retired Persons.

STA staffs are also covered under a 401 (A) Deferred Compensation plan under the Money Purchase Plan administered by Nationwide Retirement Solutions (6.2% by STA and 3.2% by Employee). In addition, STA Employees have the option to enroll in the 457 Deferred Compensation with Nationwide Retirement Solutions, which is a 100% Employee deduction and no share of cost from STA (Attachment A).

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

1. The Kaiser Health Premium rate for 2010 resulted a cost savings of \$7,538 (3.53%) for FY 2009-10 Budget for Health Benefit;
2. The City of Vacaville self insured Dental and Vision Plan tiered plan cost savings of \$637 (2.57%); and
3. The change in the provider for the Life Insurance and LTD has cost savings of \$575 (9.62%) for FY 2009-10.

Recommendation:

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2010
- B. Holiday Schedule 2010

STa
Solano Transportation Authority
Employee Benefit Summary
January 2010

TERM

This summary shall remain in effect until amended by STA Board action.

SALARY

Salary schedule.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities.

An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect thirty (30) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

Employees are covered under the Public Employees Retirement System (PERS). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Benefits include the following:

- Section 21354 - 2% @ 55 Full for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 - 2% Annual Cost of Living Adjustment
- Section 21620 - \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 - Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit
- Section 21027 – Military Service Credit for Retired Persons

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

401(a) PROGRAM

STA Employees are also covered under a 401 (a) deferred compensation plan, The Money Purchase Plan, administered by Nationwide Retirement Solutions. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

457 DEFERRED COMPENSATION PROGRAM

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. This compensation deferred plan is 100% Employee deduction and no cost to STA.

SOCIAL SECURITY

Effective July 1, 1997, employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash equivalent in lieu of the STA’s health and dental coverage. Employee electing to decline the health coverage will receive \$350 per month and for dental of coverage for \$50 per month, a total \$400 per month if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee’s plan.

The amounts as of 01/01/10 are as follows:

Employee Only	\$532.56
Employee Plus One Dependent	\$1,065.12
Employee Plus Two or More	\$1,384.66

DENTAL INSURANCE5

STA shall contribute based on the employee’s number of eligible dependent. The amounts as of 01/01/10 are as follows:

Employee Only	\$53.57
Employee Plus One Dependent	\$91.07
Employee Plus Two or More	\$139.29

VISION INSURANCE

STA shall contribute based on the employee’s number of eligible dependent. The amounts as of 01/01/10 are as follows:

Employee Only	\$5.39
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.35

LIFE INSURANCE

STA provide a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year’s Day	Veteran’s Day
Martin Luther King’s Birthday	Thanksgiving Day
President’s Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year’s Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee’s vacation balance. *If Christmas Eve and New Year’s Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year’s Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

<u>Years of Service</u>	<u>Annual Entitlement</u>	<u>Annual Vacation Hours</u>	<u>Maximum Balance</u>
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15+ years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portioned earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director receives monthly mileage allowance as approved by the STA Board. The Department Directors receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using commute alternative mode limited to: trains, buses, vanpool, and ferry. Employee who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.



HOLIDAY SCHEDULE 2010

Friday	January 1	New Year's Day
Monday	January 18	Dr. Martin Luther King's Birthday
Monday	February 15	Presidents' Day
Monday	May 31	Memorial Day
Monday	July 5	Independence Day
Monday	September 6	Labor Day
Monday	October 11	Columbus Day
Thursday	November 11	Veterans' Day
Thursday	November 25	Thanksgiving Day
Friday	November 26	Friday After Thanksgiving Day
Thursday	December 23	Christmas Eve – HALF DAY
Friday	December 24	Christmas Day
Friday	December 31	New Years Eve – HALF DAY

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.



DATE: November 24, 2009
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2009-10 First Quarter Budget Report

Background:

In July 2009, the STA Board approved the Budget Revision for FY 2009-10. The budget revision included the anticipated amount of funds carryover from FY 2008-09 for the continuation and completion of multi-year contracts, changes in project activities, and Project Studies that have been approved by the STA Board. A mid-year adjustment to the fiscal year budget is scheduled to occur in January 2010.

Discussion:

The attached STA revenue and expenditure activity for the FY 2009-10 First Quarter reflects the overall STA program administration and operations expenditure at 11% of the budget with total revenue received at 17% of budget projections.

Revenues:

Revenues received during the First Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2009. As of September 30, 2009, the total revenue billed and received is \$6.32 million (17%). The revenue budget highlights are as follows:

1. The Members Contribution for FY 2009-10 of \$255,071 was received from all members despite the anticipated budget and economic status of each member agencies. A mid-year budget adjustment will reflect programming of these available funds.
2. The State Transit Assistance Fund (STAF) carried over and reprogrammed funds from FY 2008-09 in the amount of \$430,622 have been received, and a budget adjustment will be reflected in the Mid-Year Budget Revision scheduled for January 2010.
3. A funding amount of \$1.0 million was received from the Solano County for the construction of the North Connector Project.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the First Quarter budget projection at 22% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 20% of budget.
3. Project Development is at 11% of budget.
4. Strategic Planning is at 9% of budget.

The Transit and Rideshare Services/SNCI, Project Development, and Strategic Planning invoice billings from project consultants for projects such as the Countywide Transit Ridership Study, the Jepson Parkway, and Solano Rail Crossing Inventory & Improvement Plan were submitted after the end of the Quarter. The Solano Senior & Disable Transit Plan, The Safe Routes to Transit, and the Climate Change Strategy are projects that the staff is administratively working on for further consultant analysis. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter.

The total revenue and expenditure for the First Quarter is consistent with the projected FY 2009-10 budget.

Fiscal Impact:

The First Quarter Budget for FY 2009-10 is within budget projections for the Revenue received of \$6.32 million (17%) and Expenditures of \$4.23 million (11%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2009-10 First Quarter Budget Report
- B. 2010 Budget and Fiscal Reporting Calendar



FIRST QUARTER BUDGET REPORT
FY 2009-10
July 1, 2009 through September 30, 2009

REVENUES			
Description	FY 09-10 Budget	Actual Received YTD	%
STA Fund			
Members Contribution (Reserve Accounts)	108,000	108,000	100%
Interest		8,785	0%
Members Contribution/Gas Tax		147,071	0%
Transportation Dev. Act (TDA) Art. 4/8	380,003	105,554	28%
Transportation Dev. Act (TDA) Art. 3	125,000		0%
State Transit Assistance Fund (STAF)	302,981	430,622	142%
Surface Transportation Program (STP)	525,000		0%
Surface Transportation Program (STP) STIP swap	381,425	122,367	32%
SP&R - Operation/Implementation Plan	50,000		0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	380,924	38,068	10%
State Transportation Improvement Program (STIP)	37,858		0%
Regional Measure (RM) 2- North Connector Design	32,492	8,318	26%
RM 2 - I-80 HOV Lanes	7,839	707	9%
RM 2 - I-80 Interchange Project	31,394	11,108	35%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	27,735	8,961	32%
Transportation for Clean Air (TFCA)	449,799	73,037	16%
Transportation for Clean Air (TFCA) Regional Grant	291,000		0%
Eastern Congestion Mitigation & Air Quality (ECMAQ)	100,000	26,571	27%
Yolo/Solano Air Quality Management District (YSAQMD)	190,000		0%
Regional Rideshare Program (RRP)	240,000	57,452	24%
Community Based Transit Study (CBTP)	60,000		0%
City of Vacaville TDA/STIP swap	725,000	181,250	25%
Capitol Corridor	10,000	3,500	35%
Bay Area Ridge Trails	55,000		0%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,052		0%
Local Funds - Cities/County	98,600		0%
Sponsors	18,000	7,050	39%
Subtotal	4,638,102	1,338,421	29%
TFCA Programs			
Transportation for Clean Air (TFCA)	126,583		0%
Interest		3,197	0%
Subtotal	126,583	3,197	3%
Abandoned Vehicle Abatement			
Department of Motor Vehicle (DMV)	325,000		0%
Interest		346	0%
Subtotal	325,000	346	0%
I-80 East Bound (EB) Truck Scales Relocation			
RM 2 Funds	4,974,468	1,022,285	21%
Interest		(73)	0%
Subtotal	4,974,468	1,022,212	21%
Jepson Parkway Project			
State Transportation Improvement Program (STIP)	2,343,574		0%
STIP/PPM	100,000	1,937	2%
Federal Earmark	530,000		0%
Interest		44	0%
Subtotal	2,973,574	1,981	0%
SR 12/Jameson Canyon Project			
State Transportation Improvement Program (STIP)	4,200,000	513,517	12%
Interest		2,485	0%
Subtotal	4,200,000	516,002	12%
I-80/I-680/SR 12 Interchange EIR/EIS			
RM 2 Funds	5,542,380	331,249	6%
Interest		(21)	0%
Subtotal	5,542,380	331,228	6%
North Connector East (Chadbourne Rd/Right of Way)			
RM 2 - Preliminary Engineering	7,320,796	1,217,503	17%
Count of Solano	2,000,000	1,000,000	50%
City of Fairfield	1,725,000	650,000	38%
Interest	0	5,796	0%
Subtotal	11,045,796	2,873,299	26%
I-80 High Occupancy Toll (HOT) Lanes Conversion			
RM 2 Funds	500,000		0%
Subtotal	500,000	0	0%
I-80 High Occupancy Toll (HOT) Lanes			
RM 2 Funds	600,000		0%
Subtotal	600,000	0	0%
I-80 High Occupancy (HOV) Lane/Ramp Metering			
RM 2 - PA/ED Design	992,160	199,216	20%
Interest			0%
Subtotal	992,160	199,216	20%
I-80 HOV/Vallejo Fairgrounds			
Federal Earmark	600,000	473	0%
Local Match Funds - STA STIP/PPM	50,000	6,250	13%
Local Funds - Solano County/City of Vallejo	100,000		0%
Subtotal	750,000	6,723	1%
Rio Vista Bridge Realignment			
Federal Earmark	246,829	22,335	9%
City of Rio Vista	61,700	5,584	9%
Interest		(26)	0%
Subtotal	308,529	27,893	9%
TOTAL REVENUES	\$ 36,976,592	\$ 6,320,518	17%

EXPENDITURES			
Description	FY 09-10 Budget	Actual Spent YTD	%
Operations			
Operation Management/Administration	1,454,639	347,219	24%
STA Board of Directors	45,000	2,450	5%
Expenditure Plan			
Contribution to STA Reserve	108,000		0%
Total Operations	\$ 1,607,639	\$ 349,669	22%
Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Transit/SNCI Administration	480,560	122,657	26%
Employer/Van Pool Outreach	10,000	1,728	17%
SNCI General Marketing	40,000	6,253	16%
Commute Challenge	16,000		0%
Bike to Work Campaign	20,000		0%
Bike Links Maps			
Incentives	15,000	5,912	39%
Emergency Ride Home (ERH) Program	5,000		0%
Transit Management Administration	212,100	47,306	22%
Community Based Transportation Plan (CBTP)	60,000		0%
Lifeline Program	16,000	957	6%
Paratransit Coordinating/PCC	45,000	15,005	33%
Solano Express	50,000	6,238	12%
Transit Consolidation Implementation Phase	15,000	2,031	14%
Countywide Transit Ridership Study	50,000		0%
Total Transit & Rideshare/SNCI	\$ 1,034,660	\$ 208,087	20%
Project Development			
Project Management/Administration	100,924	31,680	31%
Safe Route to School Program	681,500	6,653	1%
I-80/I-680/I-780 Operation/Implementation Plan	50,000	3,213	6%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB 1600	205,000	5,127	3%
Jepson Parkway	2,973,574	1,937	0%
SR 12 Jameson Canyon Project	4,200,000	513,517	12%
I-80/I-680/SR 12 Interchange PA/ED	5,542,380	331,249	6%
North Connector East (Chadbourne Rd/Right of Way)	11,045,796	1,431,178	13%
I-80 HOV Lane/Ramp Metering	992,160	199,216	20%
I-80 East Bound (EB) Truck Scales Relocation	4,974,468	1,019,466	20%
I-80 HOT Lanes Conversion	500,000		0%
I-80/I-505 HOT Lanes	600,000		0%
I-80 HOV Lanes/Vallejo Fairgrounds	750,000	472	0%
SR 12 Bridge Realignment Study	308,529	27,918	9%
DMV Abandoned Vehicle Abatement	325,000		0%
Total Project Development	\$ 33,249,331	\$ 3,571,626	11%
Strategic Planning			
Planning Management/Administration	93,290	13,639	15%
Events	10,000	11	0%
Model Maintenance	24,000		0%
Solano County TLC Program	214,908	33,022	15%
Bike/Ped Master Plan Update	85,000	2,709	3%
SR 12 MIS/Corridor Study	75,000		0%
SR 29 MIS/Corridor Study	5,000	2,204	44%
Comprehensive Transportation Plan (CTP)/EIR	180,381	43,346	24%
Solano Senior & Disable Transit Plan Update	59,750		0%
Safe Route to Transit	40,000		0%
Solano Rail Crossing Inventory & Improvement Plan	66,050	838	1%
SR 12 Jameson Canyon Ridge Trail Study	55,000		0%
Climate Change Strategy	50,000		0%
TFCA Programs	126,583	2,259	2%
Total Strategic Planning	\$ 1,084,962	\$ 98,028	9%
TOTAL EXPENDITURES	\$ 36,976,592	\$ 4,227,410	11%



2009-10 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

DECEMBER	FY 2009-10 First Quarter Budget Report
JANUARY	FY 2009-10 Mid-Year Budget Revision
FEBRUARY	FY 2009-10 Second Quarter Budget Report
MARCH	No report
APRIL	Local Transportation Development Act (TDA) and Members Contribution for FY 2010-11
MAY	FY 2009-10 Third Quarter Budget Report
JUNE	FY 2009-10 Final Budget Revision
JULY	FY 2010-11 Budget Revision and FY 2011-12 Proposed Budget Adoption FY 2010-11 Provisionary Indirect Cost Rate Application
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	FY 2009-10 Fourth Quarter Budget Report
OCTOBER	FY 2009-10 AVA Annual Report
NOVEMBER	No Scheduled STA Board Meeting
DECEMBER	FY 2009-10 Annual Audit



DATE: November 30, 2009
TO: STA Board
FROM: Kenny Wan, Assistant Project Manager
RE: Solano Project Delivery Working Group (PDWG) Work Plan

Background

The purpose of the Solano Project Delivery Working Group is “To provide a project delivery forum between STA staff, Caltrans, and local project managers.” The Solano PDWG has five goals:

1. Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.
2. Regular staff and city/county updates 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.

Discussion

2010 PDWG Work Plan

As the new fiscal year has arrived, STA has prepared the Fiscal Year (FY) 2009-10 work plan in conjunction with the PDWG members. A more comprehensive Project Delivery Report and a 10-year investment summary is included in the work plan.

STA staff will need assistance from PDWG members to complete this task. Details are as follows:

1) STA 2000-2010 Investments: Delivering 10-years of Transportation Projects

The STA will collect, summarize and analyze all transportation grant funding (except local sources) that went to member agencies for the last ten years. This report will also make recommendations about improving the project delivery process. PDWG members will need to review and confirm project information, and approve of the draft research report pieces before review by the TAC.

Proposed Tasks are included as follows (See Attachment A for a detailed schedule):

- 1) Data construction and review of project funding data
- 2) Approve project funding data
- 3) Approve the Table of Contents of the STA Investment Report
- 4) Meeting with Caltrans Local Assistance, Solution Discussion
- 5) Solano PDWG tour and ideas exchange*
- 6) Review by PDWG the suggested improvements to the project delivery process
- 7) Review and Edit the Draft Investment Report by PDWG and TAC
- 8) Approve the Investment Report by STA Board.

**The Solano PDWG tour is a learning tour that allows STA staff to be informed of local project delivery and handling processes among different member agencies. STA staff also hopes to determine the best processing practice and share the ideas with member agencies.*

2) **Comprehensive Project Delivery Reports**

Currently, the STA's Project Delivery Report only keeps track of STP/CMAQ, STIP and ARRA projects. For a completed picture of project information, STA is planning to expand the scope and coverage of the monthly Project Delivery Report to include all non-local fund sources such as TDA, TFCA, RM2 and Earmarks on a regular basis. The tracking of these additional fund sources will improve regional delivery and present the Board a more comprehensive picture of our project delivery status. Staff is planning to use the new report format by January 2010. Below are the fund sources that will be monitored as part of the new report:

Fund Sources in the existing report:

- 1) Surface Transportation Program (STP)
- 2) Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- 3) State Transportation Improvement Program (STIP)
- 4) American Recovery Reinvestment Act (ARRA)

Fund Sources that will be included in the future report:

STA, MTC, and Air District Grants

- 5) Transportation Development Act (TDA) Article 3, 4, 8
- 6) State Transit Assistance Fund (STAF)
- 7) Transportation Enhancements (TE)
- 8) Transportation Fund for Clean Air (TFCA) by BAAQMD
- 9) Clean Air Fund (CAF) by YSAQMD
- 10) Federal Earmarks
- 11) Regional Measure 2 (RM2)

All Caltrans Grants, including but not limited to:

- 12) Highway Bridge Program (HBP)
- 13) Safe Routes to School (SR2S)
- 14) Intelligent Transportation System (ITS)
- 15) Bicycle Transportation Account (BTA)
- 16) High Risk Rural Roads Program (HR3)
- 17) Highway Safety Improvement Program (HSIP)

At the November 18, 2009 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to forward the recommendation to the STA Board to approve the 2010 PDWG Work Plan.

Fiscal Impact:

No Fiscal Impact. STA staff activities related to this item are already funded through the STA's Project Delivery Monitoring program, as included in the STA's FY 2009-10 Budget.

Recommendation:

Approve the Solano Project Delivery Working Group FY 2009-10 Work Plan as shown in Attachment A.

Attachments:

- A. Solano Project Delivery Working Group FY 2009-10 Working Plan and Schedule

Solano Project Delivery Working Group FY2009-10 Working Plan and Schedule

Project Delivery Working Group			Technical Advisory Committee		STA Board	
2009	Date	Items	Date	Items	Date	Items
Oct	Oct. PDWG 10-27-09	<ul style="list-style-type: none"> • <u>Recommend approval of PDWG 2009-10 work plan and 10-Years Investment Report schedule</u> 				
Nov	Nov-09	<ul style="list-style-type: none"> • Construct 10-Years Investment Report data • Construct project data for the new Project Delivery Report 	11-18-09	<ul style="list-style-type: none"> • <u>Approval of PDWG 2009-10 Working Plan and schedule</u> 		
Dec	Dec. PDWG 12-08-09	<ul style="list-style-type: none"> • Solano PDWG Tour • <u>Recommend approval of 10-Years Investment Report research data and report's table of content</u> • Construct draft new Project Delivery Report 	12-16-09			
2010						
Jan	Jan. PDWG 01-26-09	<ul style="list-style-type: none"> • Solano PDWG Tour • Meeting with Caltrans Local Assistance Solution Discussion • <u>Adopting 1st Project Delivery Report</u> 	Jan TAC 01-27-09	<ul style="list-style-type: none"> • 1st Project Delivery Report (Informational Item) • <u>Approval of 10-Years Investment Report research data and report's table of content</u> 		
Feb	Feb. PDWG 02-23-10	<ul style="list-style-type: none"> • Review of draft 10-Years Investment Report funding analysis section 			Feb Board 02-10-09	<ul style="list-style-type: none"> • 1st Project Delivery Report (Informational Item)
Mar	March PDWG 03-30-10	<ul style="list-style-type: none"> • <u>Approval of draft 10-Years Investment report funding analysis section</u> 	March TAC 03-31-10	<ul style="list-style-type: none"> • <u>Approval of draft 10-Years Investment Report funding analysis section (Informational Item)</u> 		
April	April PDWG 04-27-10	<ul style="list-style-type: none"> • 2nd Project Delivery Report 	April TAC 04-28-10	<ul style="list-style-type: none"> • 2nd Project Delivery Report (Informational Item) 	April Board 04-14-10	<ul style="list-style-type: none"> • Draft 10-Years Investment Report funding analysis section (Informational Item)
May	May PDWG 05-25-10	<ul style="list-style-type: none"> • Review of draft 10-Years Investment Report's Recommendation section 	May TAC 05-26-10	<ul style="list-style-type: none"> • Review of draft 10-Year Investment Report's Recommendation section 	May Board 05-12-10	<ul style="list-style-type: none"> • 2nd Project Delivery Report (Informational Item)
June	June PDWG 06-29-10	<ul style="list-style-type: none"> • <u>Approval of the draft 10-Years Investment Report (Full Report)</u> 	June TAC 06-30-10	<ul style="list-style-type: none"> • <u>Approval of the draft 10-Years Investment Report (Full Report)</u> 	June Board 06-09-10	<ul style="list-style-type: none"> • Draft 10-Years Investment Report Recommendation section (Informational item)
July	July PDWG 07-27-10	<ul style="list-style-type: none"> • 3rd Project Delivery Report 			July Board 07-14-10	<ul style="list-style-type: none"> • <u>Approval of 10-Years Investment Report</u>

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DATE: December 1, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Proposal for Allocation of Project Cost Savings for Federal Stimulus
Funded Projects

Background:

Due to the economic downturn, the Bay Area has experienced significant project cost savings this past year. Two specific projects in Solano County have had project costs savings, the Vacaville Intermodal Station Phase 1 and the McGary Road Project. Both projects are STA priorities and the project sponsors have proposed utilizing the cost savings on the projects.

Phase 1 of the Vacaville Intermodal Station (VIS) will provide a bus transfer facility along the I-80 Corridor. Ten bus bays will be provided, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, envisions a 400 space parking garage as well as retail/commercial space. The VIS will encourage use of transit, carpools, and vanpools versus individuals driving their own personal vehicles. The project site is located south of Interstate 80 and east of Allison Drive, between Nut Tree Parkway and Ulatis Drive. The Phase 1 project is funded with Regional Measure 2 (RM 2), Transportation Development Act (TDA), Eastern Congestion Mitigation and Air Quality Improvement (ECMAQ) and American Recovery & Reinvestment Act (ARRA).

McGary Road is a frontage road that parallels Interstate 80 and serves the region by providing a link for bikes, pedestrians, and cars between the cities of Vallejo and Fairfield. The road is part of the Solano County Bikeway and is currently closed due to road hazards caused by the Red Top Slide. The McGary Road Project would rehabilitate the road and include a Class II Bike lane construction. This Project is in the City of Fairfield, from Lynch Road to Red Top Road (Approximately 9100 ft). This road also connects to the bike path at Hiddenbrook in the City of American Canyon and also connects to Lynch Road, which leads to Lynch Canyon and the City of Vallejo. Because of the current closure, there is no direct route for bikes and pedestrians to travel between the cities. Once opened, it is planned City of Fairfield will deannex this section of the road to the County. The Project is funded with American Recovery & Reinvestment Act (ARRA) Safety Funding, State Transportation Improvement Program (STIP)- Transportation Enhancements (TE), Transportation Development Act (TDA) Article 3 (Bike/Ped), STA Transportation For Clean Air (TFCA) Program Manager, and a Bay Ridge Trail Grant.

Discussion:

The Vacaville Intermodal Station Phase 1 bids were, 30% below the Engineer's Estimate of \$5.5 million. The fund savings will be RM 2 funds. The City is proposing to keep the RM 2 funds in the Phase 2 project and begin the design work. The project is environmentally cleared and requires no right-of-way. The Phase 2 400 space garage is

anticipated to be required by 2012. This project has been submitted for federal Appropriations and Authorization earmarks. City of Vacaville and STA staff is recommending the RM 2 savings stay with the project to advance the design for Phase 2.

The McGary Road bids were 35% below the Engineer's Estimate of \$2.19 million. Prior to building out the project, the City of Fairfield had worked with the County to reduce the scope of the project due to the engineer's estimate being above the available funding. With the bid savings, the City is proposing to now complete the work that was removed from the original scope. This includes landscaping, paving McGary Road through the Lynch Canyon intersection, and providing entrance signage. STA and County staff support this approach.

At the November 18, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve the action to support retaining cost savings for both projects.

Fiscal Impact:

None, as the proposal is to keep the funds currently programmed with these two projects on the projects.

Recommendation:

Approve the following:

1. Retaining cost savings for Federal Stimulus funded projects as listed in Attachment A; and
2. Forward a letter to the Metropolitan Transportation Commission (MTC) supporting this action.

Attachment:

- A. Project Cost Savings Proposal

Project Cost Savings Proposal

**Vacaville Intermodal Station Phase 1 Cost Savings:
\$2.5 million Regional Measure 2 (RM 2)**

Recommendation:

Apply cost savings to Vacaville Intermodal Station Phase 2

**McGary Road Cost Savings:
\$300,000 Federal Funds**

Recommendation:

Apply cost savings to landscaping, paving McGary Road through the Lynch Canyon intersection and providing entrance signage

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DATE: December 1, 2009
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 being 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. PSR's will to be completed by a local agency still requires Caltrans oversight and ultimate approval.

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

Discussion:

In September 2009, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects. Caltrans requested this information in a short time frame, so STA staff worked with the TAC members for their submittal of projects to be included in the plan. This 3-year work plan was to be included in a Draft "PID Strategic Plan and Streamlining" Report. The Draft of the Report is included in Attachment A. STA has reviewed the Report and provided comments to Caltrans (Attachment B). Overall, no new projects were added to the 3-year work plan from previous priorities submitted by the Cities and the County.

Caltrans has submitted to STA the final draft 3-year prioritized Work Plan for Fiscal Years (FYs) 2009-10 through 2011-12 (Attachment C). At this time STA is seeking the Board to recommend approval of the 3-year PID prioritized work plan for Solano County.

At the November 18, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve actions to approve the 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) to submit to Caltrans as specified in Attachment C.

Fiscal Impact:

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

Recommendation:

Approve Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) for submit to Caltrans as specified in Attachment C.

Attachments:

- A. Draft Caltrans PID Strategic Plan and Streamlining Report (Note: Due to the size of this report, you may request a copy by contacting the STA at (707) 424-6075 or you may view or download this attachment in the electronic version posted on our website: <http://www.solanolinks.com/agenda%202009.html#tac>.)
- B. STA Comment Letter Dated November 9, 2009 to Caltrans
- C. Solano County 3-Year PID Work Plan



Solano Transportation Authority

Member Agencies:

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

... working for you!

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

November 10, 2009

Curt Davis
Chief, Office of Projects/Plans Coordination
California Department of Transportation (Caltrans)
Division of Transportation Planning
1120 N Street - MS 32
Sacramento, CA 94274-0001
(916) 654-3768

RE: Comments to Caltrans Three-Year Plan for Project Initiation Documents (PIDs) and Streamlining the PID Process Report

Dear Mr. Davis,

The Solano Transportation Authority (STA) strongly supports Caltrans efforts to streamline the Project Initiation Document process. STA has read your draft report titled "Three-Year Plan for Project Initiation Documents (PIDs) and Streamlining the PID Process" and has the following comments and considerations to offer as Caltrans moves forward in this effort.

1. Producing a 3-year plan for PIDs is a good planning tool and provides the legislature and all stakeholders an outlook of upcoming work. However, this also raises a concern that this 3-Year Plan will limit the flexibility project sponsors have to be able to shift priorities and adjust project schedules. This need exists primarily with projects that are not funded with State Transportation Improvement Program (STIP) funds, but rather local funds. Further, what is unclear is the process for making changes to the 3-Year PID Plan. The focus should be flexibility and keeping the change process at the local District level.
2. The 3-Year Plan focused on Project Study Reports (PSRs) as the PID. As part of the streamlining process, Caltrans needs to retain the flexibility to recognize alternative documents or other engineering studies that outline scope, cost, schedule and environmental expectations where appropriate. Particularly if the funds that will construct the project are non-state/federal. This flexibility should be granted to each Caltrans District Director.
3. Due to the short time tables Caltrans mandated producing this Draft 3-Year Plan and respective comment period, the STA Board will not take action on Solano County's project submittals until December 9, 2009. At such point, there may be changes to the submitted projects that STA will forward to the Caltrans District 4 office.

