Solano Transportation Authority
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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: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, August 31, 2011
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	STAFF PERSON
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:35 -1:40 p.m.)	
V. CONSENT CALENDAR *Recommendation: Approve the following consent items in one motion.* (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of June 29, 2011 *Recommendation:* *Approve TAC Meeting Minutes of June 29, 2011.* **Pg. 1**	Johanna Masiclat
B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon and County of Solano Modification *Recommendation:* *Forward a recommendation to STA Board to approve the FY 2011-12 Solano TDA Matrix – September 2011 - City of Dixon and the County of Solano Modification as shown in Attachment A.* **Pg. 7**	Liz Niedziela

TAC MEMBERS

Charlie Knox	Morrie Barr	George Hicks	Dave Mellili	Dan Kasperson	Rod Moresco	David Kleinschmidt	Matt Tuggle
City of Benicia	**City of Dixon**	**City of Fairfield**	**City of Rio Vista**	**City of Suisun City**	**City of Vacaville**	**City of Vallejo**	**County of Solano**

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

C. Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County — Susan Furtado

Recommendation:
Forward a recommendation to the STA Board to Authorize the Executive Director to:

1. *Notify the Department of Motor Vehicle for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period;*
2. *Submit a new resolution to formally request the extension of the AVA Program in Solano County; and*
3. *Notify member agencies for the continuation of the AVA Program and ask that each issues a resolution approving the STA as the Service Authority.*

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VI. ACTION NON-FINANCIAL ITEMS

A. Recommendations Derived From the STA Board Workshop of June 27, 2011 — Daryl Halls

Recommendation:
Forward a recommendation to approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in attachment C.
(1:45 – 2:00 p.m.)
Pg. 15

B. Regional Express Lanes Network Letter of Support — Janet Adams

Recommendation:
Forward a recommendation to the STA Board to send a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network.
(2:00 – 2:10 p.m.)
Pg. 25

C. Regional Transportation Plan Priority Projects — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to approve the RTP priority project list identified in this staff report.
(2:10 – 2:20 p.m.)
Pg. 33

D. One Bay Area Block Grant Proposal — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. *Allow STP funds to be spent on any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;*

2. *Change the language of Supportive Local Transportation and Land-Use Policy a) to read "Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking)* ***or*** *adopted city and/or countywide employer trip reduction ordinances or programs"; and*
3. *A 'no net loss of revenue' for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to $15.2 million.*

(2:20 – 2:30 p.m.)
Pg. 35

E. Agricultural and Open Space Pilot Program Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to authorize STA staff to develop a Scope of Work in anticipation of funding for an agricultural and open space pilot plan and program for Solano County.
(2:30 – 2:40 p.m.)
Pg. 63

F. Comprehensive Transportation Plan – Land Use Chapter Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to approve the Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.
(2:40 – 2:50 p.m.)
Pg. 65

VII. ACTION FINANCIAL ITEMS

A. City of Dixon West B Street Pedestrian Undercrossing Project Janet Adams

Recommendation:
Forward a recommendation to the STA Board to authorizing the Executive Director to:

1. *Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;*
2. *Negotiate and execute a contract with funding up to $250,000 with HDR to complete the design services for the project;*
3. *Negotiate and execute a contract amendment for up to $100,000 with Quincy Engineering to provide Project Management Services for the project; and*
4. *Request for Proposals for construction management services and enter into an agreement not-to-exceed $600,000.*

(2:50 – 2:55 p.m.)
Pg. 85

B. Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds — Sam Shelton

Recommendation:
Forward a recommendation to the STA Board to:

1. *Reprogram $305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and*
2. *Prioritize $1.1M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.*

(2:55 – 3:00 p.m.)
Pg. 99

C. Local Street and Roads (LS&R) Proposed Solano County Annual Report — Sam Shelton

Recommendation:
Forward a recommendation to the STA Board to approve the Scope of Work in Attachment D for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services.
(3:00 – 3:05 p.m.)
Pg. 109

D. Solano County Alternative Fuels and Infrastructure Plan — Robert Guerrero

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not to exceed $75,000.
(3:05 – 3:10 p.m.)
Pg. 165

VIII. INFORMATIONAL ITEMS – DISCUSSION

A. Project Initiation Document (PID) Budgeting and Selection Process — Janet Adams

Informational
(3:10 – 3:15 p.m.)
Pg. 167

B. Jepson Parkway Project Update — Janet Adams

Informational
(3:15 – 3:20 p.m.)
Pg. 173

C. State Route (SR) 12 Corridor Study Update — Robert Macaulay
Informational
(3:20 – 3:25 p.m.)
Pg. 195

D. Management Assistant for Projects in Solano (MAPS) Pilot Project — Sam Shelton
Informational
(3:25 – 3:10 p.m.)
Pg. 235

E. 2012 State Transportation Improvement Program (STIP) Programming Schedule — Jessica McCabe
Informational
(3:10 – 3:15 p.m.)
Pg. 247

NO DISCUSSION NECESSARY

F. Solano County Transit (SolTrans) Update — Liz Niedziela
Informational
Pg. 261

G. Legislative Update — Jayne Bauer
Informational
Pg. 267

H. Funding Opportunities Summary — Sara Woo
Informational
Pg. 283

I. STA Board Meeting Highlights of July 13, 2011 — Johanna Masiclat
Informational
Pg. 289

J. STA Board and Advisory Committee Meeting Schedule for 2011 — Johanna Masiclat
Informational
Pg. 295

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 28, 2011.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 29, 2011

I. CALL TO ORDER

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

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Janet Koster	City of Dixon
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Jeff Knowles	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	***(In Alphabetical Order by Last Name)***	
	Janet Adams	STA
	Jayne Bauer	STA
	Nick Defazio	STA Summer Intern
	Robert Guerrero	STA
	Daryl Halls	STA
	Karen Koelling	STA
	Robert Macaulay	STA
	Jessica McCabe	STA
	Sam Shelton	STA
	Samanta Sipin	STA Summer Intern
	Sara Woo	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Wayne Lewis	City of Fairfield
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by Paul Wiese, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero provided update to the following:

1. Development of Alternative Fuels; and
2. Solano-Napa Travel Demand Model Projects List

Jayne Bauer and Sam Shelton introduced summer interns Samantha Sipin and Nick Defazio.

Janet Adams reported on the following:

1. North Gate Funding Agreement Amendment will go to the Board in July;
2. Jepson Parkway Record of Decision (ROD) obtained; and
3. CTC's vote on the Cordelia Truck Scales construction funds was approved and the Jepson Right-of-Way funds was deferred.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by George Hicks, the STA TAC approved Consent Calendar Items A through G with the following exceptions:

1. Item E, Project Delivery Schedule for Fiscal Year (FY) 2011-12 was pulled for comment.
2. Item G, FY 2011-12 Intercity Transit Funding which was pulled for discussion.

A. Minutes of the TAC Meeting of May 25, 2011

Recommendation:
Approve TAC Meeting Minutes of May 25, 2011

B. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Article 3 Bicycle Projects

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

C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2011-12 Work Program

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

D. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program

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

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

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

Paul Wiese commented that the Solano County Bridge Projects construction funding may not reflect a real construction start date, as the dates tend to be shown in outer years from anticipated dates.

F. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – July 2011

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

G. Fiscal Year (FY) 2011-12 Intercity Transit Funding Agreement

Recommendation:
Forward a recommendation to the STA Board to approve the FY 2011-12 Cost-Sharing Intercity Transit Funding (ITF) Agreement amounts.

At an earlier meeting, the Consortium voted to table this item and defer the recommendation on this item until the Intercity Transit Funding partners could meet and confirm their recommendation prior to the STA Board meeting of July 13, 2011 meeting.

Elizabeth Richards explained that Vacaville requested to meet with SolTrans and FAST to discuss this item further prior to making a recommendation.