We look forward to working on these projects in partnership with Caltrans. Should you have any questions, please feel free to call me at (707) 424-6075.

Sincerely,

JANET ADAMS, P.E.

STA Deputy Executive Director/Director of Projects

cc: Daryl Halls, STA

Bijan Sartipi, Caltrans District 4

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**STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2009/10, 2010/11, 2011/12 & 2012/13**

No. of Projects	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Project Cost with Support (\$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	Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor
FY 10/11 Proposed PID Work Plan																				
4	QA	SOL	505	TBD	TBD	I/C modifications	Vaca Valley I/C in City of Vacaville	3.0	TBD	12/1/2010		PSR/PR	TBD	TBD	TBD	Local	TBD	TBD	New-PID	City of Vacaville
1	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	3A790K	12/1/2010	30	PSR/PR	EIR	2011/12	230708	Local - Impact Fees		5/1/2008	Carryover-PID	City of Vacaville
2	QA	SOL	80			Express Lanes	I-80 Red Top to I-505			12/11/2011		PSR/PR	EIR	2013/14	230658	Enterprise Funds		7/10/2009	New-PID	STA
3	QA	SOL	80			Construct roundabout at American Canyon Way/Hiddenbrooke Parkway ramp junctions	Construct roundabout at American Canyon Way/Hiddenbrooke Parkway ramp junctions	3.0		10/1/2010		PSR/PR	CE	2011/12	22632	Local	Allan Panganiban	12/1/2009	New-PID	City of Vallejo
4	QA	SOL	12			Study	I-5 to I-80			6/1/2011		STUDY(MIS-FS-SS)		2016/17	N	Local, SHOPP, STIP		1/0/1900	New-PID	STA
5	QA	SOL	780			Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	66.0		10/1/2011		PR/PSR	Other (explain		22243	RM2 and TBD	Allan Panganiban	11/1/2009	New-PID	City of Vallejo
6	QA	SOL	80			Study	I-80 Corridor through Vallejo	0.3		12/1/2011		STUDY(MIS-FS-SS)		2014/15	N	Local	Gary Leach		New-PID	City of Vallejo
7	LEAD	SOL	80			Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield			12/11/2011		PSSR		2016/17	230468	STIP			New-PID	CT
8	QA	SOL	505	1.45	1.45	Widen the southbound offramp at Vaca Valley Parkway, widen Vaca Valley Parkway to provide protected left turn pockets, and signalize the southbound ramp intersection.	Vaca Valley Pkwy I/C in Vacaville	1.5		5/1/2011	0	PEER	TBD	2011/12	230708	Local - Impact Fees		7/1/2010	New-PID	City of Vacaville
FY 11/12 Proposed PID Work Plan																				
1	QA	SOL	80			Reconstruct Interchange	I-80 at Pederick Rd in Dixon			6/1/2013		PSR			230708	Impact Fees		1/0/1900	New-PID	City of Dixon
2	QA	SOL	80			Express Lanes	I-80 Red Top to I-505			12/11/2011		PSR/PR	EIR	2013/14	230658	Enterprise Funds		7/10/2009	Carryover-PID	STA
3	QA	SOL	80			Study	I-80 Corridor through Vallejo	0.3		12/1/2011		STUDY(MIS-FS-SS)		2014/15	N	Local, SHOPP, STIP		TBD	Carryover-PID	STA
4	LEAD	SOL	80			Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield			12/11/2011		PSSR		2016/17	230468	STIP		TBD	Carryover-PID	CT
5	QA	SOL	80	23.1	23.1	Reconstruct Interchange	Lagoon Valley Blvd I/C Vacaville		3A790K	12/11/2011		PSR/PR	EIR	2010/11	Y	Impact Fees		6/30/2008	Carryover-PID	City of Vallejo
6	QA	SOL	780			Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	66.0		10/1/2011		PR/PSR	Other (explain	2012/13	22243	RM2 and tbd		11/1/2009	Carryover-PID	City of Vallejo
FY 12/13 Proposed PID Work Plan																				

**STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2009/10, 2010/11, 2011/12 & 2012/13**

No. of Projects	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Project Cost with Support (\$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	Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor
1	QA	SOL	80			Reconstruct Interchange	I-80 at "A" Street in Dixon			6/1/2014		PSR			230708	Impact Fees		TBD		City of Dixon
2	QA	SOL	80			Reconstruct Interchange	I-80 at Pederick Rd in Dixon			6/1/2013		PSR			230708	Impact Fees		TBD	Carryover-PID	City of Dixon
3	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	0	PSR/PR	TBD	2014/15	230708	Local - Impact Fees	TBD	7/1/2012	New-PID	City of Vacaville



DATE: November 30, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Parsons Brinckerhoff (PB) Americas for Construction Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects

Background:

In January 2006, STA retained Parsons Brinckerhoff (PB) Americas to provide Construction Management (CM) services for the I-80/I-680/State Route (SR) 12 Interchange Complex projects. To date, PB has provided CM services for the following: 1) I-80 Green Valley Bridge Widening project; 2) I-80 Abernathy Interchange project (N. Connector - Phase 1); 3) Building Demolition project; and 4) constructability and biddability reviews for the I-80 HOV Lanes project. PB is also currently providing CM services for the N. Connector – Phase 2 project.

Discussion:

As mentioned above, PB has provided CM services over the past two years for several I-80/I-680/SR12 Interchange Complex projects and is currently providing CM services for the N. Connector – Phase 2 project. As STA continues to advance improvements to the Interchange Complex, several additional CM activities have been identified for implementation, including the following: 1) constructability and biddability reviews for the I-80 EB Cordelia Truck Scales project and the I-80/I-680/SR12 Interchange project; 2) CM for the Gordon Waterline Relocation project; 3) CM for SID Siphon Relocation Project, utility relocations, and demolition project for the EB I -80 Truck Scales.

These items and corresponding budgets are presented in the attached letter (Attachment A) from PB dated November 30, 2009. As such, STA staff is recommending the Board approve a contract amendment of \$1,309,704 to the existing contract with PB to cover these additional services.

Fiscal Impact:

The additional CM services required for the I-80/I-680/SR12 Interchange Complex projects will be funded with Bridge Toll funds from the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve a contract amendment for PB Americas in the amount of \$1,309,704 for additional Construction Management services required for the I-80/I-680/SR 12 Interchange Complex projects.

Attachment:

- A. Letter from PB Americas dated November 30, 2009.

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November 30, 2009

Janet Adams, Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

SUBJECT: AMENDMENT NO. 1 REQUEST
North Connector Phase 2

Dear Ms. Adams,

Since PB's cost proposal was submitted approximately 22 months ago, several issues and added work have arisen that have increased the construction management (CM) costs of the project.

These issues and added work have resulted in increased efforts and costs. Despite PB's continuing efforts to minimize CM costs, our contractual budget is no longer adequate to complete the project so we request an amendment to our contract. Per your request, we have provided the following cost breakdowns:

Part 1: Completion of North Connector Phase 2 CM services

The total amount of this Amendment No 1 Part 1 request is \$418,068 which is based on the attached "Cost to Complete" analysis that shows a cost-to-complete of \$1,059,871 less \$641,803 remaining in contract. There are a number of reasons for additional CM cost including delay to start of the project by approximately 1 year – which means that labor is performed at escalated rates. In addition, other work that increased cost for CM services includes the breakout of Abernathy/80 Phase 1 Signal project into a separate construction package, CM services for the Conner Demolition Project, additional CM costs for the City of Fairfield Cross Town Waterline Project, additional services for Cultural Resource Monitoring, and inclusion of the Solano College and Suisun Valley Road portions of the project. Per the current construction schedule, this part of the work is estimated to be completed by September 2010.

Part 2: Construction Management Services and/or Constructability and Biddability reviews for the I-80 EB Truck Scales Project, Green Valley-Rockville Pipeline Project, SID Siphon Relocation Project, Demolition Project for the EB I-80 Truck Scales, Truck Scale Utility Relocations, and I80/12 Connector Project.

Per your request, PB is pleased to provide you a cost proposal as detailed in Amendment No. 1 Part 2 request. This request is for CM services for various projects related to the 80/680/12 corridor including constructability/biddability reviews and full CM services for various elements. The request is for Part 2 is a total of \$902,636.



The sum of Part 1 and Part 2 of this amendment request is \$1,320,704 with a revised contract completion date of 12-31-2012.

Thank you for consideration of this request. If you have any questions, please contact me at 925-756-2382 / littell@pbworld.com.

Sincerely,

PB Americas, Inc.

A handwritten signature in blue ink, appearing to read 'Bart Littell'.

Bart Littell, PE
Vice President / Construction Manager

CC: Dale Dennis

Attachment: Cost Proposal to the Solano County Transportation Authority for Construction Management and Coordination Services for Amendment No. 1 to Contract STA FY6.07-029.00 Part 1 and Part 2



DATE: November 30, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the Mark Thomas & Company/Nolte Joint Venture (JV) to Prepare a Re-Validation for the I-80 Eastbound Cordelia Truck Scales Relocation Environmental Document

Background:

Since 2001, STA staff has been working with project consultants and Caltrans to complete improvements to the I-80/I-680/State Route (SR)12 Interchange Complex. The Joint Venture of Mark Thomas Company/Nolte (MTCO/Nolte) has been working on I-80/I-680/SR 12 Interchange Complex projects for the past seven years and has recently completed the Environmental Impact Report/Environmental Assessment (EIR/EA) effort for the I-80 Eastbound Cordelia Truck Scales Relocation Project, which is the subject of this staff report.

Discussion:

As mentioned above, the MTCO/Nolte team recently completed their effort on the EIR/EA for the I-80 Eastbound Cordelia Truck Scales, which Caltrans approved in October 2009. In parallel with the completion of the EIR/EA, HDR, STA's design consultant, has been completing detailed preliminary engineering for the project. As part of the preliminary detailed design effort, minor changes to the approved project have been identified, which will need to be covered under a California Environmental Quality Act/National Environmental Protection Act (CEQA/NEPA) Re-validation. Caltrans will be the Lead Agency for CEQA compliance for the Re-validation for the I-80 EB Cordelia Truck Scales Relocation project. In addition, Federal Highway Administration (FHWA)'s responsibility for environmental review under NEPA will be carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code (USC) 327.

The items currently identified to be included in the Re-validation are as follows:

- 1) Shifting the truck scales facility approximately 50-100 feet further to the east to facilitate use of the advanced truck sorting technology;
- 2) Relocating Pacific Gas & Electric (PG&E) and Solano Irrigation District (SID) facilities to accommodate the project; and
- 3) Acquiring a Temporary Construction Easement (TCE) along a portion of the southern project limits between Raines Drain and Hale Ranch Road.

These items are presented in more detail in the attached letter from MTCO/Nolte dated November 25, 2009 (Attachment A). As such, STA staff is recommending the Board approve a contract amendment of \$35,000 to the existing contract with the MTCO/Nolte to cover these additional services.

Fiscal Impact:

The additional services required for the CEQA/NEPA Re-validation for the I-80 Eastbound Cordelia Truck Scales ED will be funded with Regional Measure 2 (RM 2) funds, which have already been allocated by the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$35,000 for additional services required for CEQA/NEPA Re-validation for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachment:

- A. Letter from the MTCo/Nolte Joint Venture dated November 25, 2009.



November 25, 2009

58-0128B-B (060)

Ms. Janet Adams
Deputy Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: I-80 EASTBOUND TRUCK SCALES PROJECT; ENVIRONMENTAL REVALIDATION

Dear Ms. Adams:

The EB I-80 Truck Scales Relocation Project environmental clearance has been approved. The design effort has now identified several modifications to the approved project. The STA has requested that an Environmental Revalidation be prepared to document those changes which are as follows:

- Shift the proposed truck scale facility approximately 50-100 feet farther east from the cleared location, to facilitate use of advanced truck sorting technology;
- Provide a new temporary construction easement (TCE) a long a portion of the southern project limits between Raines Drain and Hale Ranch Road;
- Various utility facility alignment modifications based on preliminary design information prepared by the utility providers.

We request consideration of the following budget augmentation to complete the scope of work on the following pages.

MTCo / Nolte Joint Venture – coordination, exhibits - \$5,000

CirclePoint - Revalidation, technical analysis, coordination with Caltrans - \$30,000

Total additional budget requested: \$35,000.

Thank you for consideration of this request. Please call if you need any additional information to evaluate our request.

Sincerely,

MARK THOMAS & COMPANY, INC. + NOLTE ASSOCIATES, INC.

Michael J. Lohman, PE
Vice President

c: Dale Dennis, PDMG
Kanda Raj, Nolte Associates

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.
1243 Alpine Road, Suite 222, Walnut Creek, CA 94596-4431
ph. 925/938-0383 ♦ fx. 925/938-0389

Scope of Work – Truck Scales Revalidation

Project Understanding

Solano Transportation Authority (STA) has approved a project to relocate the east bound truck scale facility on Interstate I-80. The STA completed environmental review of the proposed relocation in 2009.

During the detailed design phase, STA has identified several modifications to the project:

- Relocate a 12 Kv power line across I-80 and across Suisun Creek
- Relocate a 115 Kv transmission line across Suisun Creek and along the southern boundary of the new truck scales
- Extend the 20-foot SID easement at Raines Drain outside the APE
- Provide a new 20-foot SID easement along a portion of the southern project limits
- Provide a new temporary construction easement along a portion of the southern project limits between Raines Drain and Hale Ranch Road.

These components are within the prior APE and project limits

- Shift the truck scale facility farther to the east. (the shift will allow for a longer queue length to facilitate the use of truck sorting technology)
- Narrow the bridge across Suisun Creek from four lanes to two lanes
- Add a new 20-foot Solano Irrigation District water service easement near the intersection of Hale Ranch Road and Busch Drive.

NEPA regulations, 23 CFR 771.129 set forth the the requirement to reevaluate project environmental documents at each major federal approval step and/or in the case of project changes. Caltrans procedures utilize a CEQA/NEPA Revalidation form to determine whether the adopted analysis, conclusions, and minimization/avoidance/mitigation measures remain adequate for the project.

Work Conducted To Date

The Truck Scales Facility was analyzed in an environmental impact report (EIR)/Environmental Assessment (EA), which was certified and a FONSI issued in 2009. The environmental document addressed all environmental topic areas.

The environmental document included extensive subsurface archeological investigations but did not encounter any evidence of cultural resources in the project area. The environmental document included mitigation to ensure that if resources are uncovered during construction, work will stop until the resources can be properly identified and treated.

The environmental document also included extensive biological field surveys for wetlands, riparian habitat, endangered species and California species of concern. The environmental document identified acreage affected and also included mitigation measures to ensure that impacts would be properly addressed.

Scope of Work

The scope of work includes preparing a Caltrans Revalidation Form and associated fieldwork and research. The scope of work also assumes coordination with the project engineering team, STA and Caltrans to facilitate acceptance of the Revalidation.

Several project changes would result in construction activities outside of the areas studied in the environmental document. The project changes entail a new crossing location along Suisun Creek for overhead utility lines and will also entail up to three new tower locations associated with this relocation. The footprint of the towers as well as the new crossing location must be evaluated to determine whether the existing analysis and mitigation is sufficient to cover the redesigned project.

Task 1: Description of Project Changes

CirclePoint will prepare a description of the project changes that have occurred since certification of the environmental document. Exhibits clearly depicting the project changes will be prepared to assist the reader understanding the changes in relation to what was studied in the environmental document.

Key Deliverables

Deliverables – description of project changes and accompanying exhibits

Task 2: Prepare Caltrans Revalidation Form

CirclePoint will prepare the Caltrans Revalidation form pursuant to the direction on the SER. Technical analyses (i.e., biology report and cultural resources report) prepared for the Revalidation will be appended to the document. It is assumed that all remaining topic areas can be discussed qualitatively using the information from the environmental document and that no further technical analysis would be required, beyond what is described below.

Key Deliverables

Deliverables – 5 hardcopies of the Revalidation form

Task 2.1: Technical Analysis

Biological Resources

The realignment of 12kv and 115 kv power lines across Suisun Creek will require a field survey by qualified biologist to determine potential impacts to sensitive species identified in the Draft EIR/EA.

ICF Jones & Stokes (JSA) wildlife biologist will conduct a field visit to ascertain the presence of habitat for special-status species (e.g., elderberry shrubs for VELB) within the project area. This information will be incorporated into GIS maps and used to produce a technical memo for submittal to Caltrans. The wildlife biologist will also coordinate with Caltrans and USFWS biologists to amend the Biological Assessment/Biological Opinion if necessary.

The project area for the revalidation falls within the area covered by the verified wetland delineation and the special-status plant surveys that were conducted concurrently for the Truck Scales and Interchange projects. Therefore, a field visit to assess wetland and botanical conditions will not be necessary. A JSA botanist will evaluate the impacts of the proposed project and produce a technical memo for submittal to Caltrans.

CirclePoint will incorporate the results of the biological resources technical memo prepared by JSA.

Cultural Resources

The realignment of 12kv and 115 kv power lines will require new tower locations that will affect areas located outside the Area of Potential Effect created for the Draft EIR/EA. The project changes also include minor expansions beyond the southern limits of the previously analyzed project boundary.

JSA archaeologists will conduct a field survey of additional areas outside of the current area of potential effects (APE) (the revalidation project area) for archaeological resources. The APE map will be revised to reflect project changes. This information will be used to produce a technical memo for submittal to Caltrans.

Because a record search was originally conducted for within one mile of the truck scales project, it is assumed that no additional record search will be needed. In addition, it is assumed that no additional subsurface work will be required by Caltrans, and that a detailed technical memo or minor addendum to the ASR will be sufficient for Caltrans approval.

CirclePoint will incorporate the results of the cultural resources technical memo prepared by JSA.

Task 3: Meetings and Review Process

CirclePoint will meet (in person or via telephone) with the project engineers to develop the descriptions and maps of the project changes. Meetings with STA and Caltrans are envisioned to

review administrative versions of the Revalidation. CirclePoint will revise the Revalidation form in response to comments from STA and Caltrans and prepare a final version for the agency's files.

The scope of work does not include additional technical analyses beyond that described herein, nor recirculation of the environmental document, public noticing or hearings.

Key Deliverables

Deliverables – 5 hardcopies of the revised Revalidation form

Schedule

The attached schedule is based on receipt of a Notice to Proceed (NTP) by December 4.

Task	Timing	Estimated Date
Project description and exhibits completed	2 weeks	December 18
Field Survey completed	2 weeks	January 1
Technical memos submitted	1 week	January 8
Draft Revalidation memo submitted	1 week	January 15
Caltrans/STA review completed	3 weeks	February 5
Revised Revalidation memo submitted	1 week	February 12

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DATE: November 30, 2009
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the Mark Thomas & Company/Nolte Joint Venture (JV) for the Gordon Waterline Relocation

Background:

In September 2009, the STA Board approved a contract amendment for the Mark Thomas & Company/Nolte Joint Venture (MTCO/Nolte JV) team to provide design services required for the Gordon Waterline relocation, which is required prior to the start of construction for the Jameson Canyon Project.

Discussion:

As mentioned above, in order to support the construction of the SR 12 Jameson Canyon Project, the Gordon Waterline, which currently runs along State Route (SR) 12 West (Jameson Canyon) to the Green Valley Interchange area, will need to be relocated along Rockville Road by October 2010. Since the Gordon Waterline would be relocated along Rockville Road (outside the Jameson Canyon project footprint), it was determined a separate environmental document would need to be completed. In August, it was envisioned that the environmental document would be a Categorical Exemption (CE). However, based on work completed to date, it appears the Gordon Valley relocation project may impact cultural resources near the Rockville Road/Suisun Valley Road intersection. As such, to address the potential impact to cultural resources, an Environmental Impact Report (EIR) will be prepared instead of a CE. STA will be the California Environmental Quality Act (CEQA) lead for the EIR.

STA staff is recommending the Board approve a contract amendment for \$275,000 to the existing contract with the MTCO/Nolte JV to cover these additional services for preparation of the EIR for the Gordon Waterline Relocation project. These services are presented in more detail in the attached letter from MTCO/Nolte dated November 30, 2009 (Attachment A).

Fiscal Impact:

The additional services by MTCO/Nolte JV team, required for the Gordon Waterline relocation, will be funded with Bridge Toll funds, which have already been allocated by the Metropolitan Transportation Commission (MTC).

Recommendation:

Approve a contract amendment for MTCO/Nolte JV in the amount of \$275,000 for additional services required for preparation of an Environmental Impact Report (EIR) for the Gordon Waterline Relocation Project.

Attachment:

- A. Letter from the MTCO/Nolte Joint Venture dated November 18, 2009.

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November 18, 2009

CC-09105-B (011)

Ms. Janet Adams
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

RE:AMENDMENT REQUEST FOR GORDON WATER LINE ENVIRONMENTAL SUPPORT

Dear Ms. Adams:

The MTCO/Nolte Team is proceeding with the design for the for the Gordon Waterline relocation to facilitate the construction of the Jameson Canyon project. The anticipated environmental document for this work under our August, 2009 proposal was a Categorical Exemption (CE) for CEQA clearance. As discussed at our October coordination meeting, the cultural work associated with this environmental document has expanded substantially. The initial cultural records search associated with the CE noted above resulted in a major cultural resource site being identified near the Suisun Valley Road/Rockville Road intersection.

We have prepared this extra work request to cover the greater environmental clearance effort required to complete design and relocation of the Gordon Waterline.

EXPANDED ENVIRONMENTAL CLEARANCE

To address the significant cultural resources identified, CirclePoint will expand their work to obtain environmental clearance using an Environmental Impact Report (EIR). Combined with the preparation of an EIR will be extensive field work associated with the cultural site which will be performed by Solano Archaeological Services (SAS). The estimated limits for the detailed cultural work is approximately 100 feet along Rockville Road starting from Suisun Valley Road. SAS was involved in the Tower Mart site work located at the Southwest corner of this intersection and they bring experience on this specific cultural site along with the experience on the Native American coordination.

The extra work request has been broken out into the minimum tasks associated with obtaining an approved EIR (Base Scope), those tasks estimated if cultural artifacts or Indian burials are discovered during initial excavations (Additional Tasks), and the estimated “budget” costs required for Data Recovery and Mitigation if artifacts or remains are found (Data Recovery/Mitigation Costs). Due to the uncertainty of what cultural resources will be found during excavation, the last two tasks for the cultural field work are very rough estimates.

Please refer to the attached scope of work and fee proposal from CirclePoint and SAS for more detail.

*Costs by Task = \$130,000 Base Scope EIR
 \$60,000 Additional Work – EIR
 \$75,000 Additional Work - Data Recovery/Mitigation Costs
 \$10,000 Project Management*

Total Cost = \$275,000

The above extra work request for the EIR approval assumes artifacts are discovered. The actual magnitude of the Data Recovery/Mitigation work is unknown at this time and may need to be adjusted in a subsequent extra work request once the field work is initiated.

If you have any questions, please do not hesitate to call me at (925) 938-0383.

Sincerely,

MARK THOMAS & COMPANY, INC. ♦ NOLTE ASSOCIATES, INC.

Michael J. Lohman
Principal

c (w) Kanda Raj, Nolte



DATE: November 30, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Commute Profile 2010 Study

Background:

From 1992 until 2005, the Metropolitan Transportation Commission (MTC) conducted annual Commute Profile reports through the regional rideshare program. These reports collected a variety of quantitative and qualitative data at county and regional level that was used for a range of purposes. Commute characteristics were captured: commute mode splits, average travel distance, time, speed, locations. Commute attitudes were measured: has a respondent's commute improved or deteriorated. Why was one mode selected over another. Programs were evaluated: Did an employer's commute incentives motivate a switch to a non-drive alone mode; how much time does the High Occupancy Vehicle (HOV) lane save a commuter; has a commuter used 511 or a local rideshare program and were these programs useful. These are just a few examples of the type of data that has been collected through the Commute Profile reports.

The data from the Commute Profile reports have been used for various purposes. It is from this source that Solano's commuter characteristics such as its long commutes and high percentage of car/vanpoolers have been measured. These are used in grant applications, Congestion Management Plan updates and other planning documents, as well as other studies and media use. Although each annual update of the Commute Profile did not always include county level data, Solano's data was consistent thanks to local funding of a Solano specific survey.

When MTC stopped funding the Commute Profile, it languished for a few years. In 2009, a grassroots effort was spearheaded by Valerie Brock Consulting and BART staff to begin producing these reports again. Valerie Brock and a member of BART staff were the primary researchers who had conducted and prepared the Commute Profile since 1992. During that time there was great consistency between the data collection methodology and reports from year to year. Data was collected at the same time each year (in the spring), for instance, so that comparisons between years could be reasonably made. There were consistent core questions while also room for flexibility for county specific questions to deal with specific issues of interest. With these researchers working together again, the consistency could be maintained with the 2008 study.

Discussion:

Since the discontinuation by MTC of the Commute Profile in 2005, STA staff has discussed conducting a similar study for Solano and Napa Counties, the two Counties served by Solano Napa Commuter Information. Other priorities have deferred this intended plan these past few years. A study was conducted for the "BART counties" (Contra Costa, Alameda, San Francisco, San Mateo) and Santa Clara. None of the North Bay Counties opted to participate.

STA has been approached to participate in the 2010 Commute Profile (Attachment A). To participate, each county is being requested to commit \$13,000. This covers the cost of data collection through phone surveys, data entry and compilation and report writing. Four hundred (400) phone surveys of Solano residents will be completed and while commuters' city of residence is collected, the data collected is statistically significant at the county level. There are varying interests by the counties in Commute Profile 2010, but it is shaping up to be a study consisting of Napa, San Mateo, Sonoma, and potentially Solano County.

STA staff recommends participating in Commute Profile 2010. This is a cost-effective method to collect key data that has been missing for several years. With her extensive experience preparing the Commute Profile study for many years, Valerie Brock Consulting (VBC) is highly qualified to lead this study. STA has had recent positive experience with VBC who was retained to complete the two most recent Community Based Transportation Plans: Vallejo and Fairfield/Suisun City/County of Solano.

If the STA opts to participate, the survey will be conducted in the months of March/April 2010.

Fiscal Impact:

This survey will be funded with \$26,000 of State Transit Assistance funds (STAF) that will be incorporated into the FY 2009-10 mid-year budget that the STA Board will consider in January 2010.

Recommendation:

Authorize the Executive Director to execute a contract with Valerie Brock Consulting in an amount not-to-exceed \$26,000 to fund a Commute Profile 2010 Study for Solano and Napa counties.

Attachments:

- A. Commute Profile 2010 Proposal
- B. Copy of Most Recent Commute Profile covering Solano County (To be provided under separate cover.)

Valerie Brock Consulting

Valerie Brock

Oakland, CA

Commute Profile 2010- Proposal

Why We Need Commute Profile 2010

The most recent transportation information available for most counties, and for the region, is from 2005. Not only is this information not current, it's not specific enough. The closest survey, State of the System, uses information from the US Census and the American Community Survey. One can't drill down below the county level and have significant numbers of respondents.

The other information missing includes:

1. Home zipcode
2. Work zipcode (home and work zipcode data can be merged with previous CP data to find commute patterns and trends among 2008 participants)
3. Commute distance and time (and derived average travel speed)
4. Commute mode (primary, connecting, combined, occasional)
5. Incentives for carpooling/vanpooling
6. Awareness and use of ridesharing organizations
7. Factors that influence commute mode
8. Incentives offered by employer or others
9. Disincentives, such as parking fees
10. Sources of travel information.
11. Carpool lane use and minutes saved
12. Telecommuting

Some employer-based surveys generate some of this information. However, most people work at small employers, not the large ones who typically participate in transportation surveys. To reach these people, the only method is a residence-based, telephone survey.

Many transportation agencies like the Peninsula Traffic Congestion Relief Alliance conduct community-based outreach in addition to the employer-based outreach. As with employees of small employers, the only way to measure changes in awareness is through residence-based surveys.

Proposed Methodology

As with previous Commute Profiles, we would conduct 400 telephone interviews in each county. This number provides a statistically valid sample, as the phone interviews are random. Each resident of the county has an equally likely chance of being called, so we can extrapolate from the 400 sample to the general county population at the 95% confidence level. This

means that if we interviewed a different 400 people, there is 95% probability that the results would be within +/-5% of this survey.

We had hoped to have all counties participate in 2010 so we could prepare a regional report. However, largely due to funding issues, not all counties can participate. As in 2008, we will prepare reports on a countywide level for those participating. Currently, San Mateo County will participate. San Francisco and Sonoma are considering it, and Marin has declined but may be interested if supplemental questions could provide specific information. Alameda, Contra Costa and Santa Clara counties have declined to participate.

Costs and Deliverables

Pacific Crest Research conducted the 2008 phone interviews. They provided the lowest cost among four competitive bidders, and will maintain those costs through 2010. Phone interview costs per county are \$8440. Report preparation is \$4560. Total cost for each county is \$13,000.

Each county will receive a report for their county. Counties may request to have a Powerpoint presentation showing county-specific information prepared and delivered.

Proposed Schedule

Project Kickoff:	January, 2010
Design Questionnaire:	February, 2010
Program Questionnaire:	February, 2010
Pre-test Interviews:	February, 2010
Begin Interviews:	March, 2010
Complete Interviews:	March, 2010
County Reports:	June, 2010



DATE: November 23, 2009
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA's Annual Audit Fiscal Year (FY) 2008-09

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133. The Certified Public Accountant (CPA) firm Maze & Associates from Walnut Creek continues to perform the annual audit compliance. This audit is performed to review and appraise STA's accounting internal controls and funding compliance. In September 2009, Maze & Associates completed the FY 2008-09 audits.

Discussion:

The STA's Basic Financial Statements and Single Audit for FY 2008-09 prepared by the auditors, Maze and Associates, reflected an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions.

Maze & Associates issued STA an unqualified audit evaluation for the fourth consecutive fiscal year. This audit evaluation is a result of a thoroughly-prepared audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133.

This fiscal and administrative requirement is sufficient to ensure that STA funds were used in compliance with all applicable Federal statutory and regulatory provisions and costs were reasonable and necessary for operating its programs.

Fiscal Impact:

None

Recommendation:

Receive and file.

Attachment:

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2009. (Copies have been provided to the STA Board Members under separate enclosure. Copies are available upon request by contacting the STA office at (707) 424-6075.)

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DATE: November 20, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: 2010 State Transportation Improvement Program (STIP)

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period. STA's 2008 STIP programmed projects are shown in Attachment A.

The 2008 STIP was a lean programming period, in which several roadway and transit capital projects were reprogrammed (delayed) by several years due to projected state funding limitations. August 2009 STIP Amendments approved by the California Transportation Commission (CTC) corrected some of these delays for the City of Vallejo's "Vallejo Station" transit capital project (i.e., \$13 M to be allocated by CTC this year).

In December 2007, the STA Board approved the "10-Year Investment Plan for Highways and Transit Facilities", which was intended to be a guide for future programming actions by the STA Board of STIP funds (Attachment B). The plan prioritizes projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

Discussion:

New 2010 STIP funding is severely limited

On October 15, 2009, the CTC adopted the 2010 STIP fund estimate and guidelines, showing that statewide about 31% of funds currently programmed in the 2008 STIP will need to be delayed from Fiscal Year's 2010-11, 2011-12, and 2012-13 to the last FY's of the STIP, FY's 2013-14 and 2014-15.

On October 28, 2009, the Metropolitan Transportation Commission (MTC) adopted the Bay Area's guidelines for recommending the programming of 2010 STIP funds. New project funding in the 2010 STIP is limited to Transportation Enhancement (TE) projects in an amount of \$812,000 (Attachment C). TE funding traditionally funds Transportation for Livable Communities (TLC) projects, bicycle & pedestrian projects, and roadway beautification projects. No new STIP revenues are projected for roadway or transit capital projects.

New funding for Planning, Programming, and Monitoring (PPM) activities is limited to a \$383,000 target in FY 2013-14 & FY 2014-15. PPM funds traditionally fund STA project development activities and Project Study Reports (PSR) for future STIP funded projects, as required by the CTC prior to being programmed into the STIP or reviewed by Caltrans staff for projects on the highway system, such as local interchanges, corridor studies and project development activities. These reports conduct a preliminary analysis of a project's purpose, need, scope, and feasibility (see STA Board Item VII. G., "3-Year Project Initiation Document (PID) Priorities").

Prior Commitments

In addition to the constrained 2010 STIP fund estimate, the STA Board approved a STIP swap of \$1.9 M in the fall of 2007 to provide the STA with planning and project delivery resources to develop the priority projects of the county as well as having the flexibility to respond to changing needs, such as the State Route (SR) 12 Major Investment Study. This committed \$1.9 M of 2010 STIP funds to projects for the cities of Vacaville (\$1.5 M) and Fairfield (\$400,000) in exchange for swapping funding for STA planning and project delivery activities.

Earlier this year, the STA had the opportunity to advance future shares of TE funding to deliver priority bicycle and pedestrian projects using American Recovery & Reinvestment Act (ARRA) TE funds. This allowed \$1.7 M in ready-to-go projects (Fairfield's McGary Road Project, Benicia's Rose Drive Overcrossing Project, and Solano County's Old Town Cordelia Project) to receive funding immediately in exchange for \$1.2 M in reduced TE funding in FY 2009-10 and FY 2010-11. Bay Area counties that did not advance funding in this manner are now being given the opportunity to use \$1.2 M in Solano County's TE shares. If these counties are unable to spend this funding by January 2010, STA staff will pursue options with MTC to reacquire these funds for Solano County projects that can be delivered in FY 2009-10.

2010 STIP Funding Estimate Impact on 2008 STIP Projects

CTC staff has only supplied estimates on TE and PPM dollars, meaning there is limited direction on roadway and transit capital funds currently programmed as part of the 2008 STIP. Statewide estimates warn that about 31% of roadway funds will be delayed to FY 2013-14 & FY 2014-15, meaning that about \$12 M in Solano County projects may need to be reprogrammed (delayed) to later years. Transit capital and TE projects may not be affected.

2010 STIP Project Recommendations

In FY 2008-09, Jepson Parkway Project requested \$2.4 M in programmed STIP funds for Design activities. The CTC did not allocate these funds due to the on-going State budget crisis. In addition, the Project has programmed \$3.8 M in FY 2009-10 for Right-of-Way activities. However, while the Project will request these funds, it is expected the CTC will not allocate the funds due to the shortfall in cash in the State Highway Fund. As a result, STA staff recommends that \$30.457M for the Jepson Parkway Project's Construction Phase 1 (Vanden Road from Peabody to Leisure Town) be delayed one year from FY 2011-12 to FY 2012-13 while other STIP projects remain on schedule. This will better line up funding with the schedule of the project which has been delayed due to the CTC tabling the allocation of STIP funds for design of the project and this will make it less likely MTC or CTC staff will choose to delay priority transit capital projects that will be ready to construct earlier. Should the project funds be allocated for Design and

Right-of-Way for Jepson Parkway, STA would request an advance of the Jepson Parkway construction funds as needed.

To honor the commitment to the two cities involved in the \$1.9M 2008 STIP swap, STA staff recommends that \$400,000 in STIP 2010 TE funding be programmed for bicycle/pedestrian/landscape elements of the City of Fairfield's Fairfield/Vacaville Train Station in FY 2012-13. To compensate the City of Vacaville, STA staff recommends that \$1.5M be credited to the City of Vacaville's local share of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required through the STA's 50/50 policy (50% local share, 50% STA regional share).

Prior to recommending the allocation of the remaining TE funds, staff surveyed and assessed all of the potential TE eligible projects. Based on this assessment, staff is recommending the remaining \$412,000 of 2010 STIP TE funding is recommended to be programmed to the City of Vallejo's Downtown Streetscape Pedestrian Links Project. This commitment of STIP TE funds will make Vallejo's Downtown "Priority Development Area" (PDA) more competitive for Regional MTC grants. This project is also shovel-ready and cleared environmentally. This project also has a sufficient shortfall to capture additional TE funds should they become available in early 2010.

The City of Vacaville has also requested to delay \$230,000 of construction funding from FY 2009-10 to FY 2010-11 for the Jepson Parkway Gateway Enhancement project (Attachment D). Under the impression that the CTC deferred a FY 2008-09 allocation request of \$130,000 for project design due to budget problems, Vacaville staff waited for this funding prior to beginning design. On October 28th, STA staff discovered that the CTC did approve this funding but the City of Vacaville was not notified by Caltrans when the action took place. Due to this delay in receiving design funds, the City of Vacaville will be unable to complete final design for the project prior to April 2010, the last chance to request the currently programmed \$230,000 in FY 2009-10 funding for construction. Normally, STIP funding programmed in the current fiscal year cannot be reprogrammed to later years, but the 2010 STIP policies have waived that policy temporarily. STA staff supports the City of Vacaville's request to reprogram these funds.

STA staff recommends programming the entire \$383,000 of new PPM capacity into the 2010 STIP, with \$192,000 in FY 2013-14 and \$191,000 in FY 2014-15. These PPM funds are needed to continue to fund STA project development activities in these two fiscal years. STA staff also recommends maintaining the current TE funding reserve of \$549,000 in FY 11-12 and \$654,000 in FY 12-13 to be spent on potential Transportation for Livable Community (TLC) Projects.

Due to the limited funding for roadway and transit projects in the 2010 STIP, STA staff recommends updating the 10-year STIP funding strategy prior to the 2012 STIP development period in the fall of 2011.

On November 18, 2009, the STA Technical Advisory Committee (TAC) unanimously approved the STA staff recommendation regarding the programming of project funding. The recommendation regarding programming of PPM was inadvertently left off the report to the TAC. Staff is in the process of conveying this additional recommendation to the TAC and staff will notify the Board if they raise any concerns with the programming of the PPM funds.

2010 STIP Development Schedule

The following is a 2010 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

September 30, 2009	TAC STIP 2010 info (update on STIP)
October 14, 2009	STA Board STIP 2010 info
November 18, 2009	TAC recommends 2010 STIP project recommendations to STA Board
December 9, 2009	STA Board approves 2010 STIP Solano project recommendations to MTC
January 27, 2010	MTC approves 2010 Bay Area RTIP recommendations to CTC
April 29, 2010	CTC staff releases 2010 STIP Draft recommendations
May 19, 2010	CTC adopts 2010 STIP

Fiscal Impact:

None.

Recommendation:

Conduct a Public Hearing to consider the following:

1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;
2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield's Fairfield/Vacaville Train Station project in FY 2012-13;
3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville's local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA's 50/50 Funding policy;
4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo's Downtown Streetscape Pedestrian Links Project;
5. Reprogram \$230,000 of construction funding from FY 2009-10 to FY 2010-11 for the Jepson Parkway Gateway Enhancement project; and
6. Program \$192,000 in FY 2013-14 and \$191,000 in FY 2014-15 for Planning, Programming, and Monitoring.

Attachments:

- A. Current Solano County 2008 STIP projects, as listed CTIPS database, Sept 2009
- B. 10-Year Investment Plan for Highways and Transit Facilities, Dec 2007
- C. 2010 STIP Fund Estimate County Targets, MTC Resolution No. 3928, Att 1-B
- D. City of Vacaville – Jepson Parkway Gateway Enhancement programming request letter, November 17, 2009

2008 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only)

Solano County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)							R/W ENG	CON ENG		
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14	R/W			CON	PA&ED
04	SOL		2152	MTC - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	257	397	35	35	35	35	35		368	29			
PM:			106-0000-0343																	
KP:			Local Assistance																	
								TOTAL:		257	397	35	35	35	35	35	368	29		
04	SOL		2260A T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #1 - In Vallejo. Construct 750 stall three level structure.	RIP				705										705	
PM:			106-0000-1689																	
KP:			Mass Transit																	
								TOTAL:			705								705	
04	SOL		2260B T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #2 - In Vallejo. Construct parking structure for Baylink Ferry and bus facilities.	RIP				13,698		13,128					13,128	75	495		
PM:			106-0000-1690																	
KP:			Mass Transit																	
								TOTAL:			13,698	13,128			13,128	75	495			
04	SOL		2261 T971SA	Vallejo, City of - Baylink Ferry Maintenance Facility - In Vallejo. Construct Baylink Ferry maintenance facility.	RIP		06/07/07	500	4,800			4,300				4,725	75			
PM:			106-0000-0734																	
KP:			Mass Transit																	
								TOTAL:		500	4,800		4,300		4,725	75				
04	SOL		2263	Solano Co. Trans. Auth. - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	1,929	3,565	589	589	589	229	229		3,527	38			
PM:			106-0000-0752																	
KP:			Local Assistance																	
								TOTAL:		1,929	3,565	589	589	589	229	229	3,527	38		
04	SOL		5152A	Solano County - TE reserve - TE reserve	RIP				3,234	701	721	609	549	654		3,234				
PM:			106-0000-1073																	
KP:			Local Assistance																	
								TOTAL:			3,234	701	721	609	549	654	3,234			
04	SOL		5152E 074634	Vacaville, City of - Jepson Parkway Gateway Enhancement - In Vacaville, at the Gateway to Jepson Parkway at Interstate 80 and Leisure Town Road. Jepson Parkway Gateway Enhancement.	RIP		06/11/09	120	350	120	230					230		120		
PM:			106-0000-1324																	
KP:			Local Assistance																	
								TOTAL:		120	350	120	230			230		120		
04	SOL		5301 0T2101	Solano Transportation Authority - I-80 Reliever Route/Jepson Pkwy - In Fairfield and Vacaville, between Route 12 and 80 on Walters, Vanden and Leisure Town Roads. Interstate 80 local reliever	RIP		09/05/07	2,528	39,185	2,400	3,800		30,457		3,800	30,457	2,528	2,400		
PM:			106-0000-0348																	
KP:			Local Assistance																	
								TOTAL:		2,528	39,185	2,400	3,800		30,457	2,528	2,400			
04	SOL	37	5201F 0T1451	Caltrans - Route 29/37 Interchange - Highway Planting - In Vallejo, between Wilson Avenue and Diablo Street. Highway planting.	IIP				4,527	3,769						3,000		758	769	
PM:			106-0000-0929																	
KP:			Capital Outlay																	
								TOTAL:			4,527	3,769				3,000		758	769	
04	SOL	80	5301L 0A5300	Solano Transportation Authority - I-80/I-680/SR12 Interchange - In Fairfield, along the Interstate 80 corridor between State Route 12 West and State Route 12 East. Improve interchange complex and	RIP		04/11/02	400	11,812				11,412			11,412		400		
PM:			106-0000-0914																	
KP:			Local Assistance																	
								TOTAL:		400	11,812			11,412		11,412		400		

2008 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only)

Solano County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)						R/W ENG	CON ENG					
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14			R/W	CON	PA&ED	PS&E	
04	SOL	80	8273B 0T1631	Caltrans - Route 80 Widening Landscaping - Highway Planting	IIP			2,544	700	101	1,743						1,076	700	101	667		
PM:			106-0000-0960																			
KP:			Capital Outlay																			
TOTAL:								2,544	700	101	1,743						1,076	700	101	667		
75	SOL		6045K R907SB	Fairfield, City of - Fairfield/Vacaville Rail Station - In Fairfield; Capitol Corridor. Construct train station with platforms, 300 space park and ride lot, electric vehicle charging facilities and other station facilities.	RIP		02/02/06	125	4,125				4,000				4,000	125				
PM:			206-0000-2178																			
KP:			Rail																			
TOTAL:								125	4,125				4,000				4,000	125				
75	SOL		6046 R937TA	Dixon, City of - Dixon Rail Station Improvements - In Dixon, near 220 North Jefferson Street at the existing Multimodal Transportation Center (UPRR milepost 67.5). Rail station (platform, pedestrian	RIP		12/13/07	1,873	1,873											1,873		
PM:			106-0000-1289																			
KP:			Rail																			
TOTAL:								1,873	1,873												1,873	
Total Solano County: 13 Projects					RIP:			7,732	83,744	3,845	18,503	5,533	46,682	918			3,800	71,081	3,270	5,593		
					IIP:			7,071	7,071	4,469	101	1,743					4,076		1,458	101	1,436	
					Total:			7,732	90,815	8,314	18,604	7,276	46,682	918			3,800	75,157	3,270	7,051	101	1,436

10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (11-13-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied.	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 08-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule.	\$64 M	\$11 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11.	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$ 13.0 M	\$5.0 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M

MTC Resolution No. 3928

Attachment 1-B

2010 STIP Fund Estimate County Targets*Table 1: Transportation Enhancement Targets*

	New TE Share	MTC 50% TLC Share	CMA 50% Discretion	ARRA Backfill*	Total CMA Discretion
Alameda	5,299	2,650	2,649	257	2,906
Contra Costa	3,434	1,717	1,717	0	1,717
Marin	1,003	501	502	294	796
Napa	621	310	311	183	494
San Francisco	2,707	1,354	1,353	0	1,353
San Mateo	2,822	1,411	1,411	827	2,238
Santa Clara	6,208	3,104	3,104	0	3,104
Solano	1,624	812	812	0	812
Sonoma	2,007	1,004	1,003	311	1,314
Bay Area Totals	25,725	12,863	12,862	1,872	14,734

Note: 2010 STIP FE identifies only TE targets. There are no new TIF or PTA targets.

* Counties with \$0 backfill must return a certain amount of TE Reserve already programmed.

*Table 2: Planning, Programming, and Monitoring Amounts
FY 12-13 through FY 14-15*

	PPM Limit FY13 - FY15	Currently Programmed	MTC Share New PPM	CMA Share New PPM**
Alameda	2,347	1,114	240	993
Contra Costa	1,521	1,421	156	(56)
Marin	445	415	45	(15)
Napa	276	13	27	236
San Francisco	1,201	588	122	491
San Mateo	1,247	750	126	371
Santa Clara	2,749	681	281	1,787
Solano	720	264	73	383
Sonoma	877	819	88	(30)
Bay Area Totals	11,383	6,065	1,158	4,160

** New CMA share is for all three years (FY 12-13, FY 13-14, and FY 14-15). Negative numbers indicate that deprogramming of existing PPM in FY 12-13 must occur.

Table 3: ARRA Backfill of RTIP Funds

	ARRA Backfill of RTIP Funds Project Title	RTIP Share Adjustment
Alameda	SR-24 Caldecott Tunnel Fourth Bore	(2,000)
Contra Costa	SR-24 Caldecott Tunnel Fourth Bore	(29,000)
Bay Area Totals		(31,000)

Note: ARRA Backfill Projects shall receive the highest priority for overprogramming in the region.

COUNCIL MEMBERS
 LEN AUGUSTINE, Mayor
 CURTIS HUNT, Vice Mayor
 PAULINE CLANCY
 DILENNA HARRIS
 RON ROWLETT



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

November 17, 2009

Department of Public Works
 Capital Improvement Projects

Daryl Halls
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585

Attention: Mr. Sam Shelton

**SUBJECT: JEPSON PARKWAY GATEWAY ENHANCEMENT
 RPSTPLE-5094(050)**

Dear Mr. Halls:

The City of Vacaville requests reprogramming the construction funding for the Jepson Parkway Gateway Enhancement (RSTPLE-5094(050)) project from FY 2009-10 to FY 2010-11.

On April 13, 2009, the City submitted a funding allocation request to the Metropolitan Transportation Commission for the allocation of \$120,000 for the Plans, Specifications & Estimate phase of the subject project. The intent was for the California Transportation Commission (CTC) to allocate the funds at their June 2009 meeting. The City was informed subsequently that, due to budgetary reasons, the CTC was going to defer funding allocation for certain projects, including the Jepson Parkway Gateway Enhancement project, to later meetings. The City would be informed as to when the allocation would take place.

Approximately three weeks ago, the City was notified verbally that the requested \$120,000 allocation was actually approved by the CTC at the June 2009 meeting. The City is appreciative that the CTC has approved the requested funding. However, this was the first communication the City received that the requested funding was approved. The City was under the impression that the requested funding was still being deferred. Because of the lengthy process involved with the approval of this project, the Plans, Specifications & Estimate cannot be completed before June 2010 and thus the City will not be able to request allocation for the construction phase by June 2010.

As a result of the circumstances described above, the City requests that the construction funding for the Jepson Parkway Gateway Enhancement (RSTPLE-5094(050)) project be reprogrammed from FY 2009-10 to FY 2010-11. If you have any questions or need further information, please contact me at (707) 449-5179 or e-mail me at mnavarro@cityofvacaville.com. Thank you for your assistance.

Sincerely,

RICK NAVARRO
 Associate Civil Engineer

c: Shawn Cunningham, Tawnia Skow, File #807



DATE: November 23, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Project List

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA’s primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit.

Although much of the CTP consists of descriptions and policies, the ultimate purpose of the document is to identify and help implement programs and projects that “*provides mobility, safety and economic vitality*” for the county. The current CTP has a list of capital projects that the 7 cities and the County have identified that will help achieve this goal.

On June 10, 2009, the STA Board authorized a Call for Projects. The County and the seven cities were asked to submit projects no later than September 4th. Letters asking for project submittals were sent to the Public Works and Planning directors of each jurisdiction, along with a list of projects currently in the CTP.

Discussion:

The CTP project list consists of 286 individual projects submitted by the cities and county or identified by STA staff (Attachment A). The actual project list is smaller, because some items (such as the I-80/I-680/SR-12 interchange) were submitted by multiple jurisdictions. STA staff has met with staff from each of the 7 cities and with the County to review their CTP project submittals. The project list has been pared down by excluding duplicate entries and projects identified by STA staff to be local rather than regional.

The project list can be broken down into the following categories:

- Alternative Modes Element projects – primarily bicycle and pedestrian facilities.
- Arterials, Highway and Freeways Element projects – approximately half of the proposed projects are on arterial streets, including the North Connector and Jepson Parkway projects.
- Transit Element projects – approximately half of them related to bus facilities, vehicles or programs.

The projects and programs contained in the 2009 CTP Project List act as a central tool for identifying steps to fill in the gaps between the existing transportation network, as described in the various State of the System reports, and the desired transportation network described in the Goals for each element.

Although each city and the county have seen the STA projects and their own submittals, this is the first time that the entire Draft 2009 CTP Project List has been presented for review. It is recommended by STA staff that this comprehensive view of projects and programs be reviewed by the CTP Committees and Advisory Committees, and shared with outside agencies and the public for comments. Once those reviews have been completed, the final list will be presented to the STA TAC and Board for final approval. At the same time, STA staff will be preparing an analysis of the gaps between the existing transportation system, described in the State of the System reports for each CTP Element, and the Goals for those Elements. The final CTP document will then focus on policies that promote programs and projects that maintain the strengths of the current transportation system while promoting programs and projects that address the most critical gaps.

The STA Technical Advisory Committee (TAC) discussed the CTP project list at its meeting of November 18, 2009. Several TAC members have provided revised descriptions of their city's project. One project (Benicia ferry facility) which had originally been removed was added back to the project list. The TAC recommended that the STA Board release the project list for a public review and comment period.

Two issues were raised at the TAC meeting for consideration during the public comment period. First, should local transit facilities and vehicles that are not Transit Facilities of Regional Significance and that are not part of the intercity transit network be included in the CTP? Second, what local roads that are not Routes of Regional Significance should be included in the CTP project list? These issues will be discussed at meetings of the three CTP Committees, and brought back through the TAC to the Board for final action.

Fiscal Impact:

None.

Recommendation:

Release the 2009 Draft CTP Projects list for public comment, including review by the CTP Committees.