After discussion, the TAC modified the recommendation to read as follows: "***Forward a recommendation to the STA Board to approve the FY 2011-12 Cost-Sharing Intercity Transit Funding Agreement amounts if the ITF partners concur with the amounts.***"

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

VI. ACTION FINANCIAL ITEMS

A. Jepson Parkway Project Update

Janet Adams reviewed the three-way funding agreement between the City of Fairfield, County of Solano, and the STA. She indicated that it is anticipated that the City and County will seek approval authority of the agreement in July after the City takes action on the Train Specific Environmental Impact Report (EIR).

After discussion and a suggestion by Daryl Halls, the STA TAC modified the recommendation to read as follows:

Recommendation:
Forward a recommendation to the STA Board ***to authorize the Executive Director to execute a*** ~~approve the~~ Jepson Parkway Funding Agreement between the STA, the City of Fairfield and Solano County.

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

B. Safe Routes to School (SR2S) Countywide Walking School Bus/Bicycle Train Program Grant Request

Sam Shelton reviewed the application process for the Cycle 3 Federal Safe Routes to School grant. He cited that the goal is for the STA and Solano County Health Promotion and Education Bureau to implement a Walking School Bus/Bicycle Train Program at local elementary schools to encourage kids to walk or ride most days of the week.

TAC members asked if the STA is also pursuing SR2S infrastructure project grants in addition to the non-infrastructure scope of work for walking school buses. Sam Shelton responded with a recommendation to apply for the State Safe Routes to School Grant this fall, which is mostly for infrastructure projects. He also recommended planning future infrastructure projects through the STA's SR2S Plan Update this fall, which involves walking audits and public planning meetings.

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

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

VII. ACTION NON-FINANCIAL ITEMS

A. 2011 Solano Napa Travel Demand Model Update

Robert Guerrero cited that the Model TAC provided technical comments for consideration in the overall Model Update; these include general consideration for ABAG's 2011 land use projections and transportation projects estimated to be completed by 2040. He added that the Model TAC will continue to be the primary review committee for the Model Update to ensure their comments are addressed.

Jeff Knowles discussed the need to include modeling ramp-metering impacts on Solano County's freeway corridors and the TAC unanimously agreed to recommend this task be included in the overall model update scope of work.

Recommendation:
Forward a recommendation to the STA Board to approve the Scope of Work for the Solano Napa Travel Demand Model 2011 Update as shown in Attachment A ***to add City of Vacaville request to add ramp metering to the Scope of Work.***

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

B. Final Countywide Greenhouse Gas Emission Inventory

Robert Macaulay reviewed staff's recommendation to request the City County Coordinating Council (4'Cs) coordinate the submittal of a grant to the Strategic Growth Council (SGC) for development of a multi-agency Climate Action Plan (CAP).

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

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

C. Marketing Update

Jayne Bauer announced that the STA recently launched a new and improved website through the State of California governmental portal. She also announced STA's new Facebook page which enables staff to provide relevant and timely information on programs and projects that are referenced in Solano County's online newspapers which also helps to increase the STA's accessibility with the public.

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

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

VIII. INFORMATIONAL

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

Daryl Halls reviewed the agenda topics and a summary of the Board discussion at the STA Board Workshop held on June 27, 2011 at the County Events Center.

B. Local Street and Roads (LS&R) Proposed Solano County Annual Report

Sam Shelton provided an overview of MTC's Pothole Report: "Can the Bay Area Have Better Roads?", June 2011. He cited that staff recommends additional research and annual reports that focus on Solano County's roadway conditions.

C. Solano County Bicycle and Pedestrian Data Collection

Sara Woo reviewed the three-part approach developed by staff which involves: 1.) development of existing data, 2.) define opportunities to improve completeness of data for the categories, and 3.) identify related projects. She cited that staff will begin a Pedestrian and Bicycle Data Collection effort to pool the various statistical resources related to bicyclist and pedestrian activity.