Attachment:

- A. Draft 2009 CTP Projects List (Last updated dated November 30, 2009)

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 VII.B

December 9, 2009

ATTACHMENT A

DRAFT CTP PROJECT LIST 2009

(Last Updated: November 30, 2009)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - Freeway	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	Permitted and Ready to Construct
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - Freeway	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. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	Designed
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance. This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 016	STA	Countywide Gateways	Arterials, Highways and Freeways - Freeway	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 - Freeway	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> . This is a Route of Regional Significance.	Planned
09CTP 101	STA	I-80 Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - Freeway	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network. This is a Route of Regional Significance. 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 - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance. This project was also submitted by the City of Rio Vista.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 178	STA	Streets and Roads Rehabilitation	Arterials, Highways and Freeways - Arterial	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 - Arterial	Implement MTC's Complete Streets program on projects receiving STA funding.	Planned Program
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield and the County of Solano.	<u>Under Construction</u>
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – Bike/Ped	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 – Bike/Ped	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 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - Rideshare	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 - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned
09CTP 042	STA	SolanoExpress	Transit – Bus	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 – Bus	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 196	STA	Develop standard bus shelters	Transit – Bus	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 – Rail or Ferry	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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. <i>This project is not identified in I-680 Freeway Performance Initiative.</i> This is a Route of Regional Significance.	Planned
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – Bike/Ped	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – Bike/Ped	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. This is a Route of Regional Significance.	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – Bike/Ped	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 – Bike/Ped	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – Bike/Ped	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>

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09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This is a Facility of Regional Significance. 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 – Bus	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	Permitted and Ready to Construct
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – Bus	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program
09CTP 120	Benicia	First Street and Waterfront	Transit – Rail or Ferry	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
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned

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09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. EIR certified by Council in August 2009.	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (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. This is a Facility of Regional Significance.	Preliminary Design
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – Bike/Ped	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. This is a Route of Regional Significance.	Planned
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – Alt Fuel	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 – Land Use	Complete landscaping and pedestrian improvements in A Street/1 st Street/Railroad track area in downtown Dixon. This is a Route of Regional Significance.	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new 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 – Bus	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 228	Dixon	Transition to fixed route system	Transit – Bus	Develop a fixed-route transit system serving Dixon. Local Project	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Preliminary Design

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09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned

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09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance. <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 - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned

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09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - Arterial	Construct interchange improvements. This project is a City of Fairfield project. This is a Route of Regional Significance. <i>Completion Scheduled for 2010.</i>	<u>Under Construction</u>
09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial to close gap in Manuel Campos Parkway. This is a Route of Regional Significance. <i>Completion scheduled for 2009/2010</i>	<u>Under Construction</u>
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	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
09CTP 184	Fairfield	Linear Park Path	Alt Modes – Bike/Ped	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 – Bike/Ped	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
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – Bus	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	Permitted and Ready to Construct
09CTP 191	Fairfield	Central Transfer Center	Transit – Bus	Construct Bus Transfer Facility off of North Texas Street	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned
09CTP 194	Fairfield	Expand local bus service	Transit – Bus	Provide additional local transit buses and increase the number of local routes. Local Project	Planned Program
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - Highway	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. This is a Route of Regional Significance.	Complete
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - Highway	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 fall of 2009. This is a Route of Regional Significance.	Study

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09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the intersection of SR 12 and Church Street, with the option of including a park-and-ride lot. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – Bike/Ped	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 – Bike/Ped	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 Overcrossing	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – Land Use	<i>See Project 09CTP 204</i>	Planned
09CTP 162	Rio Vista	Intra-city shuttle bus	Transit – Bus	Develop a multi-modal transit center and provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – Rail or Ferry	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building. <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	Transit – Rail or Ferry	Construct a multi-modal transit center, including facilities for express bus service routes to BART and Rail.	Planned
09CTP 050	Solano County	Support Solano County's paratransit operations	Transit – Paratransit	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 900	Solano County	Consolidate paratransit operations	Transit – Paratransit	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 - Freeway	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned. This is a Route of Regional Significance.	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - Arterial	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. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	Permitted and Ready to Construct
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - Arterial	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program

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09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. <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 - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - Arterial	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 – Bike/Ped	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. This is a Route of Regional Significance.	Permitted and Ready to Construct

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09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – Bike/Ped	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 – Bike/Ped	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 – Bike/Ped	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 – Bike/Ped	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 – Bus	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – Bus	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 – Bus	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – Bus	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 – Bus	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 – Bus	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – Bus	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 – Rail or Ferry	Support options for potential light rail service in Solano County.	Planned Program
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - Arterial	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 – Bike/Ped	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
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – Bike/Ped	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. This is a Route of Regional Significance.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	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. This is a Transit Facility of Regional Significance.	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – Bike/Ped	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 – Bike/Ped	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 – Bike/Ped	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><i>Under Construction</i></u>
09CTP 999	Suisun City	Driftwood Waterfront Pedestrian Plaza (Sheldon Plaza)	Alt Modes – Bike/Ped	This project has been completed.	Complete
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – Land Use	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - Rideshare	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – Bus	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 – Bus	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – Rail or Ferry	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 - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. Local Project	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 090	Vacaville	Orange Drive Extension (current eastern terminus to Weber/Meridian Rd.)	Arterials, Highways and Freeways - Arterial	Extend Orange Drive as a 4-lane, divided arterial from its current terminus east of Leisure Town Road to the Weber/Meridian Rd interchange. Local Project.	Planned
09CTP 091	Vacaville	Vaca Valley Pkwy. (Wrentham Dr. to Gibson Canyon Rd.)	Arterials, Highways and Freeways - Arterial	Extend Vaca Valley Pkwy. as a 4-lane, divided arterial from Wrentham Dr. to Gibson Canyon Rd., aligning with Farrel Rd. To include either Class 1 or Class 2 Bike facilities. Local Project	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 092	Vacaville	Vaca Valley Pkwy. (Crescent Dr. to Browns Valley Pkwy.)	Arterials, Highways and Freeways - Arterial	Widen Vaca Valley Pkwy to provide 4 lanes with divided median and protected turn pockets from I-505 to Browns Valley Pkwy; and 6 lanes with divided median and protected turn pockets from I-505 to Crescent Dr. <p style="text-align: right;">Local Project</p>	Planned
09CTP 109	Vacaville	Ulatris Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatris 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 – Bike/Ped	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
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – Bike/Ped	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 – Alt Fuel	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 – Land Use	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 – Bus	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 – Bus	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 102	Vacaville	Expand transit maintenance facility	Transit – Bus	Expand existing transit maintenance facility to include an additional maintenance bay, floor lift, exhaust capture and venting system, and storage area. Local Project	Planned
09CTP 096	Vacaville	Expansion of local fixed route transit service	Transit – Bus	Add additional fixed-route bus lines to areas of the City of Vacaville not currently served by regular 30-minute City Coach bus service. Local Project.	Planned Program
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – Bus	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 – Bus	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. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 999	Vacaville	Revenue vehicle fixed route bus replacement	Transit – Bus	Replace five, medium duty, year 2000 Bluebird CNG buses with new 35 foot, low-floor CNG buses.	Complete
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit – Paratransit	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	Vacaville	Accessible Taxi Program (operations)	Transit – Paratransit	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 127	Vallejo	Expand paratransit	Transit – Paratransit	Expand paratransit program over different modalities	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 113	Vallejo	Improve I-80/American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - Arterial	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 - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	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 - Arterial	Widen Columbus Pkwy in each direction. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - Arterial	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 - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – Bike/Ped	Complete segments of the Bay Trail.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs Rd.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – Bike/Ped	Replace existing structure	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – Bike/Ped	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 – Bike/Ped	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 – Bike/Ped	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 – Land Use	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 – Land Use	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 - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	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. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>	<i>Under Construction</i>

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – Bus	This is a project of Regional Air Quality Significance.	Planned
09CTP 125	Vallejo	Vallejo SRTP operating revenues (preventive maintenance)	Transit – Bus	10-year look-ahead Local Project	Planned Program
09CTP 126	Vallejo	Expand regional and local bus service	Transit – Bus	Including service to Fairgrounds to support County 360 project Local Project	Planned Program
09CTP 131	Vallejo	Provide evening and weekend bus service	Transit – Bus	Provide greater flexibility for patrons Local Project	Planned Program
09CTP 163	Vallejo	Vallejo SRTP transit capital program	Transit – Bus	 Local Project	Planned Program
09CTP 999	Vallejo	Sereno Bus Transfer Facility	Transit – Bus	Add ridership amenities including covered waiting areas. This is a Transit Facility of Regional Significance.	Complete
09CTP 999	Vallejo	York & Marin Bus Transfer Facility	Transit – Bus	Add ridership amenities including covered waiting areas. This is a Transit Facility of Regional Significance.	Complete

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 136	Vallejo	Mare Island Bus Service Phase 1 and 2	Transit – Bus	Initiate new routes on Mare Island Local Project	Planned
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – Bus	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – Rail or Ferry	Acquire new ferries (5 th and 6 th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical . This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – Rail or Ferry	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 – Rail or Ferry	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 – Rail or Ferry	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 – Rail or Ferry	Light rail service to connect with BART	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Rail or Ferry	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – Rail or Ferry	Acquisition and re-use of rail lines throughout Vallejo; re-activate rail service	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 153	Vallejo	Mare Island	Transit – Rail or Ferry	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – Rail or Ferry	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island	Transit – Rail or Ferry	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 999	Vallejo	New ferries (3rd and 4th vessels)	Transit – Rail or Ferry	Acquire two additional ferries for the Vallejo Ferry service.	Complete

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DATE: December 1, 2009
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Transportation for Livable Communities (TLC) Complete Streets Concept/
Priority Development Areas (PDAs)

Background:

The Metropolitan Transportation Commission (MTC) created the Transportation for Livable Communities (TLC) Program in 1998 to support multimodal travel, livable neighborhoods and the development of jobs and housing in existing town centers. MTC's TLC Program funded capital projects through a mix of federal Transportation Enhancement (TE) Funds and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. MTC also funded TLC planning activities through Surface Transportation Program (STP) Planning funds. In Fiscal Year (FY) 2000-01, MTC expanded the TLC program to include funding for each of the nine Bay Area Congestion Management Agencies, including the STA, to implement their own TLC program and priorities through a new program titled Transportation Planning and Land Use Solutions (T-PLUS).

As part of the initiation of STA's T-PLUS Program, the STA developed a TLC Toolkit and held a conference titled "Partners in Planning" focusing on TLC principles and ideas in April 2003. STA followed up with the development of the TLC Plan in October 2005 to promote the Solano County TLC Program and prioritize potential TLC projects in Solano County. The STA also committed a portion of the Eastern Solano CMAQ funds to the Solano County TLC Program. Subsequently, the STA Board has approved \$125,000 in TLC planning grants in FY 2005-06 and \$4.4 million for TLC capital projects between FY 2007-08 to FY 2009-10.

MTC has adopted a fundamental policy change for the upcoming regional TLC programming cycle: TLC funds can only be used for projects in designated Priority Development Areas (PDAs). It is uncertain if there will be any flexibility in programming County TLC by the Congestion Management Agencies. Solano County has a total of 9 designated PDAs (planned or potential, as defined in the PDA program). MTC has also shifted the focus away from funding independent type alternative modes/streetscape projects that the prior TLC program funded. The focus now is to provide funding for bike and pedestrian projects that are planned to be included as part of a complete streets concept for a PDA. A complete street is considered to be a roadway that is being designed to accommodate transit, bicycle, and pedestrians in addition to autos.

Attachment A is a map of Solano County's planned and potential PDAs. In October, STA staff met with PDA project sponsors to have initial discussions on the process for prioritizing TLC funds for Solano County's PDA projects for the MTC's Regional TLC Program and the STA's County TLC Program.

Discussion:

MTC’s current funding projection and staff recommendation show \$78 million for the Bay Area TLC Program over the next three years. Per MTC’s policy, two-thirds, or \$52 million, of the \$78 million will be programmed by MTC as part of the Regional TLC Program. The remaining balance of \$26 million will be programmed by the Bay Area CMA’s based on a population split.

Solano County’s population makes up 7% of the Bay Area, so STA can expect to receive \$1.8 million over the next three years if this current fund estimate is adopted by the MTC. It is important to note that these estimates are preliminary and subject to change.

Although the funding amounts have not been finalized, MTC staff has begun to develop TLC criteria for prioritizing projects in anticipation of the upcoming available TLC funds. MTC expects to have the funding estimates and criteria for the Regional TLC Program available in November. MTC staff expects to issue a call for TLC projects for the Regional TLC funds in December.

STA staff plans to develop the Solano County TLC program criteria consistent with the Regional TLC criteria. The STA’s criteria will also be consistent the Alternative Modes Element’s goals and policies of the Comprehensive Transportation Plan Update. The STA’s criteria will be the basis for prioritizing and allocating the STA’s County TLC funds. STA staff will coordinate with PDA project sponsors, STA Pedestrian Advisory Committee and the STA Board Alternative Modes Committee to develop the criteria and recommend a priority list of Solano PDA projects over the next several months. The STA TLC/PDA prioritization process can be summarized by the following tasks:

- | | |
|--|--------------------------------|
| 1. Track MTC’s Regional TLC Program Activities | (October 2009 - March 2010) |
| 2. City and Solano County PDA Field Reviews | (October 2009 - November 2009) |
| 3. Develop TLC Criteria for STA’s TLC Program Allocation | (November 2009 - January 2010) |
| 4. Solano County TLC/PDA Selection | (February 2010 - May 2010) |
| 5. PDA Sponsors Begin Programming Process | (May 2010) |

A more detailed STA TLC/PDA work plan and schedule is included as Attachment B.

This effort is being conducted in parallel to STA’s efforts to develop an overall strategy to help fund priority projects. The STA’s TLC funds will be included as part of the funding strategy for complete streets and other priority bicycle and pedestrian projects where possible.

The STA TAC reviewed this item and recommended it for approval by the STA Board at their November 18, 2009 meeting.

Fiscal Impact:

None. STA staff will begin the process for prioritizing Solano County PDA’s for future STA TLC/PDA funding.

Recommendation:

Approve STA’s Transportation for Livable Communities/Priority Development Area Work Plan as shown in Attachment B.

Attachments:

- A. Map of Solano County Priority Development Areas
- B. STA FY 2009-10 TLC/PDA Work Plan

Solano County Priority Development Areas

Legend

FOCUS Areas

- Planned Priority Development Area (Orange box)
- Potential Priority Development Area (Blue box)
- Protected Open Space (Green box)

Roads

- Local Roads (Thin line)
- Routes of Regional Significance (Thick line)

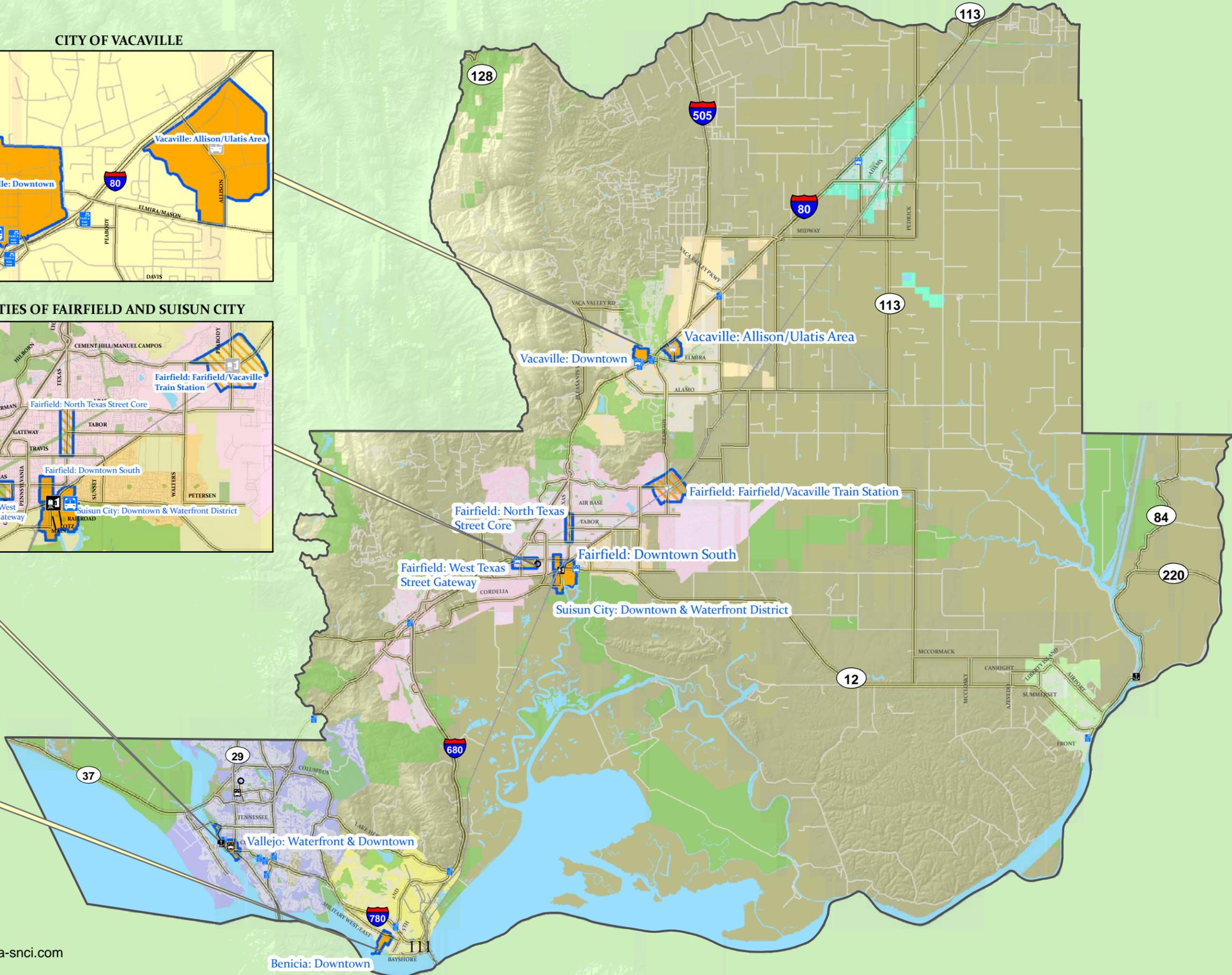
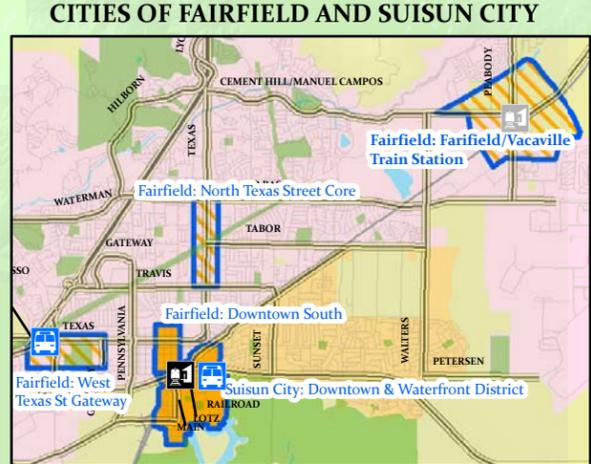
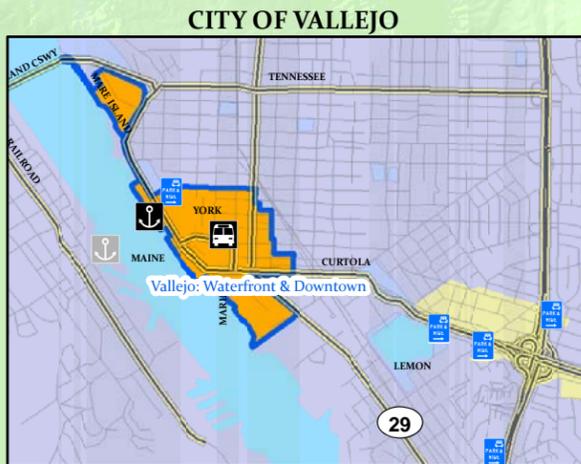
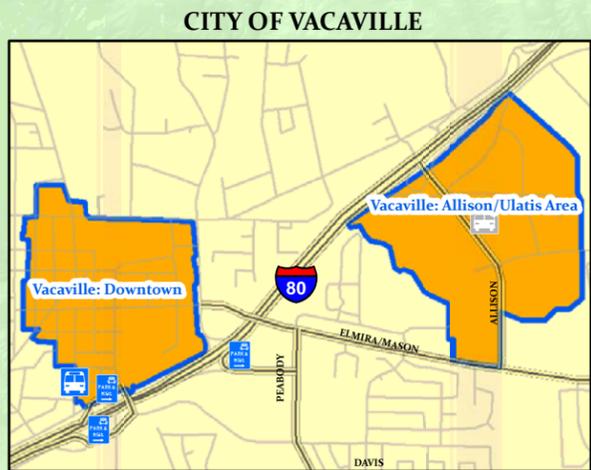
Transit and Park and Ride Facilities

(Existing Facilities)

- Regional Commuter Rail Lines (Grey line with cross-ticks)
- Bus Stop/Station and Park & Ride Lot (Blue square with bus icon)
- Bus Stop Only (Blue square with bus icon)
- Park and Ride Lot (Blue square with bus icon)
- Ferry Facility (Blue square with ferry icon)
- Rail Station (Black square with train icon)

(Future Facilities)

- Future Intercity Bus Stop/Station (Blue square with bus icon)
- Future Ferry Facility (Blue square with ferry icon)
- Future Rail Station (Black square with train icon)



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STA Transportation for Livable Communities (TLC)/ Priority Development Area (PDA) Work Plan

1. Track MTC's Regional TLC Program Activities - (October – March 2009)

Follow MTC's criteria development, funding estimates and project scoring processes. Coordinate and support Solano County's TLC/PDA application for Regional TLC Program funding. Goal is to coordinate with PDA sponsors to submit one or more eligible project to compete for Regional TLC Projects. MTC's current TLC schedule is as follows:

- October-November 2009 Regional TLC Criteria Development
- December 2009 Call for Regional TLC Program Projects
- February-April 2010 Regional TLC Applications Due (tentative*)

*Applications could be due as soon as two months or as late as four months after the call for projects is issued.

2. City and Solano County PDA Field Reviews (October-November 2009)

Gather up-to-date information on city and county PDA projects through meetings and field reviews with Project Sponsors. STA staff is seeking the following PDA information:

- PDA Coordinator Contact Information (point person on the project)
- Original PDA Application
- Development status of the PDA location
- Detailed maps/concepts/photos of the PDAs
- Identified obstacles to TOD Development in PDA location
- Copies of adopted related plans (specific plans, city bike and ped plans, and master utility plans)

STA staff will develop a summary report on the PDA's will be provided to the TAC as an informational item at their November meeting.

3. Develop TLC Criteria for STA's TLC Program Allocation (November 2009-January 2010)

Criteria will be based on MTC's Regional TLC Program; however, criteria maybe added or removed if not applicable with STA's Alternative Modes Goals and Objectives. The Criteria will be reviewed by PDA Coordinators in November followed by a public review via the STA's Pedestrian Advisory Committee (PAC) in the same month. The Criteria will tentatively be reviewed and recommended by the TAC for approval in December. The STA's Alternative Modes Subcommittee may review the TAC's recommendation in January before the STA Board reviews it for approval in February. Tentative STA schedule:

- November 2009 PDA Coordinators and STA PAC public review of PDA Criteria
- December 2009 TAC reviews Solano PDA and recommends Board

- January 2010 approval
STA Alternative Modes Policy Committee approves PDA
Criteria (tentative)
- February 2010 STA Board approves TLC/PDA Criteria

4. Solano County TLC/PDA Selection (February 2010-May 2010)

In February 2010, STA staff will prioritize TLC/PDA's based on the approved criteria and information provided by PDA coordinators back in October 2009. A second round of information gathering maybe needed in the event that information is missing. The prioritized list of projects will be presented to the STA PAC and TAC in March 2010 for input and approval. The prioritized list of projects will determine which project receives TLC funding and what fiscal year they will receive the funding. Based on input from the PAC and TAC, STA staff will provide the list to the Alternative Modes Committee followed by the STA Board for approval in April 2010 and May 2010 respectively. The task schedule can be summarized as follows:

- February 2010 TLC/PDA Priority List Development
- March 2010 STA TAC and PAC review priority list for approval
- April 2010 Alternative Modes Policy Committee Review
- May 2010 STA Board approval

5. PDA Sponsors Begin Programming Process (May 2010)

Sponsors can begin programming process with MTC and Caltrans immediately upon STA Board approval in May.



DATE: November 30, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior and Disabled Transportation Advisory Committee

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would more than double from 9% at the time of the study to 19%. The study noted that as people age, they become less likely to maintain their driver's license while still needing to be mobile.

The STA Board Chair and County Supervisor Jim Spering requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The first Summit was held on June 26, 2009, from 9am – 2pm at the Joseph Nelson Community Center in Suisun City.

Over 150 people attended the first Summit. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees also included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there.

The objective of the first Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the initial Summit were to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Release the State of the Senior and Disabled Transportation System powerpoint. This document was created based on information gathered prior to the meeting through the use of online and printed surveys (one targeted at transportation service users and one targeted at transportation service providers). An estimated 500 individuals responded.

To follow-up on the issues raised, a Senior and Disabled Transportation Summit II was held on Friday, October 30th to provide a forum to explore solutions to the challenges facing transportation services and programs for senior and disabled individuals in Solano County (see Attachment A). Over 140 people attended Summit II. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees also included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there. Solano transit operators were involved with the planning of this event and were a main part of the event's program. Each operator presented an overview of the transit services provided by their agency.

- Jeff Matheson - Dixon Read-Ride
- Brian McLean – Vacaville City Coach
- George Fink – Fairfield and Suisun Transit
- Crystal Odum Ford – Vallejo Transit
- Melissa Bryan – Benicia Breeze
- John Andoh – Rio Vista Delta Breeze
- Paul Wiese - Solano County – Unincorporated Area
- Rev. Robert Fuentes – Faith In Action
- Leanne Martinsen – Area Agency on Aging

The transit operators heard the issues presented at the first summit and immediately starting meeting on a regular basis and collaboratively working together to address some of the issues and concerns. A Solano County Senior and Disabled Transportation Guide was designed and distributed at the Summit (see Attachment B). In coordination with other agencies, the City of Vacaville took the lead on developing and producing this guide. This comprehensive resource guide provides information on the many transportation programs and coordinated services offered in Solano County for seniors and the disabled; upon the transit operators' request, the STA's Solano Napa Commuter Information (SNCI) program will become responsible as the primary point of contact and for updating of this guide.

Some future projects include a unified countywide Americans for Disabilities Act (ADA) Paratransit application and a unified Paratransit ADA card to provide more consistency. The most innovative future change presented was providing intercity paratransit options with taxis. Phase 1 of the intercity taxi scrip program will provide ambulatory paratransit passengers the option to use taxis to travel between cities in Solano County for 15% of the normal taxi cost. New Freedom grant applications have been submitted to support this new service which the STA has supported (see Attachment C). This option is planned to be available in early 2010. Phase 2 will extend the program to non-ambulatory paratransit users traveling intercity. The timeline for Phase 2 is contingent on the purchase of accessible vehicles for the taxi operators. Phase 3 will provide local taxi service to both ambulatory and non-ambulatory certified ADA passengers.

Prior to the transit operators' presentation, MTC staff presented the background and intent of the Federal ADA and the requirements it placed on public transportation (see Attachment D). Following the transit operators' panel, there was a Challenges and Innovations panel. On this panel, Corinne Goodrich and Bonnie Nelson described the senior and disabled transportation services and programs in San Mateo and Alameda counties respectively. They described the obstacles their counties faced concerning seniors and disabled transportation, programs that have been established, and the steps they took to secure a new funding source for these programs through a sales tax with specified funding for senior and disabled transportation programs.

Discussion:

At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibits at the two summits. Supervisor Spering proposed the development of a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services (Attachment E).

Comment cards were available at the Summit and 40 people completed one. The overall response to the summit and the presentations were positive (Attachment F). A section of the comment card allowed people to request additional information on various services as well as express interest in being on the proposed new committee. The STA and the transit operators will work together to respond to the requests for further information. Many individuals expressed interest in participating as members on the proposed new committee. Staff recommends the STA Board authorize and approve establishment, purpose and membership categories of the new committee.

At the November 18, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to forward a recommendation to the STA Board to authorize and approve establishment, purpose and membership categories of the new committee..

Recommendation:

Approve the following:

1. The formation of an Advisory Committee to address senior and disabled transportation issues in Solano County; and
2. Committee membership and purpose as outlined in Attachment E.

Attachments:

- A. Senior and Disabled Transportation Summit II Event Program
- B. Senior & Disabled Transportation Guide
- C. Letters of Support of Grant Applications
- D. PowerPoint of ADA Paratransit Overview
- E. Proposed Committee Purpose and Membership
- F. Summary of Summit II Event Comments

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“Arriving at one point is the starting point to another.”

John Dewey

**SENIOR AND
DISABLED
TRANSPORTATION
SUMMIT II**

SOLANO

FRIDAY, OCTOBER 30, 2009

Joseph Nelson Community Center, Suisun City

Sponsored by:

Solano Transportation Authority, Metropolitan Transportation
Commission, Solano County and the Senior Coalition of Solano County

A forum to explore solutions to the challenges facing transportation services and programs for senior and disabled individuals in Solano County

8:30 am	Registration
9:00 am	Welcome and Introductions Supervisor Jim Spering
9:05 am	Opening Comments Assemblymember Mariko Yamada
9:10 am	Overview of Transit ADA Requirements and Background Kristen Mazur
9:30 am	Transit Operators Solution Panel Moderator: Jeff Matheson <ul style="list-style-type: none">• Brian McLean• George Fink• Crystal Odum Ford• Melissa Bryan• John Andoh• Paul Wiese• Rev. Robert Fuentes• Leanne Martinsen
10:45 am	Video of Transit Services Guide
10:50 am	Challenges and Innovations Panel Moderator: Daryl Halls <ul style="list-style-type: none">• Bonnie Nelson• Corinne Goodrich
11:50 am	Lunch
12:10 pm	Keynote Speaker Senator Lois Wolk
12:30 pm	Ways to Stay Engaged and Be Part of the Solution Supervisor Jim Spering
12:45 pm	Open Forum and Feedback Councilmember Dilenna Harris
1:05 pm	Closing Remarks Supervisor Jim Spering
1:10 pm	Adjourn

Program Participants

Lois Wolk, State Senator, California Fifth District

Mariko Yamada, State Assemblymember, California Eighth District

Dilenna Harris, Councilmember, City of Vacaville

Kristen Mazur, Paratransit Program Coordinator, Metropolitan Transportation
Commission

Transit Operators' Solutions Panel:

Jeff Matheson, Public Works and Community Services Director, City of Dixon

Brian McLean, Transit Manager, City of Vacaville

George Fink, Transit Manager, City of Fairfield

Crystal Odum Ford, Transportation Superintendent, City of Vallejo

Melissa Bryan, Transportation Program Coordinator, City of Benicia

John Andoh, Transit Coordinator, City of Rio Vista

Paul Wiese, Engineering Manager, Solano County

Reverend Robert Fuentes, Executive Director, Faith in Action

Leanne Martinsen, Executive Director, Area Agency on Aging Serving Napa and Solano

Challenges and Innovations Panel:

Daryl K. Halls, Executive Director, Solano Transportation Authority

Bonnie Nelson, Transit Consultant, Alameda County Transportation Improvement
Authority

Corinne Goodrich, Strategic Development Manager, San Mateo County Transit District

**We would like to hear from you - please fill out a comment card.
Stay up-to-date on transit information at www.solanolinks.com**

Notes

Thank you to our Sponsors who donated materials, facilities, refreshments and filmed the event!