D. Solano County Pedestrian and Bicycle Wayfinding Signage Plan

Sara Woo reviewed the two purposes for the Bicycle wayfinding signage plan: 1.) develop countywide guidelines for bicycle and pedestrian wayfinding signate specifications, and 2.) identify regional bicycle routes and locations for signage; identify key locations for pedestrian wayfinding. Staff will also develop a funding implementation strategy based on available funding.

NO DISCUSSION

E. Local Project Delivery Update

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of June 8, 2011

H. STA Board and Advisory Committee Meeting Schedule for 2011

IX. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 31, 2011.**

Solano Transportation Authority

DATE: August 22, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – September 2011 – City of Dixon and County of Solano Modification

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

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

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

Discussion:
The September version of the TDA matrix reflects Dixon TDA claim and County of Solano modification. The City of Dixon has prepared their FY 2011-12 TDA claim and it has been added to the TDA matrix as shown on Attachment A. The City of Dixon will be claiming TDA funds for the operation of Dixon Readi-Ride and capital funding for the B Street Undercrossing Project. The City of Dixon contributes TDA to the countywide intercity ADA taxi program, countywide transit planning, and the intercity transit funding agreement. The County of Solano claim was approved by the STA Board in August 2011.

The County of Solano is modifying their TDA claim in include transit coordination for an additional $6,000. The TDA matrix also reflects three other modifications made since the matrix was last approved. The Intercity Funding Agreement amounts approved by the STA Board in July 2011 were added to the TDA matrix. The Intercity Taxi Scrip Program claimed by the City of Vacaville was added to the matrix and MTC's July 2011 fund estimate on the TDA projected carryover that was also updated on the TDA matrix.

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

Fiscal Impact:
None to the STA Budget. Approval of the TDA Matrix-September 2011 is important for the timely processing of the City of Dixon and the County of Solano TDA claims.

Recommendation:
Forward a recommendation to STA Board to approve the FY 2011-12 Solano TDA Matrix – September 2011 - City of Dixon and the County of Solano Modification as shown in Attachment A.

Attachment:
A. FY 2011-12 Solano TDA Matrix – September 2011

FY2011-12 TDA Matrix - September 2011

081811-Aug 2011

					Paratransit							Intercity														
												FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST	FAST	SolTrans						
AGENCY	TDA Est from MTC (1)	Projected Carryover (1a)	Available for Allocation (1)		ADA Subsidized Taxi Phase I	Paratransit	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal	STA Planning	Transit Capital: Dxn Intrmdl Stn (vv ECMAQ swap)	Transit Capital	Streets & Roads	Total	Balance
	7/27/2011	7/27/2011	7/27/2011		(3)	-11			(4)	(10)									(5)	(5)	(6)	(7)	(8)	(9)		
Dixon	519,379	158,017	**677,396**		1,897		300,000					$ 1,802	$ 49,649	$ 9,384	$ 3,298	$ 8,682	$ 5,713	$ 7,620	$ 68,455	$ 17,693	$ 14,746				$ 402,791	274,605
Fairfield	3,125,859	439,907	**3,565,766**		40,246							$75,372	$ 96,867	$140,386	$ 25,553	$ 88,759	$206,266	$238,469	$551,094	$ 320,578	$ 89,308				$ 1,001,226	2,564,540
Rio Vista	245,573	166,121	**411,694**		190														0	$ -	$ 6,904				$ 7,094	404,600
Solano County Transit (SolTrans_)	4,411,132	2,733,897	**7,145,029**		28,677					5,126,046		$19,603	$ 50,231	$ 34,501	$314,486	$805,032	$354,392	$ 35,239	$139,574	$ 1,473,910	$ 125,056				$ 6,893,263	251,766
Suisun City	854,430	-40,009	**814,421**									$15,870	$ 21,115	$ 66,209	$ 9,702	$ 23,133	$ 32,406	$ 78,377	$181,571	$ 65,241	$ 24,233				$ 271,045	543,376
Vacaville	2,870,669	251,648	**3,122,317**		41,725	360,512					443,333	$91,694	$109,478	$ 80,779	$ 21,082	$ 59,048	$ 49,170	$ 86,267	$368,218	$ 129,300	$ 80,921	$ 325,000	304,000		$ 2,053,009	1,069,308
Solano County	594,903	-26,124	**568,779**		6,638	21,000						$ 9,287	$ 12,625	$ 15,876	$ 13,183	$ 37,575	$ 25,403	$ 19,952	$ 57,740	$ 76,161	$ 16,912			390,000	$ 568,451	328
Total	12,621,945	3,683,457	**16,305,402**	0																					$ 11,196,879	5,108,523