700 Texas Street
Fairfield

at Vacaville, Westwind
Gardens and Rancho Solano

Thanks to the members of our Summit Planning Committee:

Solano Transportation Authority: Daryl Halls,

Elizabeth Richards, Liz Niedziela, Jayne Bauer

Solano County: Jim Spring, Birgitta Corsello, Paul Wiese,

Stephen Pierce, Catherine Cook, Sabine Goerke-Shrode

Senior Coalition of Solano County: Rochelle Sherlock

City of Vacaville: Brian McLean

City of Dixon: Jeff Matheson

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585
(707) 424-6075 www.solanolinks.com
Email: staplan@sta-snci.com

NON-PROFIT TRANSPORTATION PROVIDERS

Non-profit transportation services are available which can provide transportation for seniors and disabled persons at no or reduced cost.

Area Agency on Aging Senior

Escort Program (707) 643-1798

Provides transportation for low income Vallejo residents age 60+. Donations are accepted.

Fairfield Senior Volunteer Driver

Program (707) 428-7556

Provides transportation for ambulatory seniors by small van to senior centers, doctor/dentist appointments and pharmacies in specific areas of Fairfield. Reservations required.

Faith in Action/Ride With Pride

(707) 469-6667
Provides free rides, door-to-door for seniors to appointments and events throughout Solano County. First come, first served. Donations are accepted.

American Cancer Society

(707) 425-5006
Provides transportation for ambulatory Solano County cancer patients. Call (800) 227-2345 a minimum of 72 hours in advance (required).

INTERCITY SERVICES

(877) 974-3322
The Capitol Corridor train service stops in Suisun City seven days a week. Trains operate between Sacramento, Oakland and San Jose with multiple stops. Trains and stations are ADA accessible. Visit www.capitolcorridor.org for details.

GREYHOUND BUS LINES

(800) 231-2222
(Spanish) (800) 531-5332
Operates between Vallejo, Suisun City and Vacaville, and throughout the United States.

PRIVATE TRANSPORTATION

Private transportation providers are privately owned businesses, providing transportation services for a fee. These service providers are not publicly subsidized. The information listed below is provided for informational purposes only and does not constitute an endorsement of these private businesses.

Americare Alliance (707) 447-7734

AA Medical Transportation (707) 552-1193

Garcia's Transportation (707) 689-6609

Murphy Medical Transport (707) 580-1429

Stan's Chaperone Service (707) 761-4430

**Sully's Non-Emergency
Transport** (707) 290-6349

INTER-COUNTY SERVICES

SolanoExpress connects Contra Costa, Sacramento, San Francisco and Yolo counties.

Napa VINE connects Vallejo to the Napa Valley.

YoloBus connects Vacaville, Winters and Davis.

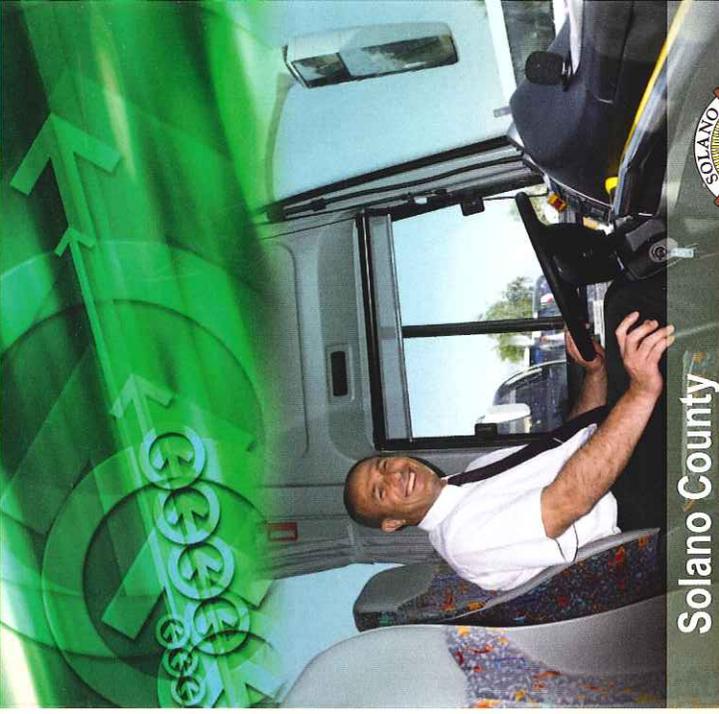
VINE (800) 696-6443

Yolo Bus (530) 666-2877

SolanoExpress (800) 535-6883

BART (Bay Area Rapid Transit) (510) 464-7134
Serves Contra Costa, Alameda, San Francisco and San Mateo counties.

Several SolanoExpress buses connect Solano to BART stations – from Fairfield and Vallejo to El Cerrito del Norte station; from Vacaville/Fairfield/Benicia to Pleasant Hill and Walnut Creek stations; from Vallejo/Benicia to Pleasant Hill and Walnut Creek stations. To learn more about how BART makes it easier for seniors and persons with disabilities to use BART, visit www.BART.gov.



Solano County



SENIOR & DISABLED Transportation Guide



SOLANO | NAPA
COMMUTER INFO

800-53-KMUTE
(800-535-6883)

www.commuterinfo.net

Effective October 2009

Transportation in Solano County



This guide has been designed as a comprehensive resource of the many transportation programs and coordinated services offered in Solano County for seniors and the disabled.

To help you fully utilize these resources we encourage you to contact Solano Napa Commuter Information (SNCI). SNCI can help create a personalized transit trip plan as well as provide general transportation information.

You can reach SNCI by calling 800-53-KMUTE (800-535-6883) or by visiting www.commuterinfo.net



FIXED-ROUTE TRANSIT

For individuals who can walk to a bus stop, board and exit a bus with or without a mobility device, fixed-route transit offers a low cost transportation alternative. All buses have lifts for wheelchairs.

Operating Hours, Fares, Special Programs and Promotions

Special programs and promotions for seniors and disabled persons are available such as discounted fares, passes and other fixed route transit offers. For more information within your community contact your local transit agency:

Benicia Breeze	(707) 745-0815
Dixon Read-Ride	(707) 678-5020
Fairfield & Suisun Transit	(707) 422-2877
Rio Vista Delta Breeze	(707) 374-2878
SolanoExpress	(800) 535-6883
Vacaville City Coach	(707) 449-6000
Vallejo Transit	(707) 648-4666
Vallejo Baylink Ferry	(707) 643-3779
(Service to San Francisco)	

Dispatchers are available to help you plan your trip, provide guidance on which bus route would get you to your destination quickest and where you can find the bus stop closest to your location.

PARATRANSIT SERVICE

Paratransit is an origin-to-destination transportation service for persons who are disabled as defined by the Americans with Disabilities Act (ADA) of 1990.

Eligibility, Obtaining Applications, Fares and Requesting a Trip

Eligibility for origin-to-destination paratransit service is simple. A short application must be completed. The questions are designed to help understand the applicant's ability to use accessible fixed route transit.

Once your application has been reviewed and eligibility is determined, you will receive an ADA Paratransit card and a Paratransit Riders Guide which explains paratransit service guidelines. Paratransit service is available within your community as well as between the cities of Solano County.

Contact your local transit agency (phone numbers to the left) to obtain an application and information on fares and to request a trip. If you live in rural areas of Solano County please call (707) 784-6765.

REDUCED-FARE TAXI

If you are a senior or ADA qualified individual able to enter and exit a taxi cab without assistance, the reduced fare or taxi scrip program may be the right fit for you. This program provides the rider with a deeply discounted taxi ride.

Eligibility and Purchasing Taxi Tickets

Eligibility is determined through the completion of a short application. Please call the transit agency in your city for more information. For locations to purchase reduced fare taxi tickets contact your local transit agency:

Benicia Breeze	(707) 746-4300
Dixon Read-Ride	(707) 678-5020
Fairfield & Suisun Transit	(707) 428-3298
Rio Vista Delta Breeze	(707) 374-2878
Vacaville City Coach	(707) 449-5170
Vallejo Transit	(707) 648-4345

Scheduling Your Taxi Ride

In Vacaville/Dixon	(707) 449-8294
In Fairfield/Suisun	(707) 428-4400
In Vallejo/Benicia	(707) 642-4421
In Rio Vista	(707) 374-6572



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

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

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

October 28, 2009

Tracey Frost
California Department of Transportation
P.O. Box 942874
1120 N Street, Room 3300
Sacramento, CA 94274-0001

RE: Letter of Support for City of Dixon's ADA Plus Services and Taxi Scrip Program

Dear Ms. Frost:

I am writing on behalf of the Solano Transportation Authority (STA) to convey our support for the City of Dixon's ADA Plus Services and Taxi Fare Scrip Program. This project will allow a disabled person, who is capable of using a taxi cab, to travel seamlessly between Dixon and other cities in Solano County with more flexibility to meet their lifestyle.

In response to issues raised at a Countywide Senior and Disabled Transportation Summit held on June 26, 2009, and sponsored by STA, the Metropolitan Transportation Commission, County of Solano and the Solano Senior Coalition, the public transit operators of Solano County have been working collaboratively in the development of a countywide Intercity Taxi Scrip program. Dixon's program is designed to complement existing ADA paratransit services and provide mobility well beyond the mandated service levels. The other Solano jurisdictions, located in Small Urbanized Areas, plan to implement a complementary taxi scrip program simultaneously. Taxis can provide same day scheduling to accommodate unexpected urgent medical needs, for example, as well as offer mobility on days and after hours when there is no paratransit. This program will provide a level of independence and freedom for person with disabilities that is not currently available.

The STA urges your funding of this program through the New Freedom Grant Program. If you have any questions, please do not hesitate to contact Elizabeth Richards, STA's Director of Transit and Rideshare Services at (707) 429-5109.

Sincerely,

James P. Sporing, Chair
Supervisor
County of Solano – District 3

Cc: Daryl Halls, STA Executive Director



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

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

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Email: staplan@sta-snci.com • Website: solanolinks.com

October 28, 2009

Tracey Frost
California Department of Transportation
P.O. Box 942874
1120 N Street, Room 3300
Sacramento, CA 94274-0001

RE: Letter of Support for Solano Intercity Taxi Reduced Fare Scrip Program

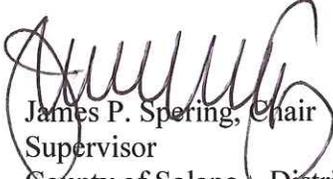
Dear Ms. Frost:

I am writing on behalf of the Solano Transportation Authority (STA) to convey our support for the Solano Intercity Taxi Reduced Fare Scrip Program. This project will allow a disabled person, who is capable of using a taxi cab, to travel between cities seamlessly throughout Solano County with more flexibility to meet their lifestyle.

In response to issues raised at a Countywide Senior and Disabled Transportation Summit held on June 26, 2009, and sponsored by STA, the Metropolitan Transportation Commission, County of Solano and the Solano Senior Coalition, the public transit operators of Solano County have been working collaboratively in the development of this Countywide Intercity Taxi Reduced Fare Scrip program. This program has been designed to complement existing ADA paratransit services and provide mobility well beyond the mandated service levels. Taxis can provide same day scheduling to accommodate unexpected urgent medical needs, for example, as well as offer mobility on days and after hours when there is no paratransit. This program will provide a level of independence and freedom for person with disabilities that is not currently available.

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Sincerely,



James P. Sporing, Chair
Supervisor
County of Solano - District 3

Cc: Daryl Halls, STA Executive Director



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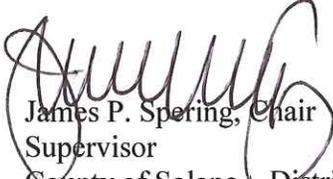
Dear Ms. Frost:

I am writing on behalf of the Solano Transportation Authority (STA) to convey our support for the Solano Intercity Taxi Reduced Fare Scrip Program. This project will allow a disabled person, who is capable of using a taxi cab, to travel between cities seamlessly throughout Solano County with more flexibility to meet their lifestyle.

In response to issues raised at a Countywide Senior and Disabled Transportation Summit held on June 26, 2009, and sponsored by STA, the Metropolitan Transportation Commission, County of Solano and the Solano Senior Coalition, the public transit operators of Solano County have been working collaboratively in the development of this Countywide Intercity Taxi Reduced Fare Scrip program. This program has been designed to complement existing ADA paratransit services and provide mobility well beyond the mandated service levels. Taxis can provide same day scheduling to accommodate unexpected urgent medical needs, for example, as well as offer mobility on days and after hours when there is no paratransit. This program will provide a level of independence and freedom for person with disabilities that is not currently available.

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Sincerely,



James P. Sporing, Chair
Supervisor
County of Solano - District 3

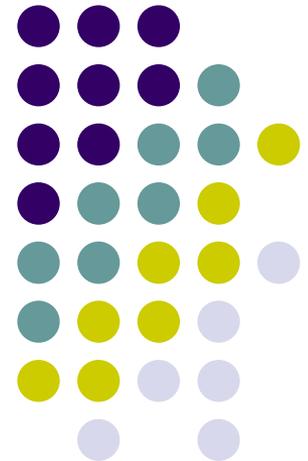
Cc: Daryl Halls, STA Executive Director

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ADA Paratransit

Solano County Senior and Disabled
Transportation Summit II
October 30, 2009

Kristen Mazur, Transit Program Manager
Metropolitan Transportation Commission

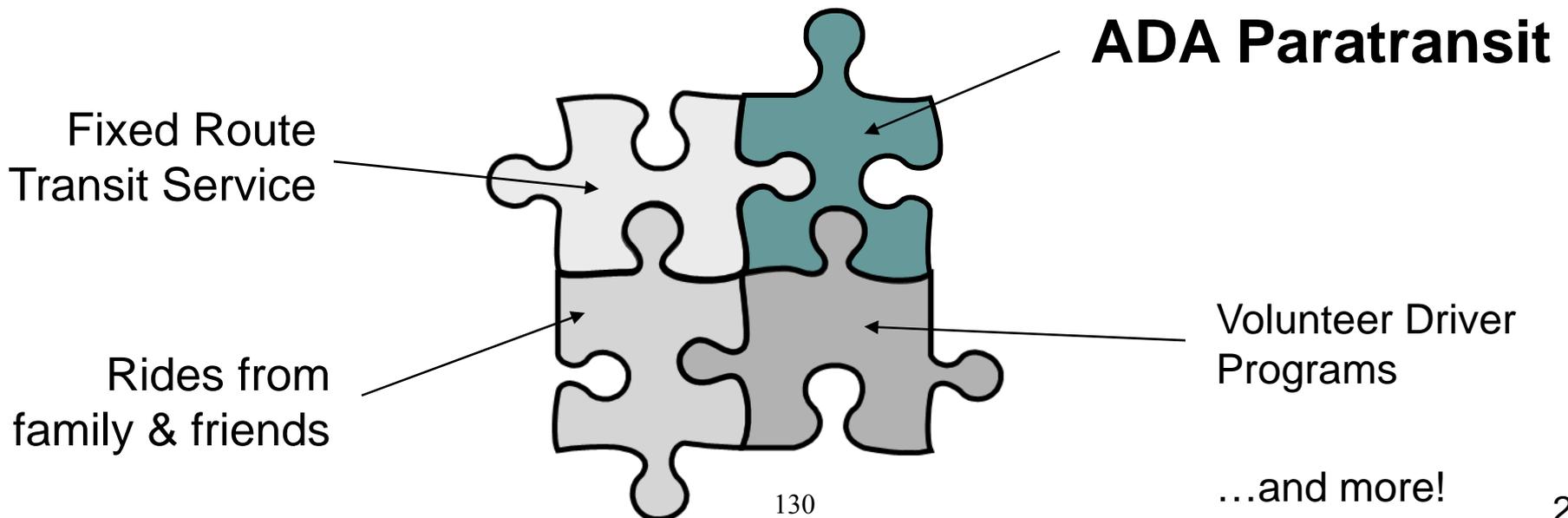


METROPOLITAN
TRANSPORTATION
COMMISSION

ADA Paratransit: One Piece of the Puzzle



- There are a range of transportation services available to seniors and persons with disabilities



Important Transportation Definitions



- **Fixed Route:** service provided along a prescribed route according to a fixed schedule
- **Demand responsive:** any service which is not fixed route (e.g., door-to-door service, general public dial-a-ride)
- **ADA complementary paratransit** (a.k.a. “ADA paratransit” or “paratransit”): a certain type of demand responsive service that is required by the law

ADA Overview



1990 Americans with Disabilities Act (ADA)

Intent:

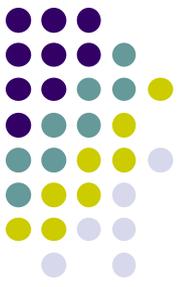
- Civil rights legislation to end discrimination against persons with disabilities
- To assure that persons with disabilities have equality of opportunity, a chance to fully participate in society, are able to live independently, and can be economically self sufficient



ADA Overview

1990 Americans with Disabilities Act (ADA):

- **Public Transportation:** Prohibits public entities from denying individuals with disabilities the opportunity to use public transportation services, if the individuals are capable of using the system.



ADA Overview

Specific actions to avoid discrimination:

- Vehicles used in fixed route service must be accessible
- New facilities (e.g., transit stations) must be accessible
- Public entities which provide fixed route public transportation service **also** must offer comparable paratransit service to individuals with disabilities who are unable to use the fixed route system → ADA Paratransit
- ...etc.



ADA Overview

What makes a service “accessible”?

- Physical access to vehicles and buildings
- Ramps, lifts and other accessibility hardware need to be properly designed to meet the needs of persons with disabilities and accommodate different mobility aids
- Proper training of personnel
- Proper maintenance of equipment
- Making public information and communications systems accessible to persons with vision and hearing impairments

When is ADA Paratransit Service Required?



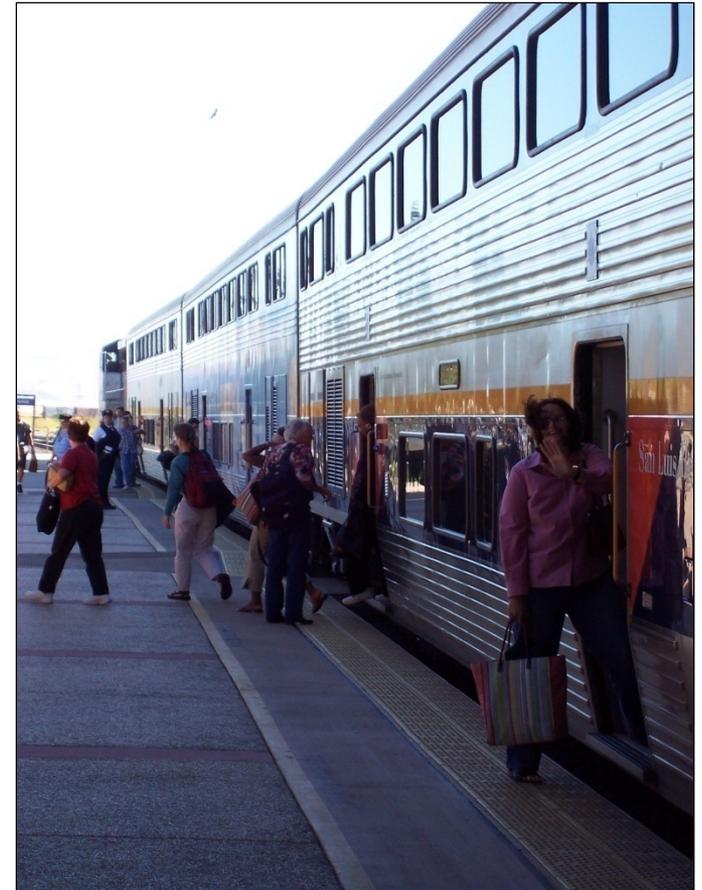
- Only required if the fixed route service is operated by a ***public entity***, AND
- Only required if the fixed route service is ***open to the general public***, AND



When is ADA Paratransit Service Required?



- Only required for ***certain types*** of fixed route service. The following are excluded:
 - Commuter rail
 - Intercity rail
 - Commuter bus
 - Airport shuttles
 - University shuttles



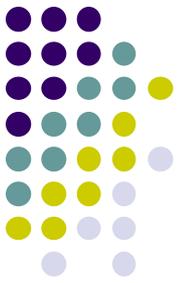
To Whom Must ADA Paratransit Service be Provided?



Three categories of eligibility:

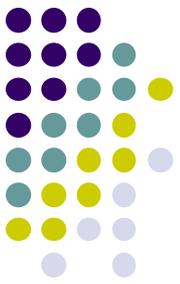
- 1) Any individual with a disability who is unable, as the result of a physical or mental impairment, to use the fixed route system on their own (i.e., cannot “navigate the system”)

To Whom Must ADA Paratransit Service be Provided?



- 2) Any individual with a disability who needs the assistance of a wheelchair lift or other boarding device, and the fixed route on which they want to travel is not yet accessible

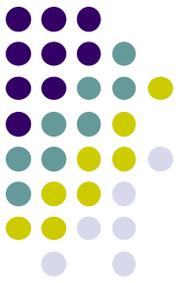
To Whom Must ADA Paratransit Service be Provided?



- 3) Any individual with a disability who has a specific impairment-related condition that prevents them from getting to or from a bus stop or station on the fixed route system



To Whom Must ADA Paratransit Service be Provided?



- Place of residence is not relevant to eligibility
- A person's eligibility is determined on a case-by-case basis. Different levels

of eligibility:

Permanent
Temporary
Conditional



What Level of Service Is Required?



- Level of service must be ***comparable*** to that provided on the fixed route system
- Six criteria for determining comparability...

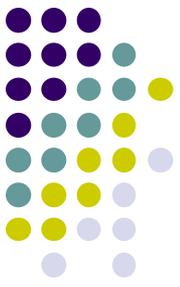


What Level of Service Is Required?



ADA Paratransit service must:

1. Operate in the same **service area** as the fixed route system
2. Have a **response time** that is comparable
3. Have comparable **fares**
4. Have comparable **days and hours of service**
5. Meet requests for any **trip purpose**
6. Not limit service availability because of **capacity constraints**



In Conclusion...

- **The ADA's ultimate goal:** transit services for persons with disabilities will largely be provided by integrated, accessible fixed route services
- However, the law recognizes that:
 - A fully accessible fixed route system will take time to implement
 - A small sub-group of persons with disabilities will not be able to navigate fixed route systems, even when they are fully accessible



In Conclusion...

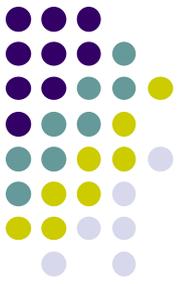
- There are transportation needs which go beyond the scope and intent of the ADA
- Agencies are not prohibited from providing service that exceeds ADA requirements
- The regulations do not prohibit agencies from providing a different level of service to non-ADA eligible users of the paratransit system



In Conclusion...

- While providing a more comprehensive service should be a goal, priority must be given to meeting the minimum requirements established under the ADA
 - Eligible individuals have a ***civil right*** to ADA paratransit service

What is MTC's Role in Paratransit?

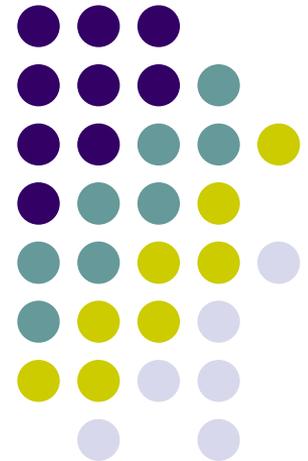


- Manage grant programs for projects that go “beyond the ADA”
- Provide State Transit Assistance funds to counties for paratransit operations (before state budget cuts)
- Fund capital projects that meet ADA standards (e.g., bus replacements, accessibility improvements)
- Allow federal capital funds to be used for paratransit operations
- Fund the Regional Paratransit Program, including a Paratransit Eligibility Program and Regional Eligibility Database that is shared by all transit operators in the region
- Manage the Bay Area’s telephone- and web-based 511 traveler information service, including information about “accessible and senior transportation”

ADA Paratransit

Solano County Senior and Disabled
Transportation Summit II
October 30, 2009

Kristen Mazur, Transit Program Manager
Metropolitan Transportation Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

**PROPOSED
Advisory Committee
for
Solano Seniors, Elderly and Disabled**

Purpose: To provide a countywide forum for coordination and funding of senior and disabled transportation services

Tasks:

- Provide forum for senior and disabled transportation Issues;
- Identify and advise STA, County of Solano, Cities and Senior Coalition on transportation issues for seniors and disabled individuals;
- Provide forum for coordination of senior and disabled transit services and funding for transit providers and non-profits;
- Develop funding priorities for senior and disabled transportation issues to the STA and serve as advisory committee for update on seniors and disability mobility study ; and
- Development of short-term and long-term funding strategy for seniors and disabled transportation.

MEMBERSHIP:	
Transit Operators	<ul style="list-style-type: none"> • Benicia Breeze • Dixon Redit-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	<ul style="list-style-type: none"> • Health and Social Services • Transportation
Non-Profit	<ul style="list-style-type: none"> • Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Senior Coalition	
Solano Community College	
Medical Providers	<ul style="list-style-type: none"> • Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	<ul style="list-style-type: none"> • Staff • 2 Board Member Liaisons
Members at Large (Eight)	One appointed by each Mayor and one by the Board of Supervisors

Solano Transportation Authority Board



Advisory Coordinating Council
for
Solano Seniors, Elderly and Disabled



Transit
Operators

Medical
Providers

Members
at Large

Non-
Profits

PCC

County of
Solano

Senior
Coalition

Solano
Community
College

STA

Senior and Disabled Transportation Summit II
Participant Comment Card Summary

Residence						
Benicia	3					
County Unincorp.	0					
Dixon	3					
Fairfield	12					
Suisun City	5					
Rio Vista	0					
Vacaville	5					
Vallejo	12					
Was the information presented on the Americans with Disability Act (ADA) requirements for transit helpful to you?	Yes	No	Did not answer			
	36	0	4			
Did you find the Transportation Provider Panel and discussion useful?	Yes	No	Did not answer			
	32	2	6			
Please identify your most important mobility issue:						
Don't Drive		Access				
Limited Mobility		Cost				
On Time Performance		Transfers/Connections				
Are you interested in trying the Reduced-Fare Taxi Program when it gets established?	Yes	No	Did not answer			
	31	1	8			
On a scale of 1 (strongly disagree) and to 5 (strongly agree), please rate the following: I find the Senior and Disabled Transportation Guide useful.	1	2	3	4	5	Did not answer
	0	1	1	19	15	4
I would like to learn more about:						
Paratransit Services	13					
Fixed Bus Services	7					
Reduced Fare Taxi	17					
Non-profit Transportation	13					
Volunteer Drive Program	2					
Other	3					
I am interested in serving on the newly formed advisory committee.	Yes	No	Did not answer			
	22	9	9			

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DATE: December 1, 2009
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Toll Increase Options for the State-owned Bay Area Bridges

This report will be provided under separate cover.

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DATE: November 23, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County

Background:

There is substantial concern in the public, media, scientific and academic communities and amongst state and federal lawmakers that human-caused emissions of Greenhouse Gasses (GHG) are resulting in an increase in global temperatures. These temperature changes result in changes to the climate, including raising sea levels and disrupted precipitation patterns.

There are a number of State of California initiatives dealing with GHG emissions and climate change that impact STA, including the California Global Warming Initiative (aka AB 32), the Governor's Executive Order on climate change and, most recently, SB 375. In addition, STA partners with the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) to administer clean air fund programs, some of which address GHG emissions. Finally, the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan identifies climate change as an area of major programmatic focus, and MTC plans to commit significant funds to implement a climate change program.

Discussion:

STA and the seven Cities and the County are already taking a number of steps that serve not only to reduce traffic congestion, but also to reduce emissions of GHG and other air pollutants, and to promote community – especially childhood health. Those steps are noted below and contained in Attachment A:

What we are doing now:

1. Solano Napa Commuter Information (SNCI) Program
2. Safe Routes to School Program
3. Alternative Fuel Fleets
4. STA Solano County T-PLUS Program
5. Benicia Climate Action Plan

What STA is planning to do:

1. Solano Air Emission Inventory and Action Plan
2. Safe Routes to Transit Plan
3. Safe Routes to School Phase 2
4. Solano Bicycle and Pedestrian Master Plans
5. Proposed State Route (SR) 12 Jameson Canyon Transit Corridor
6. Solano County Priority Development Areas Implementation

The STA has been tasked by the City County Coordinating Council to work with the County to develop a Countywide Sustainable Communities Strategy (SCS) for SB 375. At the December Board Meeting, staff will seek feedback on our development of SCS for Solano County. STA is actively working with the County and with ICLEI (Local Governments for Sustainability) USA to work out administrative issues regarding membership and access to ICLEI software. STA is prepared to use already-budgeted funds to purchase 1-year ICLEI memberships for the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and to hire a part-time temporary staff person to assist in gathering and entering data for the greenhouse gas inventory. This process should be completed by the end of 2009, with the complete emission inventory and subsequent action plan before the end of 2010.

Fiscal Impact:

None at this time. Implementation of programs will each have their own fiscal impact analysis.

Recommendation:

Informational.

Attachment:

- A. Solano Climate Action Plan

STA CLIMATE CHANGE STRATEGY

What we are doing now:

1. Solano Napa Commuter Information (SNCI) Programs. STA, in partnership with the Napa County Transportation and Planning Agency (NCTPA), provides rideshare and vanpool support services and markets the Solano Express Intercity Transit bus service through the Solano-Napa Commuter Information Program. SNCI has developed a partnership with nearly 500 employers in the two counties, and works with them on rideshare coordination and marketing. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed in 2008, with 8 vanpools coming to employers in Solano County. SNCI administers two vanpool incentives including a vanpool seat subsidy for new vans and back-up driver incentives. STA is the local sponsor for Bike to Work Day. Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100, for commuting to work. SNCI programs are funded in partnership with the BAAQMD and the YSAQMD.

STA conducts a yearly employer-based Commute Challenge to encourage employer-based commute alternatives. The 2009 campaign is just concluding. For 2008, a total of 39 employers participated; 545 employees participated, and 302 met the challenge of using a commute alternative for at least 30 days over a three-month period.

2. Safe Routes to School Program. 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.
3. Alternative Fuel Fleets. There are several Alternative Fuel programs in Solano County. The City of Vacaville has developed a national reputation for alternative fuels because of its electric and Compressed Natural Gas (CNG) vehicle incentive programs; this program is also open to residents of Dixon, Rio Vista and eastern Solano County. In addition, Vacaville has purchased and runs a fleet of CNG buses for local transit, and operates electric vehicles for many daily City tasks. STA has secured a Congressional earmark for purchase of additional clean fuel buses for Solano Express intercity transit routes.
4. STA Solano County T-PLUS Program. In partnership with MTC, STA's T-PLUS program provides technical and financial assistance to STA member agencies to plan and implement transportation and land use strategies that promote smart growth concepts. To date, the STA has provided \$125,000 in planning grants and approximately \$4.4 million in capital grants under the STA's Transportation for Livable Communities (TLC) Program. Projects include development of a TLC

Toolkit and TLC workshops with each city, development of an expanded traffic model to include transit and alternative modes, partners in planning, Development of the award-winning Jepson Parkway TLC Corridor Plan and the North Connector TLC Corridor Concept Plan, and active involvement in creation of the Planning for the Northern California Megaregion - Coordinating Transportation and Land Use in the I-80/Capitol Corridor Plan (also known as the I-80 Smart Growth Corridor plan).

5. Benicia Climate Action Plan. The City of Benicia has conducted a Greenhouse Gas Emission Inventory, and adopted a comprehensive Climate Action Plan. While this is not an STA project, it is the first Climate Action Plan in the county, and does address several STA issues such as ridesharing. The STA will seek to assist Benicia in the implementation of their Climate Action Plan.

What STA is planning to do:

1. Solano Air Emission Inventory and Action Plan. Building on the success of the Benicia Climate Action Plan, STA and the County of Solano, in coordination with Solano City-County Coordinating Council, will conduct an inventory of air emissions (primarily GHG) for remaining 6 cities, and develop a transportation-sector emission reduction useable by all 7 cities and Solano County. The inventory and emission reduction plan is funded by the YSAQMD and MTC. STA will support Benicia's efforts to seek funds to implement transportation-related elements of their adopted Climate Action Plan. This project will be completed by the end of 2010.
2. Safe Routes to Transit Plan. STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and designated Priority Development Areas. The SR2T Plan will include an inventory of traffic accidents, crimes and other safety issues around the selected centers and development of an action plan to reduce hazards and increase the attractiveness of transit as a commute choice. This ties in with the on-going Solano Rail Crossing Inventory and Improvement Plan, being developed in partnership with the Capitol Corridor Joint Powers Authority. Development of the Safe Routes to Transit Plan will begin in 2010, and is expected to take 6 to 9 months.
3. Safe Routes to School Phase 2. Work with school districts 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 Fiscal Year 2011. Implement additional safety programs and construct additional improvements. Continue to contract for program coordinator position to assist school districts in project delivery. STA will work with MTC and other local agencies to expand SR2S programs and share effective techniques.
4. Solano Bicycle and Pedestrian Master Plans. STA has developed, and is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. It provides cross-county connectivity, as well as access to inter-city transit centers and Priority Development Areas. The update will be completed by the end of Fiscal Year 2009-10.

5. Proposed State Route (SR) 12 Jameson Canyon Transit Corridor. The soon-to-be expanded SR 12 through Jameson Canyon will largely solve traffic bottlenecks for this corridor, but it will also open up the possibility of a low-delay transit corridor between Solano and Napa counties. Currently, there is no transit service on this portion of SR 12. Because of the history of cooperation through Solano-Napa Commuter Information and the moderate distances involved, this may be a prime opportunity to create a transit corridor involving new bus service between Fairfield and Napa, and to create a more vibrant Transportation Demand Management program including additional rideshare matching between Solano residences and Napa jobs. In addition, STA and NCTPA are developing a SR 12 Jameson Canyon trail plan to coordinate bicycle and pedestrian connections in this corridor.

6. Solano County Priority Development Areas Implementation. STA is actively working with the 5 Solano cities that have designated PDAs (1 in Benicia, 1 in Vallejo, 1 in Suisun City, 4 in Fairfield and 2 in Vacaville) to develop appropriate transportation and land use projects in these locations. STA is also working with the cities of Benicia and Vallejo to develop 2 new PDAs. The Vallejo project is especially important because it will help implement ideas from the I-80 Smart Growth Corridor plan.

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DATE: November 20, 2009
TO: STA Board
FROM: Daryl Halls, Executive Director
Sam Shelton, Project Manager
RE: Next Steps – Development of a Solano County Funding Investment Strategy

Background:

STA staff is recommending the creation of a coordinated funding strategy that considers the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, the next programming cycle of federal and state funding, and the vision defined through the Comprehensive Transportation Plan (CTP) process. The overall amount of funds that will 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 nearly \$100 million of Regional Measure 2 (RM 2) funds dedicated to transit intermodal facilities. Programming of these new funds will be occurring over the next 6 months.

This coordinated funding strategy would consider how to make these limited transportation funds work together to implement the goals outlined in the CTP. In addition, staff is recommending these investments should consider improving access to existing and planned intermodal facilities and projects that are not fully funded prior to starting new commitments.

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, overall benefit for the county would be watered down and priority projects will not get fully funded and implemented in a timely manner.

Therefore, staff is proposing to develop a funding strategy to program these funds based on an overall strategy that will, over the long term, complete priority projects identified through the CTP process. 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.

To do this will take building consensus on a coordinated funding strategy that the TAC will help develop and the STA Board will adopt. This strategy could help guide limited funding in the short term towards creating benefits around our current investments while deferring other priorities to later years but still maintaining a commitment for later funding to maintain equity.

Discussion:

The STA staff has met with each local agency 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.

Attached is an agenda used for meetings between STA planning & project delivery staff, TAC members and involved local planners and project managers (Attachment A). STA Staff reviewed draft project shortfall information with the STA TAC on November 18, 2009, measuring total project shortfalls of \$1.7 billion for STA Priority projects and another \$600 million for local priority projects for a total of \$2.3 billion. This project shortfall does not yet include the local streets and roads pavement rehabilitation shortfall (currently estimated to be \$1.8 billion by 2030). STA staff is developing funding scenario that will emphasize different aspects of leveraging project funding and delivering projects between the three CTP Project Tiers (e.g., constructing 5-year Tier 1 projects vs. getting Tier 2 and 3 projects shovel ready).

Schedule for the Development of the Coordinated Funding Strategy:

October - November 2009	STA staff & Local agency staff meetings to review priority projects & plans and discuss funding strategy policies.
November 18, 2009	TAC meeting to review input collected from Local Agency Meetings.
December 9, 2009	STA Board workshop item on the Coordinated Funding Strategy Policies & Priority Project Funding Strategies.
December 30, 2009	TAC reviews and forwards a recommendation to the STA Board to adopt the Coordinated Funding Strategy Policies & Priority Project Funding Strategies.
January 13, 2010	STA Board approves the Coordinated Funding Strategy Policies & Priority Project Funding Strategies.

With current project shortfalls estimated to be \$2.3 billion for STA and local priority projects, new funding sources will need to be explored to advance these projects. Despite STA and local agency staffs best efforts in coordinating and leveraging regional and federal funds, this shortfall cannot be addressed within existing and projected revenue sources. The State currently shouldered 60% (\$502M) of the burden of funding regional transportation projects in Solano County. As the State becomes a smaller funding partner in the lean budget years to come, the STA will need to find new funding sources to continue to deliver priority projects. The STA Board will be presented with a summary of current projected funding revenues and asked to consider appropriate forums to continue this discussion.

Recommendation:

Informational.

Attachments:

- A. Coordinated Funding Strategy Agenda (Complete Meeting Packet), Sept 2009



**STA Coordinated Funding Strategy,
One-on One TAC member & staff meetings**

***date, time, and location dependent on STA and local agency staff availability**

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS	Janet Adams, STA
II.	DISCUSSION ITEMS	
A.	Purpose of Development of Coordinated Funding Strategy (5 minutes)	Janet Adams, STA
B.	Local Priority Project Delivery Status and Current Local Funding Strategies (20 minutes)	Sam Shelton, STA
C.	Review of Local Agency Projects Submitted for STA Comprehensive Transportation Plan (CTP) (20 minutes)	Bob Macaulay, STA
D.	Discussion of Complete Streets Concept / Priority Development Areas (PDAs) (10 minute overview, 10 minute local agency presentations)	Robert Guerrero, STA
E.	Review of Funded Projects, Current Priorities, and Funding Estimates (10 minutes)	Sam Shelton, STA
F.	STA Coordinated Funding Strategy Policy Questions (15 minutes)	Janet Adams, STA
III.	ADJOURNMENT Discuss summary of input at the November 18, STA TAC meeting.	Janet Adams, STA



DATE: September 22, 2009
TO: TAC members, Local Agency Staff
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Coordinated Funding Strategy

Background:

STA staff is recommending the creation of a coordinated funding strategy that considers the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, the next programming cycle of federal and state funding, and the vision defined through the Comprehensive Transportation Plan (CTP) process. This coordinated funding strategy would consider how to make these limited transportation funds work together to implement the goals outlined in the CTP. In addition, these investments should consider of improving access to existing and planned intermodal facilities and projects that are not fully funded prior to starting new commitments.

To do this will take building consensus on a coordinated funding strategy that the TAC will recommend and STA Board will adopt. This strategy could help guide limited funding in the short term towards creating benefits around current investments while deferring other priorities to later years but still maintaining a commitment for later funding to maintain equity.

The STA staff is seeking feedback from the TAC as we prepare to move forward in developing this coordinated funding strategy. This feedback includes

- TAC countywide transportation priorities & areas of focus,
- review of current CTP goals and priorities, and
- policies that would guide this process.

Discussion:

Over the next three months, staff will be presenting funding estimates and project implementation options that will provide a frame work for this approach. Below is a draft coordinated funding strategy development schedule of meetings, beginning with individual TAC member meetings and ending with STA Board adoption:

- Oct-Nov 2009 – STA staff & Local agency staff meetings to review priority projects & plans and discuss funding strategy policies.
- Nov 18 – TAC meeting to review input collected from Local Agency Meetings.
- Dec 9 – STA Board receives info item on the Coordinated Funding Strategy Policies & Priority Project Funding Strategies
- Dec 30 – TAC reviews and forwards a recommendation to the STA Board to adopt the Coordinated Funding Strategy Policies & Priority Project Funding Strategies.
- Jan 13, 2010 - STA Board approves the Coordinated Funding Strategy Policies & Priority Project Funding Strategies



DATE: September 22, 2009
TO: TAC members, Local Agency Staff
FROM: Sam Shelton, Project Manager
RE: Local Priority Project Delivery Status and Current Local Funding Strategies

Background:
Developing the STA's coordinated funding strategy begins with understanding local agency priority projects currently being delivered using local funding strategies. The STA's Project Delivery Department does keep track of a number of funds, but does not always understand a project's complete funding strategy. STA Project Delivery staff has been more focused on assisting local agency staff navigate the murky waters of the federal, state, and regional funding authorization process. Funding sources that are not under the direct authority of the STA are not always tracked (e.g., local impact fee funds, general funds, federal earmarks, Prop 1B funds, FTA transit capital funds, etc.).

Discussion:
Recently, STA Planning Staff made a Comprehensive Transportation Plan (CTP) Call of Projects, requesting basic information regarding a local agency's transportation projects on the Routes of Regional Significance and Transit Centers of Regional Significance. The CTP's planning level information is a good start, but more funding information will be required for this funding strategy process.

To better understand an agency's local priority projects and planned improvement areas, STA Staff requests that local agencies complete the attached STA Project Information form (attachment A). This form is an update to the STA Project Details Request Form, which was a data input spreadsheet designed to build a STA Project Monitoring Database. The STA Project Information Form is a more flexible information handout regarding a project's description, planning evolution, funding strategy, and estimated delivery milestones. If a project has multiple phases, please described them in separate sheets, if needed (subsequent construction phases can be compiled on one sheet if no other delivery phases are required).

Recommendation:
Informational.
Attachment
A. STA Project Information Form

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BASIC INFORMATION

Project Title:	title	Project Description:	brief description	Sponsor:	sponsor
TIPID:	SOLXXXXXX	Implementing Agency:		Primary Contact:	supervisor
		Secondary Contact:			project manager

PLANNING INFORMATION

Check all that apply:

Local Plans			STA Plans							
Concept only	General Plan	Specific Plan	CTP Project List	CTP Priority Project	Bike Plan	Ped Plan	TLC Plan	SR25 Plan	Investment / Corridor Study	Transit Corridor Study

TRAVEL MODE:

Estimate mode usage %

State/Fed Hwy	Local Road	Transit	Carpool	Rail	Bike	Ped
---------------	------------	---------	---------	------	------	-----

Action	Date
Field Review	
Request PE E-76	
Receive PE E-76	
ENV Type	
ENV Circulation	
ENV Adopted	
Begin Design	
Final Design	
ROW E-76	
ROW Acquisition req?	
ROW Utilities Acq?	
ROW Cert	
Request CON E-76	
Receive CON E-76	
Advertise Date	
Award Date	
Complete	

Phase:	Funding Sources	TOTAL	Prior	09/10	10/11	11/12	12/13	13/14	14/15	15/16
ENV/PE	Local GF	\$ -								
		\$ -								
		\$ -								
		\$ -								
PS&E	Local GF	\$ -								
		\$ -								
		\$ -								
		\$ -								
ROW	NA	\$ -								
		\$ -								
		\$ -								
		\$ -								
CON	CMAQ	\$ -								
	TDA Art 3	\$ -								
	Earmark	\$ -								
	CA BTA	\$ -								
CON Ph2	unfunded	\$ -								
CON Ph3	unfunded	\$ -								
	ENV/PE	\$ -								
	PS&E	\$ -								
	ROW	\$ -								
	CON	\$ -								
	Ph 1 TOTAL	\$ -								
	Future CON	\$ -								
	Grand TOTAL	\$ -								

BASIC INFORMATION

Project Title:	Vacaville to Winters Bicycle Route (fictional)	Project Description:	A fictional Class II Multuse facility parallel to I-505 for recreational & commuter uses. Phase 1 is from Winters to English Hills, phases 2 & 3 bring the project to Vacaville and connect the project to the Creekwalk Path in downtown Vacaville.	Sponsor:	Solano County
TIPID:	SOL0915151	Implementing Agency:		Primary Contact:	Vacaville
		Secondary Contact:			Paul Wiese Tracy Rideout

PLANNING INFORMATION

Check all that apply:

Local Plans			STA Plans							
Concept only	General Plan	Specific Plan	CTP Project List	CTP Priority Project	Bike Plan	Ped Plan	TLC Plan	SR25 Plan	Investment / Corridor Study	Transit Corridor Study

TRAVEL MODE:

Estimate mode usage %

State/Fed Hwy	Local Road	Transit	Carpool	Rail	Bike	Ped
---------------	------------	---------	---------	------	------	-----

Action	Date
Field Review	1/1/2008
Request PE E-76	NA
Receive PE E-76	NA
ENV Type	CE
ENV Circulation	1/1/2009
ENV Adopted	3/1/2009
Begin Design	5/1/2008
Final Design	5/1/2009
ROW E-76	NA
ROW Acquisition req?	NA
ROW Utilities Acq?	NA
ROW Cert	NA
Request CON E-76	1/1/2010
Receive CON E-76	3/1/2010
Advertise Date	5/1/2010
Award Date	6/1/2010
Complete	10/1/2010

Phase:	Funding Sources	TOTAL	Prior	09/10	10/11	11/12	12/13	13/14	14/15	15/16
ENV/PE	Local GF	\$ 25,000	\$ 25,000							
		\$ -								
		\$ -								
		\$ -								
PS&E	Local GF	\$ 50,000	\$ 50,000							
		\$ -								
		\$ -								
		\$ -								
ROW	NA	\$ -								
		\$ -								
		\$ -								
		\$ -								
CON	CMAQ	\$ 200,000		\$ 200,000						
	TDA Art 3	\$ 100,000		\$ 100,000						
	Earmark	\$ 500,000		\$ 500,000						
	CA BTA	\$ 200,000		\$ 200,000						
CON Ph2	unfunded	\$ 1,000,000			\$ 1,000,000					
CON Ph3	unfunded	\$ 1,500,000				\$ 1,500,000				
	ENV/PE	\$ 25,000								
	PS&E	\$ 50,000								
	ROW	\$ -								
	CON	\$ 1,000,000								
	Ph 1 TOTAL	\$ 4,650,000								
	Future CON	\$ 2,500,000								
	Grand TOTAL	\$ 7,150,000								



DATE: September 22, 2009
TO: TAC members, Local Agency Staff
FROM: Robert Macaulay, Director of Planning
RE: STA Comprehensive Transportation Plan (CTP) Goals & Priorities

Background:

STA staff is recommending the creation of a coordinated funding strategy that considers the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, the next programming cycle of federal and state funding, and the vision defined through the Comprehensive Transportation Plan (CTP) process. The CTP provides both STA's long-range vision and specific policies, projects and programs to attain that vision.

This coordinated funding strategy would consider how to make these limited transportation funds work together to implement the goals outlined in the CTP. Only projects included in the CTP are eligible for STA discretionary funds. Although much of the CTP consists of descriptions and policies, the ultimate purpose of the document is to identify and help implement programs and projects that "provides mobility, safety and economic vitality" for the county. The current CTP, adopted in 2005, has a list of capital projects that the 7 cities and the County have identified that will help achieve this goal.

Discussion:

CTP Plan Update Development Process

The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. Each of the three CTP steering committees has adopted a Purpose Statement and Goals, and has adopted a State of the System report for the CTP Element they review.

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system described in the State of the System reports and the goals for the system at the end of the time period covered by the CTP (2035). This gap analysis does not look at every street and transit asset in the county. Instead, the analysis focuses on key segments: Routes of Regional Significance and Transit Facilities of Regional Significance.

The STA's Routes of Regional Significance are the routes deemed critical for maintaining existing mobility between and through cities. In response to the overall CTP goals adopted by the STA Board on May 16, 2008, followed by the adoption of the CTP's Arterials, Highways, and Freeways Element goals, the STA's Routes of Regional Significance has become an important component in prioritizing funding for the roadway networks in Solano County. The Routes of Regional Significance consist of:

- All of the interstate highways and state freeways.

- Major arterials connecting two or more cities.
- Roadways serving major employment centers.
- Roadways serving Transit Facilities of Regional Significance.

The STA's Transit Facilities of Regional Significance are considered Regionally Significant if they provide intercity service, including those that connect to destinations outside of Solano County. The facilities include bus and train stations, ferry terminals, park and ride lots, and maintenance facilities for intercity transit services. The Transit Facilities of Regional Significance are primarily clustered along the I-80/I-680/I-780 roadways, where most of the county's commute traffic travels. The list of sites consists mostly of existing facilities, although future train and ferry facilities are also shown. These facilities have the following characteristics:

- The most common type of facility are park-and-ride lots.
- Intercity bus routes also align to the I-80/I-680/I-780 corridor, and the intercity bus routes are primarily located in or adjacent to those freeways. One exception is the intercity route connecting Vallejo and Fairfield.
- In addition, the Capitol Corridor route generally parallels I-80/I-680, and the existing and proposed train stations on the Capitol Corridor are included on the list.
- The Vallejo ferry terminal and (proposed) maintenance station are included in the list.

CTP Call for Projects

The CTP goals state that projects shall be categorized into priority lists or 'tiers.' Specifically, the CTP states "Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years) or Tier 2 (can be built or implemented in the 5 to 25 year time frame.) In order to be listed as a Tier 1 or Tier 2 project, a jurisdiction must state that the project or program is consistent with that jurisdiction's General Plan.

There may be, however, projects or programs that are not in a General Plan for any number of reasons. It is therefore recommended that a third category be established for projects or programs that should be identified and considered, but are not yet ready for placement into Tier 1 or Tier 2, this is long term vision.

On June 10, 2009, the STA Board authorized a CTP Call for Projects. The County and the seven cities were asked to submit projects no later than September 4, 2009. Letters asking for project submittals were sent to the Public Works and Planning directors of each jurisdiction, along with a list of projects currently in the CTP. More than 200 individual projects or programs have been submitted. This list of projects will be reviewed during the meeting (see attachment A).

Influence of the CTP on Project Prioritization

Over the next two months, STA staff will meet with each of the jurisdictions to review their project submittals. Some projects may be identified as local, rather than regional, and not recommended for inclusion in the CTP. At the November TAC meeting, a draft project list will be presented, and will include projects identified by regional partners such as Caltrans, the Capitol Corridor, the ferry operator and the two air districts. The discussion of project funding prioritization at the end of 2009 will help shape the policies that are subsequently adopted in the CTP when the update is completed in 2010.

- Tier 1 projects are those that have a reasonable expectation of construction in the next 5 years. CTP policies will help the STA make decisions as to which Tier 1 projects to fund when monies become available.
- Tier 2 projects have moved beyond the initial planning stages, but may have important engineering or environmental issues to resolve. Tier 2 projects are most likely candidates for additional STA planning and engineering study funds, in order to allow them to move up to Tier 1 status.
- Tier 3 will consist of long-range projects which have not been subject to detailed planning, and are therefore not likely to be constructed in the next 10 years. Projects that are not identified in any jurisdiction's general plan or in any STA plans will also be included as Tier 3 projects. Tier 3 projects may be eligible for STA planning and environmental funds in order to move to Tier 2, but are more likely to be funded with local monies.

STA will periodically review the CTP project list to identify projects ready to move from one tier to another. Projects may be advanced base upon both technical merit (completion of set milestones such as design completion, environmental clearance or secured funding) and policy considerations (the number of CTP goals advanced, implementation of an adopted STA plan, or ability to leverage other fund sources). The process for deciding how to select projects for advancing from one tier to another has not been established.

Recommendation:
Informational.

Attachment:
A. Draft CTP Project List (to be provided under separate cover)

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DATE: October 7, 2009
TO: TAC members, Local Agency Staff
FROM: Robert Guerrero, Senior Planner
RE: TLC Complete Streets Concept / Priority Development Areas (PDAs)

Background:

The Metropolitan Transportation Commission (MTC) created the Transportation for Livable Communities (TLC) Program in 1998 to support multimodal travel, livable neighborhoods and the development of jobs and housing in existing town centers. MTC's TLC Program funded capital project through a mix of federal Transportation Enhancement (TE) Funds and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. MTC also funded TLC planning activities through Surface Transportation Program (STP) Planning funds. In FY 2000-01, MTC expanded the TLC program to include funding for each of the nine Bay Area Congestion Management Agencies, including the STA, to implement their own TLC program and priorities through a new program titled Transportation Planning and Land Use Solutions (T-PLUS).

As part of the initiation of STA's T-PLUS Program, the STA developed a TLC Toolkit and held a conference titled "Partners in Planning" focusing on TLC principles and ideas in April 2003. STA followed up with the development of the TLC Plan in October 2005 to promote the Solano County TLC Program and prioritize potential TLC projects in Solano County. The STA also committed a portion of the Eastern Solano CMAQ funds to the Solano County TLC Program. Subsequently, the STA Board has approved \$125,000 in TLC planning grants in Fiscal Year 2005-06 and \$4.4 million for TLC capital projects between FY 2007-08 to FY 2009-10.

MTC has adopted a fundamental policy change for the upcoming TLC programming cycle: TLC funds can only be used for projects in designated Priority Development Areas (PDAs). Solano County has a total of 9 designated PDAs (planned or potential, as defined in the PDA program). MTC also shifted the focus away from funding independent type alternative modes/streetscape projects that the prior TLC program funded. The focus now is to provide funding for bike and pedestrian projects that are planned to be included as part of a complete streets concept for the PDA. A complete street is considered to be a roadway that is being designed to accommodate transit, bicycle, and pedestrians in addition to autos.

Attachment A is a map of Solano County's planned and potential PDAs. In the coming weeks, STA staff plans to meet with PDA project sponsors to discuss the process for prioritizing TLC funds for Solano County's PDA projects for the MTC's Regional TLC Program and the STA's County TLC Program.

Discussion:

MTC's current funding projection shows \$78 million for the Bay Area TLC Program over the next three years. Per MTC's policy, two-thirds, or \$52 million, of the \$78 million will be programmed by MTC as part of the Regional TLC Program. The remaining balance of \$26 million will be programmed by the Bay Area CMA's based on a population split.

Solano County's population makes up 7% of the Bay Area, so STA can expect to receive \$1.8 million if this current fund estimate is adopted by the MTC. It is important to note that these estimates are preliminary and subject to change.

Although the funding amounts have not been finalized, MTC staff has begun to develop TLC criteria for prioritizing projects in anticipation of the upcoming available TLC funds. MTC expects to have the funding estimates and criteria for the Regional TLC Program available in November. MTC staff expects to issue a call for TLC projects for the Regional TLC funds in December.

STA staff will develop the Solano County TLC program criteria consistent with the Regional TLC criteria. The STA's criteria will also be consistent the Alternative Modes Element's goals and policies of the Comprehensive Transportation Plan Update. The STA's criteria will be the basis for prioritizing and allocating the STA's County TLC funds. STA staff will coordinate with PDA project sponsors, STA Pedestrian Advisory Committee and Alternative Modes Committee to develop the criteria and recommend a priority list of Solano PDA projects over the next several months. The STA TLC/PDA prioritization process can be summarized by the following tasks:

1. Track MTC's Regional TLC Program Activities- (October 2009- March 2010)
2. City and Solano County PDA Field Reviews (October 2009-November 2009)
3. Develop TLC Criteria for STA's TLC Program Allocation (November 2009-January 2010)
4. Solano County TLC/PDA Selection (February 2010-May 2010)
5. PDA Sponsors Begin Programming Process (May 2010)

A more detailed STA TLC/PDA task list and schedule is included as Attachment B.

This effort is being conducted in parallel to STA's efforts to develop an overall strategy to help fund priority projects. The STA's TLC funds will be included as part of the funding strategy for complete streets and other priority bicycle and pedestrian projects where possible.

Recommendation:

Informational.

Attachment:

- A. Map of Solano County Priority Development Areas
- B. STA TLC/PDA Criteria and Selection Task List

Solano County Priority Development Areas

Legend

FOCUS Areas

- Planned Priority Development Area
- Potential Priority Development Area
- Protected Open Space

Roads

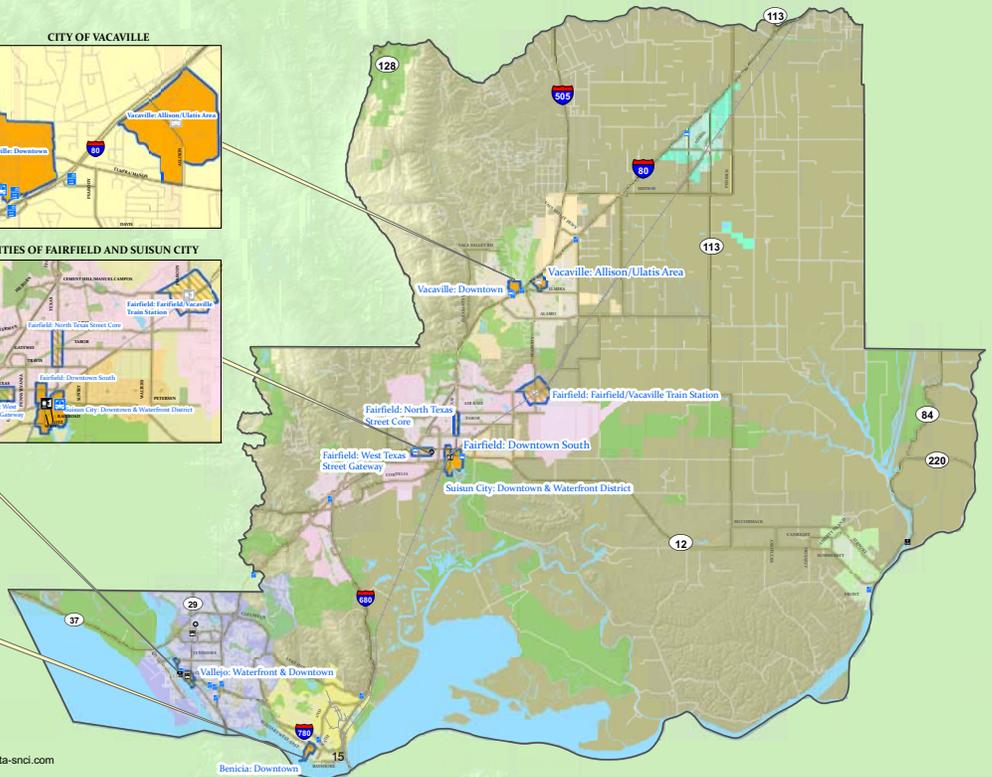
- Local Roads
- Routes of Regional Significance

Transit and Park and Ride Facilities (Existing Facilities)

- Regional Commuter Rail Lines
- Bus Stop/Station and Park & Ride Lot
- Bus Stop/Choi
- Park and Ride Lot
- Ferry Facility
- Rail Station

(Future Facilities)

- Future Incentive Bus Stop/Station
- Future Ferry Facility
- Future Rail Station



Map Prepared by STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com
09/17/09

STA TLC/PDA Criteria and Selection Task List

1. **Track MTC's Regional TLC Program Activities-(October-March 2009)**
 Follow MTC's criteria development, funding estimates and project scoring processes. Coordinate and support Solano County's TLC/PDA application for Regional TLC Program funding. Goal is to coordinate with PDA sponsors to submit one or more eligible project to compete for Regional TLC Projects. MTC's current TLC schedule is as follows:
 - o October-November 2009 Regional TLC Criteria Development
 - o December 2009 Call for Regional TLC Program Projects
 - o February-April 2010 Regional TLC Applications Due (tentative*)

*Applications could be due as soon as two months or as late as four months after the call for projects is issued.
2. **City and Solano County PDA Field Reviews (October-November 2009)**
 Gather up-to-date information on city and county PDA projects through meetings and field reviews with Project Sponsors. STA staff is seeking the following PDA information:
 - o PDA Coordinator Contact Information (point person on the project)
 - o Original PDA Application
 - o Development status of the PDA location
 - o Detailed maps/concepts/photos of the PDAs
 - o Identified obstacles to TOD Development in PDA location
 - o Copies of adopted related plans (specific plans, city bike and ped plans, and master utility plans)

STA staff will develop a summary report on the PDA's will be provided to the TAC as an informational item at their November meeting.

3. **Develop TLC Criteria for STA's TLC Program Allocation (November 2009-January 2010)**
 Criteria will be based on MTC's Regional TLC Program; however, criteria maybe added or removed if not applicable with STA's Alternative Modes Goals and Objectives. The Criteria will be reviewed by PDA Coordinators in November followed by a public review via the STA's Pedestrian Advisory Committee (PAC) in the same month. The Criteria will tentatively be reviewed and recommended by the TAC for approval in December. The STA's Alternative Modes Subcommittee may review the TAC's recommendation in January before the STA Board reviews it for approval in February. Tentative STA schedule:
 - o November 2009 PDA Coordinators and STA PAC public review of PDA Criteria
 - o December 2009 TAC reviews Solano PDA and recommends Board

- o January 2010 approval
 STA Alternative Modes Policy Committee approves PDA Criteria (tentative)
- o February 2010 STA Board approves TLC/PDA Criteria

4. **Solano County TLC/PDA Selection (February 2010-May 2010)**
 In February 2010, STA staff will prioritize TLC/PDA's based on the approved criteria and information provided by PDA coordinators back in October 2009. A second round of information gathering maybe needed in the event that information is missing. The prioritized list of projects will be presented to the STA PAC and TAC in March 2010 for input and approval. The prioritized list of projects will determine which project receives TLC funding and what fiscal year they will receive the funding. Based on input from the PAC and TAC, STA staff will provide the list to the Alternative Modes Committee followed by the STA Board for approval in April 2010 and May 2010 respectively. The task schedule can be summarized as follows:
 - o February 2010 TLC/PDA Priority List Development
 - o March 2010 STA TAC and PAC review priority list for approval
 - o April 2010 Alternative Modes Policy Committee Review
 - o May 2010 STA Board approval

- **PDA Sponsors Begin Programming Process (May 2010)**
 Sponsors can begin programming process with MTC and Caltrans immediately upon STA Board approval in May.



DATE: September 22, 2009
TO: TAC members, Local Agency Staff
FROM: Sam Shelton, Project Manager
RE: Review of funded projects, previous strategies, and funding estimates

Background:

This is not the first time the STA has created a funding strategy. The STA used an Alternative Modes Funding Strategy to prioritize various funding sources towards specific alternative modes funding programs (e.g., Solano Bike/Ped Program, Rideshare programs, Alternative Fuels, Transportation for Livable Communities, Safe Routes to School, etc.) (see attachment A). Based on the Alternative Modes Funding Strategy, STA planning staff created the Solano Bicycle Pedestrian Program to use a variety of funding sources to fund the top priority bicycle and pedestrian projects (see attachment B). The STA also uses a 10-Year Investment Plan for Highway and Major Transit Capital Projects that prioritized projects that could begin construction in 5 years first and 10 years next (see attachment C). Both of these funding strategies used a combination of CTP priorities and project delivery criteria to prioritize projects for funding.

Discussion:
Prior-Funded Projects

In addition to understanding the CTP's vision, it is important to see what has worked in the past to help implement today's CTP vision and projects currently under development and being delivered. Attached is a summary of funded projects since 2000 in your agency's jurisdiction, sorted by mode (see attachment D). Some of these projects benefited from prior funding strategies. Others received funding in annual calls for projects from various funding programs.

Many current projects have suffered delays or have come close to losing funding due to incomplete funding and/or lack of coordination between project sponsors, project implementing agencies, and oversight agencies (e.g., Caltrans Local Assistance & Environmental divisions, USFW, MTC, etc.). A majority of the time, STA staff has been able to rescue these projects through intensive collaboration meetings with oversight agencies, funding swaps between local agencies, and reprogramming of funding. Properly scoping a project and building a funding strategy can help overcome parts of these challenges before they become larger delivery issues in the future.

Future Funding

Projecting future funding is a little trickier but key to understanding the potential to coordinate project funding in particular years by advancing priority projects, leveraging funds and

maintaining equity. Overall, over the next 6 years, Solano County could receive about \$50-60M in new funding; however, much of that estimate relies on a successful strategy for applying and lobbying for funds for priority projects with funding strategies.

Federal earmarks for transportation projects come in either annual appropriation bills or the 6-year transportation bills. In the past, STA has managed to receive about \$10M to \$20M in earmarks from the 6-year bills and about \$10M in the last 10 years from annual appropriations. The next 6-year transportation bill is expected to be developed early next year, with the 18-month SAFETEA-LU Bill extension tidying the nation over until it is complete. Requests for these funds have already been submitted to our federal representatives by the STA last April.

In the next few months, the Metropolitan Transportation Commission (MTC) will adopt new federal funding program guidelines for the use of the 18-month SAFETEA-LU Bill extension funds, which includes Surface Transportation Program (STP) and Congestion Mitigation & Air Quality (CMAQ) Program. These MTC programs will provide a majority of the county discretionary and regionally competitive funding for the next 6 years in a variety of areas including:

- Climate Initiatives (e.g., alternative fuels, Safe Routes to Transit & School, etc.)
- Bicycle projects
- Transportation for Livable Communities (TLC) projects (bike/ped connections and enhancements near transit centers)
- Transit Capital Rehabilitation
- Local Streets and Roads Rehabilitation

STA staff projects about \$20M between these federally funded programs will come back to Solano County over the next 6 years. Of this \$20M, \$6M in Eastern Solano CMAQ funds may come directly to the STA for Climate Initiative projects. Transportation Enhancement (TE) funding is rumored to become part of STP funding in the next federal transportation bill, meaning that this funding would be programmed entirely by MTC without involving the California Transportation Commission. TE funding would then be guided by the federal MTC programs mentioned before.

The State Transportation Improvement Program (STIP) is not projected to be a significant source of funding for roadway projects in the near future; although, transit center projects could still receive currently programmed funding amounts in the next 5 years. Planning, Programming, and Monitoring (PPM) funds, as programmed in the STIP, by formula dwindle with the total amount of funding available in the STIP, meaning there will be less funding for Project Study Reports (PSR) to evaluate new projects that would compete in the STIP with currently programmed projects.

Countywide, about \$148 M in Regional Measure 2 (RM2) funds are helping to deliver transit projects such as the Vallejo Station, Express Bus facilities, and I-80 Interchange projects. However, lack of progress on projects could prompt MTC to not award funding when needed and reprogram RM2 funds to other projects.

Other local funding sources, such as Bay Area and Yolo Solano Air Quality Management District and Transportation Development Act (TDA) Article 3 funding is estimated to be about \$5-6 M over the next 6 years. Most of this funding will be dedicated to climate change and alternative modes projects.

Recommendation:
Informational.

Attachments:

- A. Alternative Modes Funding Strategy (2006)
- B. Solano Bicycle Pedestrian Program (2008)
- C. 10-Year Investment Plan for Highway and Major Transit Capital Projects (2007)
- D. Local Agency funded projects, 2000-2009 (provided under separate cover)

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ATTACHMENT A

Draft Alternative Modes Funding Strategy 2006-07 to 2008-09

Fund Recommending Committee	Estimated Funds to be Programmed by STA			Total per fund source
	TLC	Bike	Ped	
Funding Needs Identified by Countywide Plans	Alternative Modes/FAC \$68 million	BAG/FAC \$58 million	FAC/FAC \$25 million	TAC TBD
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ 1,575,000
FY 07-08	\$ 940,000	\$ -	\$ -	\$ 940,000
FY 08-09	\$ 626,000	\$ -	\$ -	\$ 626,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ 540,000
FY 07-08	\$ 270,000	\$ -	\$ -	\$ 270,000
FY 08-09	\$ 270,000	\$ -	\$ -	\$ 270,000
Eastern Solano Congestion Mitigation Air Quality (E-CMAQ) - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 3,000,000
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 1,850,000
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 1,150,000
TDA Article 3 (Based on MTC Estimate) - 2/3 bike, 1/3 ped	\$ -	\$ 638,628	\$ 319,265	\$ 957,894
FY 07-08	\$ -	\$ 201,883	\$ 100,692	\$ 302,575
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ 319,060
FY 08-09	\$ -	\$ 224,659	\$ 112,220	\$ 336,879
Solano Bicycle/Pedestrian Program (County share for FY 07/08 & FY 08/09 is \$1,395,835) - 2/3 bike, 1/3 ped	\$ -	\$ 930,656	\$ 465,278	\$ 1,395,934
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ 697,917
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ 697,917
TECA Program Manager Funds (Assumes \$195,000 for STA and \$105,000 for Ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects based on 50% to bike and 50% to ped (split and 50% for "Other" category)	\$ -	\$ 120,000	\$ 60,000	\$ 360,000
FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 120,000
FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 120,000
YSQAMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects and 50% to Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,000	\$ 72,499	\$ 435,000
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
Subtotal	\$ 3,195,000	\$ 2,746,886	\$ 1,325,942	\$ 8,268,838
			2006-07 E-CMAQ Allocation	\$ 1,460,000
			Total	\$ 9,663,628

Geographical Summary of the Alternative Modes Strategy

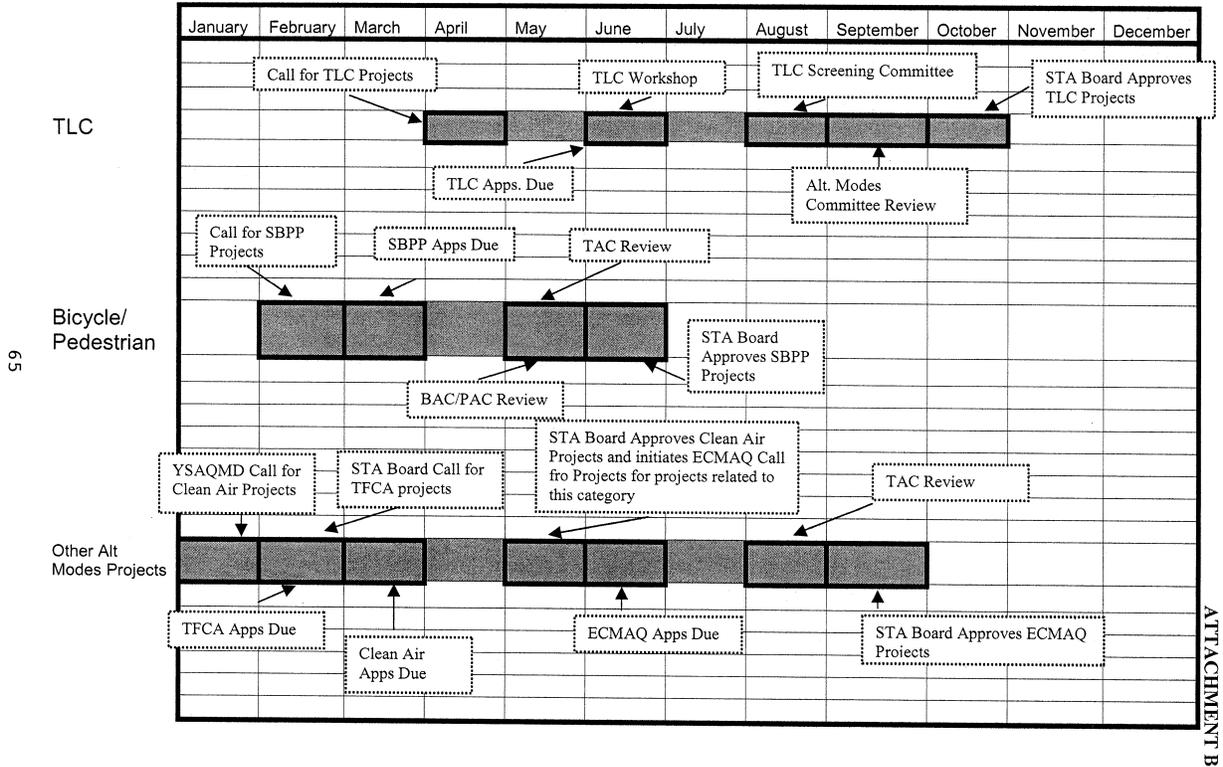
	East County (Dixon, Rio Vista, Unincorp. Solano County, and Yacerville)	West County (Benicia, Fairfield, Unincorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate	\$ 4,400,000	\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E-CMAQ) - Based on MTC's CMAQ estimate	\$ -	\$ -
TECA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)	\$ -	\$ 477,000
YSQAMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	\$ -
TDA Article 3 (Based on MTC Estimate) - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,629
Solano Bicycle/Pedestrian Program (County share for FY 07/08 & FY 08/09 is \$1,395,835) - 2/3 bike, 1/3 ped	\$ 465,278	\$ 930,656
Funds available by County Area	\$ 6,144,543	\$ 3,636,085

*Eastern Solano County is eligible for TE, TDA Article 3, and County Bike/Ped Program funds. STA will fund 1/3 of these funds to be allocated to Eastern Solano County based on population.

**ECMAQ Assumptions

- \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
- 20% of Eastern CMAQ Funding was split off to the "Other" category. Remaining balance was split according to funding needs by program.
- \$1,400,000 of unprogrammed funds from previous fiscal years will be made available for FY 2008-07 projects that are immediately ready for implementation (including \$100,000 for Solano Napa Commuter Informalton's Ridesharing Activities).

2006 Alternative Modes Strategy Proposed Implementation Schedule



ATTACHMENT B

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26

Solano Bicycle Pedestrian Program (SBPP) 3-Year Implementation Plan (FY 2006-07 to FY 2008-09)

ATTACHMENT A

Mode	Priority	BAC	PAC	Sponsor	Project	Request	TDA	Funding Sources	ECMAQ	TOTAL SBPP
Bike	2.3	Fairfield			Union Avenue Corridor, Phase II	\$375,000.00	\$392,000.00	\$0.00	\$0.00	\$25,000.00
	1.2	Fairfield			West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00
	2.5	Solano County			Abernathy Road Bridge	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$50,000.00
	1.1	Solano County			McGarry Road Regional Bike Path	\$25,000.00	\$25,000.00	\$0.00	\$0.00	\$25,000.00
	1.4	Solano County			Veraville-Dixon Bikeway, Phase I	\$60,000.00	\$152,000.00	\$0.00	\$0.00	\$152,000.00
2.4	Suisun City			McGarry Road Regional Bike Path, Phase II	\$60,000.00	\$60,000.00	\$0.00	\$0.00	\$0.00	
						Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2007/08						\$4,295,000.00	\$415,458.00	\$0.00	\$464,650.00	\$890,098.00
Bike	1.3	Berkeley			Shaw Park Road Bridge Project	\$800,000.00	\$800,000.00	\$0.00	\$0.00	\$0.00
	1.7	Fairfield			Linear Park (Lower Ave to Citybank Rd)	\$400,000.00	\$400,000.00	\$0.00	\$0.00	\$0.00
	1.1	Fairfield			McGarry Road Regional Bike Path	\$775,000.00	\$775,000.00	\$0.00	\$0.00	\$0.00
	1.2	Fairfield			West Texas Street Gateway Project, Phase I	\$250,000.00	\$250,000.00	\$0.00	\$0.00	\$0.00
	2.3	Solano County			Suisun Valley Road Bridge	\$170,000.00	\$170,000.00	\$0.00	\$0.00	\$170,000.00
	1.4	Solano County			Veraville-Dixon Bikeway, Phase II	\$1,000,000.00	\$215,458.00	\$0.00	\$0.00	\$343,000.00
	2.4	Suisun City			Bike Lane Striping Along Railroad Ave	\$80,000.00	\$80,000.00	\$0.00	\$0.00	\$0.00
	2.2	Suisun City			Martina Blvd Sidewalk Gap Closure	\$170,000.00	\$170,000.00	\$0.00	\$0.00	\$0.00
	1.2	Veseyville			Nash Hill Bike Path	\$300,000.00	\$300,000.00	\$0.00	\$0.00	\$0.00
	2.1	Veseyville			Leisure Town	\$1,000,000.00	\$90,000.00	\$0.00	\$0.00	\$37,098.00
						Remaining	\$0.00	\$0.00	\$0.00	\$0.00
FY 2008/09						\$5,700,000.00	\$456,000.00	\$1,898,000.00	\$506,000.00	\$2,858,000.00
Both	1.3	1.1	Berkeley		Shaw Park Road Bridge Project	\$1,000,000.00	\$271,000.00	\$671,000.00	\$0.00	\$842,000.00
	1.6	1.7	Fairfield		Linear Park (Lower Ave to Citybank Rd)	\$500,000.00	\$185,000.00	\$640,000.00	\$0.00	\$825,000.00
Bike	1.1	1.6	Fairfield		McGarry Road Regional Bike Path	\$650,000.00	\$300,000.00	\$95,000.00	\$0.00	\$825,000.00
	1.2	Fairfield			West Texas Street Gateway Project, Phase I & II	\$300,000.00	\$50,000.00	\$0.00	\$0.00	\$350,000.00
Both	1.5	1.4	Solano County		Old Train Corridor Improvements	\$500,000.00	\$1,000,000.00	\$337,000.00	\$0.00	\$837,000.00
	1.4		Solano County		Veraville-Dixon Bikeway, Phase III	\$1,000,000.00	\$200,000.00	\$0.00	\$0.00	\$337,000.00
Both	1.7	2.1	Suisun City		McGarry Road Regional Bike Path, Phase II	\$300,000.00	\$1,200,000.00	\$169,000.00	\$0.00	\$1,690,000.00
	2.1	2.4	Veseyville		Louis Creek Bike Path (Wilson to 140) Various Station Pedestrian & Bicycle Lanes	\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Both	2.2	1.3	Veseyville			\$800,000.00	\$0.00	\$0.00	\$0.00	\$0.00
							Remaining	\$0.00	\$0.00	\$0.00



*The next 10 Years
of State funded
transportation
projects
for Solano County*

Adopting a 10-Year Investment Plan

For the State Transportation Improvement Program (STIP)



27

Presentation Overview

- What is the STIP?
- 3-Tier Priority System
- 10-Year Investment Plan for Highways and Major Transit Facilities



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What is the STIP?

- The State Transportation Improvement Program (STIP) is a 6-year transportation capital improvement program.
- Highway, transit, and enhancement capital projects are usually funded through the STIP.
- The California Transportation Commission (CTC) programs projects in the STIP every two years in the last two years of the program.
- Projects require Project Study Reports (PSRs) before they are eligible for STIP funding.



2008 STIP

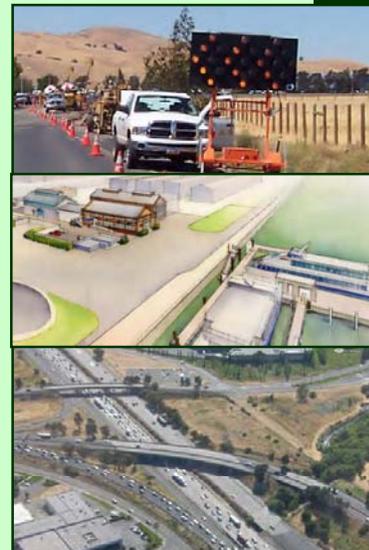
2004 STIP funding		2006 STIP funding		New 2008 STIP funding	
07-08	08-09	09-10	10-11	11-12	12-13

3



3-Tier Priority Project Strategy

Current 2-Tier System	New 3-Tier System
<p>Tier 1 Projects with complete funding plans that can be delivered to construction over the next 5 years.</p>	<p>Tier 1 Projects with complete funding plans that can be delivered to construction over the next 5 years.</p>
<p>Tier 2 Long term projects that will be funded for continued project development.</p>	<p>Tier 2 Projects that can be delivered to construction over the next 10 years.</p>
	<p>Tier 3 Long term projects that will be considered for future project development.</p>



10 Years of STIP funding

Four Cycles of STIP Funding in the Next 10 years*

FY	2008 STIP		2010 STIP		2012 STIP		2014 STIP		TOTAL
	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	
Highway	\$10.6 M		Unknown		Unknown		Unknown		Unknown
Transit	\$ 0.0 M		Unknown		Unknown		Unknown		Unknown
Enhancement	\$ 1.2 M		\$ 1.0 M		\$ 1.0 M		\$ 1.1 M		\$4.3 M
TOTAL	\$ 11.8 M		\$ 12.2 M		\$ 13.0 M		\$ 13.6 M		\$50.6 M

*Based on CTC 2008 STIP Fund Estimate, 10/18/07

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Tier-1 Highway Projects

Jepson Parkway



North Connector – West Section



I-80/I-680/SR12 Interchange



Eastbound I-80 Aux Lane, Travis Blvd to Air Base Parkway



Truck Scales Relocation, Phase 1



Travis AFB Access



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Tier-1 Highway Projects

Draft Tier 1 Highway Projects

"Projects that can begin construction in the next 5 years"

Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M



Tier-2 & Tier-3 Highway Projects

Draft Tier 2 Highway Projects

"Projects that can begin construction in the next 10 years"

Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Draft Tier 3 Highway Projects

"Projects that are in the planning phase and are future priorities to the STA Board"

Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	To be studied	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	Pending	Pending
Caltrans	SR 29 Improvements	To be studied	Pending	Pending
Caltrans	SR113 Improvements	Currently being studied	Pending	Pending



Tier-1 Transit Projects

Fairfield/Vacaville Rail Station



Vallejo Ferry Maintenance Facility (Phase 1 & 2)



Vallejo Station



Vacaville Intermodal Station, Phase 1



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Tier-1 Transit Projects

Draft Tier 1 Transit Projects

"Projects that can begin construction in the next 5 years"

Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 2008-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule	\$64 M	\$11 M

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Tier-2 & Tier-3 Transit Projects

Draft Tier 2 Transit Projects

“Projects that can begin construction in the next 10 years”

Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	\$0 M
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11.	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$13.0 M	\$5.0 M

Draft Tier 3 Transit Projects

“Projects that are in the planning phase and are future priorities to the STA Board”

Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25	\$1.25 M	\$1.25 M
Benicia	Southampton Park-n-Ride	Con in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park-n-Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M





DATE: September 22, 2009
TO: TAC members, Local Agency Staff
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: STA Coordinated Funding Strategy Policy Questions

Background:

After reviewing the past, present, and future of transportation projects and funding, STA staff has drafted some questions about what can be accomplished with a coordinated funding strategy. Once the CTP planning process is complete, it will guide how funding programs are defined, what fund sources they distribute, and how priority projects are selected for funding. Each project that requests funding will benefit from having a funding strategy in place using the STA's Coordinated Funding Strategy Policies.

Discussion:

Using what we understand from current local priority projects, the Comprehensive Transportation Plan (CTP) Vision, previous funding strategies, previously funded projects, and the estimated amount of future funding, we can begin building a coordinated funding strategy that will help us balance multiple goals.

To develop those policies, STA staff is requesting your feedback on a number of factors that could shape a coordinated funding strategy. This is not a recommendation, but an array of ideas previously mentioned:

1. Should projects requesting funding from the STA have funding strategies showing how their project will be fully funded?
 - a. If so, what would be the likely deficiencies in a project's funding strategy and which ones would be the hardest to overcome?
 2. Leveraging funding brings more dollars into Solano County by using STA discretionary funds to attract other funding; but, there are several ways to do this.
 - a. Providing a local match for federal aid dollars (basic matching requirements for federal aid applications),
 - b. Getting projects shelf-ready to take advantage of funding when it becomes available (e.g., NEPA cleared projects for federal aid),
 - c. Investing comprehensively in an area to attract other funding with a more complete project rather than a phased project (e.g., investing in PDAs, bike/ped networks to attract regionally competitive funds or federal earmarks).
- Which of these leveraging methods would be most appropriate for your projects (describe all projects that might apply each method)?

3. Focusing investments can help complete larger projects at the cost of delaying smaller projects. Which of your projects would benefit from this policy and which would be delayed?
4. Previous strategies prioritized projects by their ability to start construction in the next 5 years or 10 years, focusing money towards projects that can be brought to construction quickly rather than starting new projects. Which of your projects would benefit from this policy and which would be delayed?
5. Some projects are more likely candidates for federal earmarks or STIP funds while other smaller projects could never compete for even regionally or locally sponsored grant programs (e.g., MTC's Regional TLC Program or YSAQMD's Clean Air Funds). Which of your projects do you feel are too local to compete in regional or local grant programs, but would still have regional benefits?
6. If short-term delivery of ready-to-go projects are prioritized over long term projects yet to be developed, which of your projects would benefit from this policy and which would be delayed?
7. Many large projects can be phased into smaller pieces whose utility is independent from the greater whole (e.g., a parking structure for a transit center, a segment of a bicycle network, etc.). A funding strategy for the entire project and each phase can help clarify how the entire vision will be delivered. Should the STA expect funding strategies for both the larger project and each of its phases? Which of your agency's projects might struggle with complying with this policy?

To help keep the CTP Prioritized Tiers and Funding Strategy questions in perspective, attached are two handouts that help connect CTP Tiers with Funding Strategy factors (Attachments A & B).

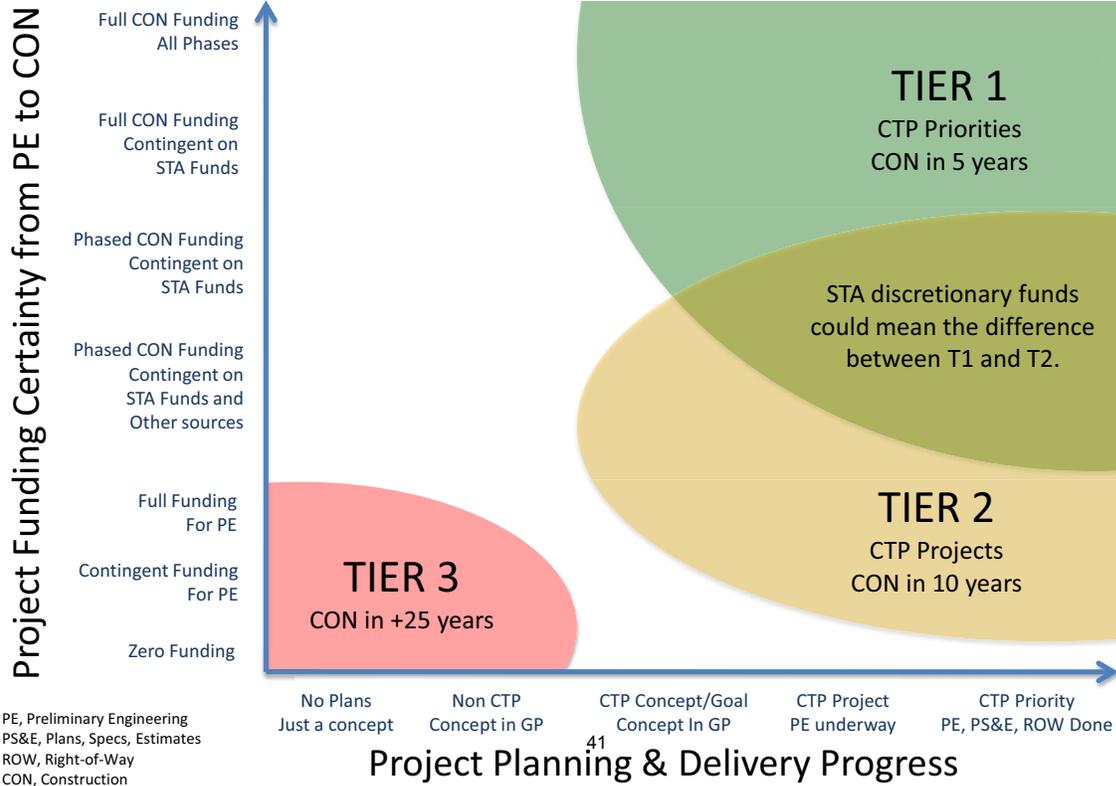
Recommendation:
Informational.

Attachments:

- A. Handout: "Funding Certainty Advances Projects"
- B. Handout: "Leveraging Dollars between CTP Tiers"

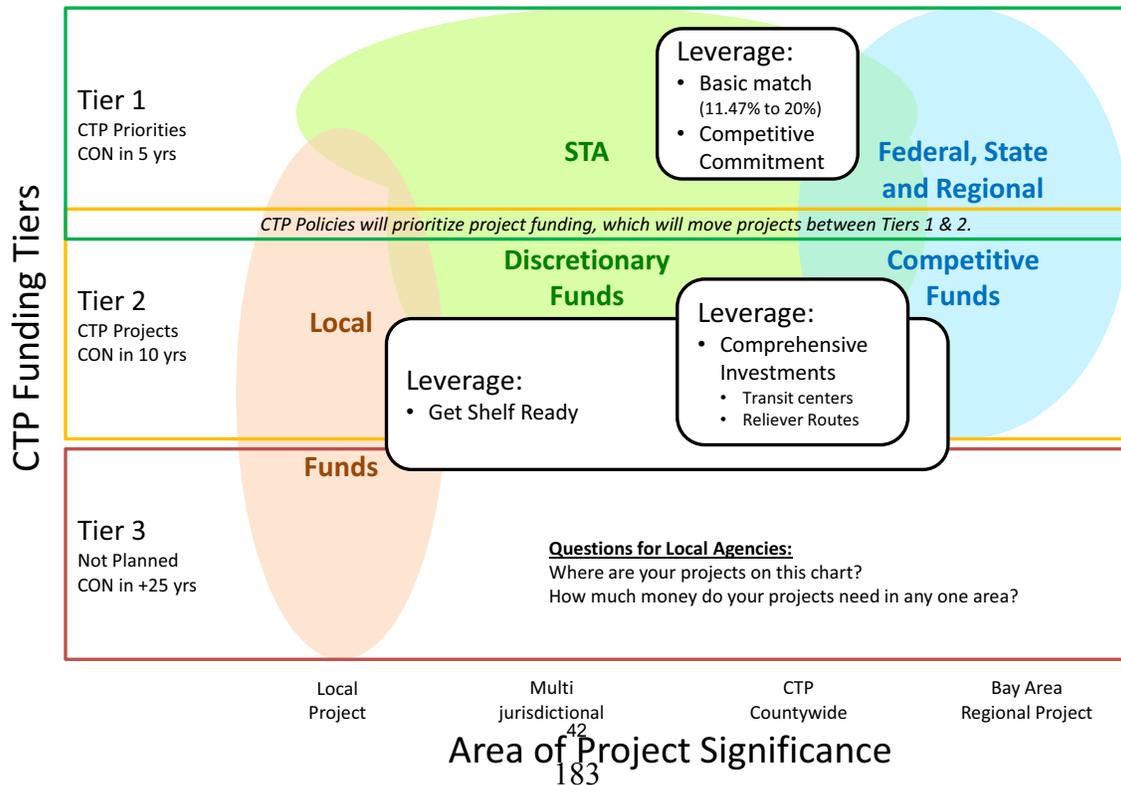
Funding Certainty Advances Projects

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



Leveraging Dollars between CTP Tiers

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



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DATE: November 23, 2009
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 10th, 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. Between January and August of 2009, STA staff has worked with Economic Planning Systems (EPS) and the following three RTIF committees to begin work on the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (5 meetings to date),
Public Works & Planning Directors who review the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (2 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, (3 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's advisory committees and the STA Board.

Discussion:

RTIF Development Schedule

Attachment B is the current schedule for the STA's Nexus Study, showing when each group will meet and what items will be on their agendas for information and action. The schedule estimates completing the Nexus Study by September 2010 and begin implementation of an RTIF by the end of 2010. RTIF Technical and Stakeholders groups will meet on even months while the Policy Committee meets on odd months.

To date, no draft nexus study materials have been reviewed by RTIF Committees. The first action items regarding draft project selection criteria and implementation options for the RTIF Working Group and RTIF Stakeholder committee will be in December 2009 and the Policy Committee will take action in January 2010.

Recommendation:

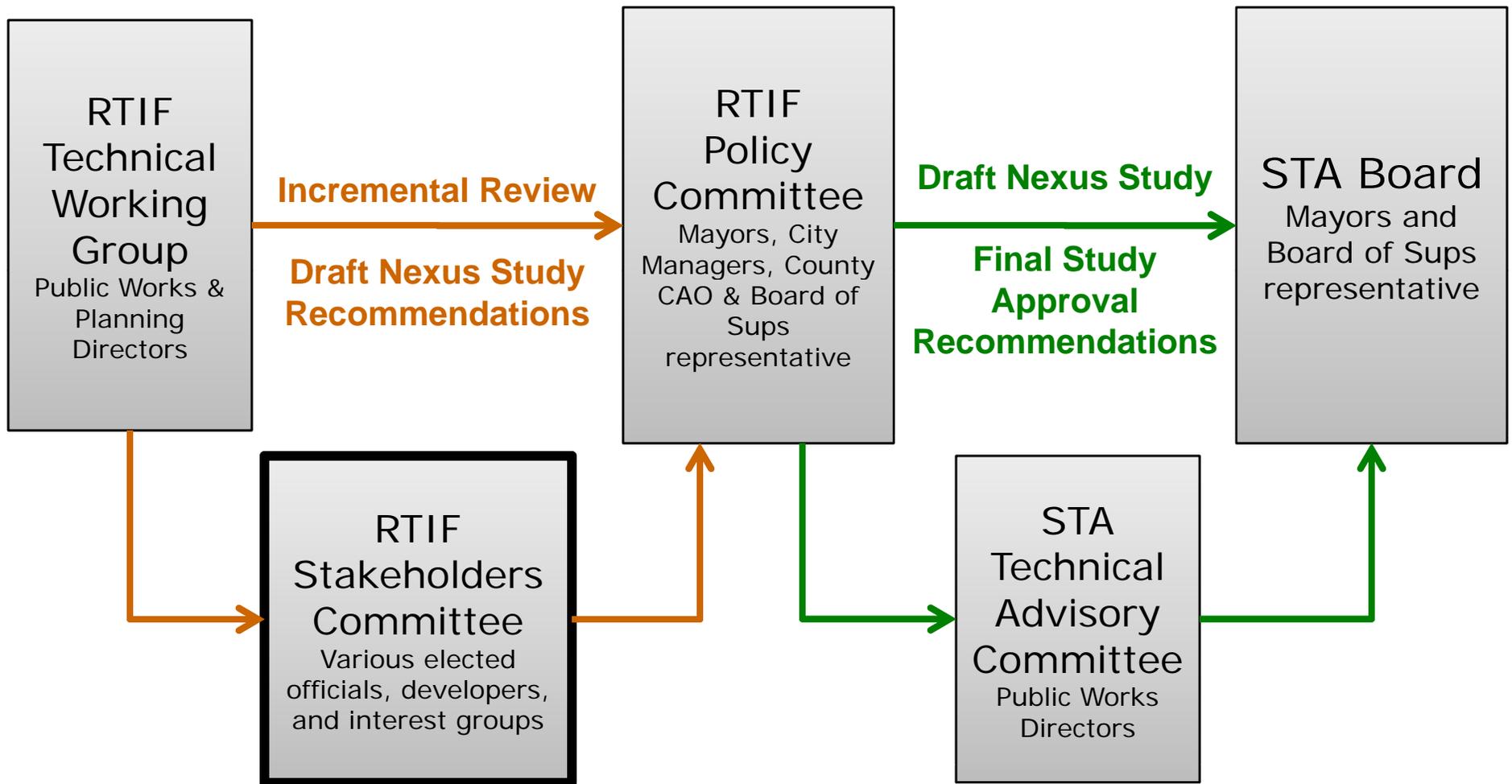
Informational.

Attachments:

- A. Regional Transportation Impact Fee (RTIF) Committee Flow Chart, 09-18-09.
- B. Regional Transportation Impact Fee (RTIF) Development Schedule, 09-18-09.

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Overview of study approval process



The purpose of **Stakeholders committee** will be to review the study and development of a proposed Regional Transportation Impact Fee (RTIF) on new development (e.g., new homes, businesses, and industry) to help fund transportation projects in Solano County.

Solano Transportation Authority

Regional Transportation Impact Fee (RTIF), Summary of Meetings and Discussion Items

Last Updated: 11-05-09

2009	Technical Working Group (2 nd Thurs)		Stakeholder Committee (4 th Thurs)		Policy Committee (2 nd Weds)	
	Date	Items	Date	Items	Date	Items
April	04-01-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Modeling Update • Local Impact Fee Projects 			04-08-09	<ul style="list-style-type: none"> • Board Approves RTIF Outreach
May					05-04-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Recommend Governance Model to STA Board • Adopts Stakeholder committee
June						
July	07-22-09	<ul style="list-style-type: none"> • Review Capital Project Criteria • Modeling Update 				
Aug	08-19-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update 				
Sept			09-17-09	<ul style="list-style-type: none"> • Intro to EPS, Draft Timeline • Collect Concerns 		
Oct	10-15-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update • Review Program Implementation Options 	10-22-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options 		
Nov						
Dec	12-10-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 	12-17-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 	12-09-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options

	Technical Working Group (2 nd Thurs)		Stakeholder Committee (4 th Thurs)		Policy Committee (2 nd Weds)	
2010	Date	Items	Date	Items	Date	Items
Jan					01-13-10	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria
Feb	02-11-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule 	02-25-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule 		
Mar					03-10-10	<ul style="list-style-type: none"> • <u>Recommend RTIF Project List & Costs</u> • Review Cost Allocation Method • Review preliminary Fee schedule
Apr	04-08-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u> 	04-22-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u> 		
May					05-12-10	<ul style="list-style-type: none"> • <u>Recommend Cost Allocation Method</u> • <u>Recommend preliminary Fee schedule</u>
June	06-10-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report 	06-10-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report 		
July					07-14-10	<ul style="list-style-type: none"> • Review Draft Nexus Study Report
Aug	08-12-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u> 	08-26-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u> 		
Sept					09-08-10	<ul style="list-style-type: none"> • <u>Recommend Draft Nexus Study Report</u>
Oct	10-14-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation 	10-21-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation 	10-13-10	<ul style="list-style-type: none"> • Assist with RTIF Implementation

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DATE: November 23, 2009
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Travel Demand Model Update

Background:

The Napa-Solano Travel Demand Model is the regional model maintained by STA and used by STA, the Napa County Transportation and Planning Agency (NCTPA), member jurisdictions and consultants, and partner agencies such as the California Department of Transportation (Caltrans) to show current and future year traffic patterns. The land use data in the model was updated in early 2009 after additional review by the Planning staffs of each of the cities and the county.

As STA has prepared to use the Napa-Solano Travel Demand Model to develop data for the potential Regional Transportation Impact Fee (RTIF), there have been discussions as to the proper use and level of detail for the model.

STA has previously contracted with the City of Fairfield for on-call model support services. With the retirement of Ken Harms from Fairfield, the STA and NCTPA have decided to seek consultant support from an out-side consultant. The STA and NCTPA Boards have budgeted \$24,000 per year for 2 years to fund consultant services.

Discussion:

Model Purpose and Use Statement. In order to clarify the purpose and potential uses of the Napa-Solano Travel Demand Model, STA staff develop a draft Model Purpose and Use statement (Attachment A). The Statement emphasizes the regional nature of the Napa-Solano Travel Demand Model, as well as spelling out the sort of uses the model may be used for. The Model Technical Advisory Committee (Model TAC) reviewed the statement and, with several modifications, recommended it for approval.

One of the issues raised in the Model TAC discussion is the use of modified versions of the Napa-Solano Travel Demand Model for scenario testing and project analysis. This is an issue dealt with in the Model Users Agreement signed by all users of the model. The policy to be discussed at the next Model TAC meeting would require Model TAC approval of any modifications (such as alternative land uses or roadway network changes) before the results are used in a publically-released document.

RFP for On Call Model Services STA staff has worked with Model TAC members to develop a scope of services. The scope of services is included in Attachment B. STA is preparing to issue a Request for Proposals for modeling consultants to provide the services specified in the scope of services.

The STA Technical Advisory Committee (TAC) considered this item at its meeting of November 18, 2009. No comments were made by TAC members.

Fiscal Impact:

Adoption of the Napa-Solano Travel Demand Model Purpose and Use Statement will have no impact. The STA and NCTPA budgets already allocate funds for consultant services, and no additional funding is requested.

Recommendation:

Informational.

Attachments:

- A. Napa-Solano Travel Demand Model Purpose and Use Statement

**NAPA-SOLANO TRAVEL DEMAND MODEL
PURPOSE AND USE STATEMENT**

The members of the Model Technical Advisory Committee agree to the following statements describing the Napa-Solano Travel Demand Model:

1. The Napa-Solano Travel Demand Model is a regional travel forecasting tool.
2. Because the Napa-Solano Travel Demand Model is a regional model, it uses regional projections regarding population and jobs growth provided by the Association of Bay Area Governments, and complies with modeling standards provided by the Metropolitan Transportation Commission.
3. The Napa-Solano Travel Demand Model is designed to provide an acceptably accurate description of existing travel patterns, to provide a reasonable prediction of future travel patterns.
4. The Napa-Solano Travel Demand Model is based upon a roadway network and land use data provided by the member agencies and other partners, including the California Department of Transportation and neighboring jurisdictions such as the Sacramento Area Council of Governments and the San Joaquin Council of Governments.
5. The Napa-Solano Travel Demand Model is designed to provide information for the interstate freeway system, the state highway system, major local arterials, and in the unincorporated County collector roads. The Napa-Solano Travel Demand Model is not intended to provide information on local roadways in the incorporated cities, even if those roadways are contained in the model roadway network. The Napa-Solano Travel Demand Model may act as the traffic model for unincorporated Solano County.

Based upon the descriptive statements above, the members of the Model Technical Advisory Committee agree to the following guiding principles for use of the Napa-Solano Travel Demand Model:

1. The STA, NCTPA, their member agencies and their consultants will only use versions of the Napa-Solano Travel Demand Model approved by the STA and NCTPA Boards of Directors.
2. Use of the model will generally be limited to the most recently-adopted version of the model; however, the MTAC can approve use of older versions at the request of the STA, NCTPA or their member agencies. The MTAC can also approve use of pre-approval versions of the model (also known as Beta versions) during model updates.
3. The Napa-Solano Travel Demand Model may be used for the following purposes:

- a. corridor studies on Routes of Regional Significance and for Transit Facilities of Regional Significance identified in the STA Comprehensive Transportation Plan; and, regional corridor studies in Napa County and its cities
 - b. regional and local fee studies
 - c. general and specific plan development or amendment
 - d. development of STA and NCTPA plans (including but not limited to development of Comprehensive Transportation Plans, Congestion Management Programs and transit studies)
 - e. specific project analysis, including Caltrans projects
 - f. related environmental documents
4. The MTAC can authorize other uses of the model on a case-by-case basis.



DATE: November 23, 2009
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2009 Final Results

Background:

The Third Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

STA staff contacted the Chamber of Commerce throughout the County to get input and feedback about the Challenge and to confirm suggested employer targets in each of their communities.

Campaign material was sent to the targeted employers in July with telephone follow-up a week later. Information about the Challenge was posted on the STA's website along with a registration form where targeted employers could indicate their interest in participating.

Employees also accessed a form on the STA website to register for the Challenge. As individual employees signed up, each received a welcome letter and a Monthly Commute Log, as well as any information requested about transit, bicycling, and carpooling options. At the end of each month, individuals submitted the completed Commute Log and the next month's Log was forwarded to them.

Discussion:

The Challenge ended on October 31, 2009 and the deadline for all Monthly Commute Logs was November 6th. Forty-three (43) major employers totaling 599 employees registered in the Challenge. Employer and employee participation increased 10% over last year. 363 participants earned the title "Commute Champion" by meeting or passing the goal, an increase of 20%. Five employers became Commute Champion Workplaces (where 20 or more employees became Commute Champions) - State Compensation Insurance Fund and Genentech in Vacaville, Kaiser Permanente Medical Center in Vallejo, Goodrich in Fairfield, California Vegetable Specialties in Rio Vista and the County of Solano. The County of Solano, once again, became the Most Outstanding Workplace with 58 Commute Champions. A free catered lunch will be provided to those participating employees on December 21st.

SNCI incentive rewards, in the form of “Commute Bucks” gift certificates, will be distributed by mid December to Commute Champions and Contenders. Employees who are Commute Champions are entered into a drawing for a variety of \$100 gift cards. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards at Commute Champion Workplaces with the companies, Chambers of Commerce, and STA Board members.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA’s Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

Attachment:

- A. SCC Employee Final Results Table

2009 Solano Commute Challenge Results

Goal for Commute Challenge: Use a commute alternative at least 30 workdays from August-October.

Registered employers: 43

Registered Employees: 599

Most Outstanding Workplace: County of Solano – 58 Commute Champions

Commute Champion Workplace(s):

State Compensation Insurance Fund – 42 Commute Champions

Goodrich – 31 Commute Champions

Genentech – 29 Commute Champions

Kaiser Permanente Medical Center Vallejo – 24 Commute Champions

Commute Champions: 363

Commute Contenders: 78

Most Outstanding Commuter (s): 34

Highest # of trips using a Commute Alternative: 66

Mode split of Most Outstanding Commuters:

Carpool – 19 (*66 trips highest*)

Transit – 6 (*62 trips highest*)

Walk – 5 (*64 trips highest*)

Vanpool – 2 (*65 trips highest*)

Bike – 2 (*38 trips highest*)

Mode Split of Commute Champions:

Carpool – 260

Bike – 42

Vanpool – 29

Transit – 18

Walk – 14

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DATE: November 30, 2009
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
California Office of Traffic Safety (OTS) – Grants Made Easy*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
California OTS – General OTS Grants*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
Urban Greening for Sustainable Communities Planning Program*	N/A; Please feel free to contact Sara Woo for more information Solano Transportation Authority (STA) (707) 399-3214	Application Available (tentative) March 2010

* New funding opportunity

¹Note 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.



FUNDING OPPORTUNITY
American Recovery and Reinvestment Act (ARRA)
TIGER (Transportation Investment Generating Economic Recovery) Grants
Anticipated Application Deadline Not Available

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$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. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation
Region 9
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Carl Moyer Off-road Equipment Replacement Program
For Sacramento Metropolitan Area
Application Due On First-Come, First-Served Basis

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: 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.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,
(916) 874-4893
gbailey@airquality.org

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Carl Moyer Memorial Air Quality Standards Attainment Program

For San Francisco Bay Area

Application Due On First-Come, First-Served Basis

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: 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 include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, afournier@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, swoo@sta-snci.com



FUNDING OPPORTUNITY

**Urban Greening for Sustainable Communities
Planning Program**

Application Available (tentative) March 2010

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Urban Greening for Sustainable Communities Planning Grant is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties.

Program Description: The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan that will ultimately result in projects to help the State meet its environmental goals and the creation of healthy communities.

Funding Available: Requests for funding are limited to a maximum amount of \$250,000. Larger grant awards may be considered for organizations that work together to develop joint planning documents that cover all jurisdictions involved.

Eligible Projects:

- Development of an urban greening plan
- Development and coordination of urban greening plans

Further Details: <http://www.sgc.ca.gov/>

Program Contact Person: N/A; please contact STA staff, Sara Woo for more information regarding this program.

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
California Office of Traffic Safety (OTS) –
Grants Made Easy
Application Due January 31, 2010

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the California OTS – Grants Made Easy is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Local law enforcement agencies.
- Program Description: OTS – Grants Made Easy provides funding for three programs: Selective Traffic Enforcement Program (STEP), DUI enforcement and Awareness Program (DUI), and Vehicle Impound Program (VIP)
- Funding Available: Unspecified amount at this time. These grants are a one year grant period (October 1 through September 30).
- Eligible Projects:
- Full Time and Overtime Program
 - Overtime Only Program
- Further Details: http://www.ots.ca.gov/Grants/Apply/GME_2011.asp
- Program Contact Person: Donna Black, OTS Coordinator,
(916) 509-3015
dblack@ots.ca.gov
- STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com
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FUNDING OPPORTUNITY

**California Office of Traffic Safety (OTS) –
General OTS Grants**

Application Due January 31, 2010

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the California OTS – General OTS Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Political subdivisions of the state are eligible to apply for and receive OTS grant funding. In addition to state governmental agencies, state colleges, and state universities, subdivisions of the state include local city and county government agencies, school districts, fire departments, and public emergency services providers.

Program Description: OTS – General OTS Grants

Funding Available: Unspecified amount at this time.

Eligible Projects:

- Projects/programs to mitigate traffic safety program deficiencies
- Expand on-going activity (e.g., program maintenance, research, rehabilitation, construction)
- Develop a new program

Further Details: http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp

Program Contact Person: Donna Black, OTS Coordinator,
(916) 509-3015
dblack@ots.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com

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DATE: December 1, 2009
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
Jan. 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Feb. 10, 2010	6:00 p.m.	Suisun City Hall	Confirmed
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
No Meeting in August			
Sept. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed
October 13, 2010	6:00 p.m.	Suisun City Hall	Confirmed
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	TBD, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

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