NOTES:
Background colors on Rt. Headings denote operator of intercity route
Background colors denote which jurisdiction is claiming funds

(1) MTC July 27, 2011 estimate; Reso 3990
(1a) MTC July 27, 2011 estimate; Reso 3990; carryover as of 12/31/10
(3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
(4) Includes flex routes, paratransit, local subsidized taxi
(5) Consistent with FY2011-12 Intercity Transit Funding Agreement and FY2009-10 Reconciliation
(6) Claimed for STA from all agencies per formula
(7) To be claimed by Dixon for Dixon Multimodal Stn ped/bike crossing; first of 3 yrs per agreement xxxx-xx.xx
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
(9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met;FY11-12 final year.
(10) Includes bus, paratransit, taxi
(11) Solano County includes $15k for Paratransit and $6k for Transit Coordination

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Solano Transportation Authority

DATE: August 19, 2011
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Redesignation of STA as Abandoned Vehicle Abatement (AVA) Program Service Authority for Solano County

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Background:
Since April 1991, the STA has acted as the Solano County Service Authority for the Abandoned Vehicle Abatement (AVA) Program. The California Vehicle Code (VC) Section 9250.7(g) authorizes the continuation of the service fee for each Service Authority to be extended in increments of up to 10 years. In November 2001, STA adopted the continuation of the program effective April 2002 for ten (10) year period which sunsets, by statute, on April 30, 2012.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, City of Vallejo, and the County of Solano. The City of Rio Vista has expressed interest in participating in the AVA Program. City of Rio Vista will need to enter into an agreement with the STA and amend its local abatement ordinance to conform to the California Highway Patrol (CHP) standards to become eligible to receive AVA funding.

Discussion:
STA's administrative duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the Department of Motor Vehicle (DMV) shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

The table below show the past ten (10) years AVA Program activities of each Member Agency in Solano County:

Member Agency	FY 2001-02 – FY 2010-11		FY 2001-02 – FY 2010-11	
	# of Abated Vehicles	Amount Reimbursed	% of Abated Vehicles	% of Reimbursed Amount
City of Benicia	605	$110,788	2%	3%
City of Dixon	3,090	$63,379	9%	2%
City of Fairfield	5,134	$392,536	16%	12%
City of Rio Vista	0	0	0	0
City of Suisun City	3,165	$424,214	10%	13%
City of Vacaville	2,356	$588,270	7%	18%
City of Vallejo	12,975	$1,268,657	40%	38%
County of Solano	5,324	$466,100	16%	14%
Total	**32,649**	**$3,311,944**	**100%**	**100%**

To prevent the lapse of funding to each of the member agencies, the STA staff is required to submit a new resolution to the DMV requesting extension for an additional 10-year increment, which would sunset in April 2022.

STA staff requests authority to notify all member agencies for continued funding and ask that each pass a resolution authorizing the STA as the Service Authority for the AVA Program for the next 10 years.

Fiscal Impact:
Estimated annual amount of $300,000 to AVA Member Agencies in Solano County from the State of California imposed one dollar ($1) annual service fee on motor vehicles registered owners residing in Solano County for the AVA Program.

Recommendation:
Forward a recommendation to the STA Board to Authorize the Executive Director to:

1. Notify the Department of Motor Vehicle for the intent to extend the Abandoned Vehicle Abatement (AVA) Program for another 10-year period;
2. Submit a new resolution to formally request the extension of the AVA Program in Solano County; and
3. Notify member agencies for the continuation of the AVA Program and ask that each agency issue resolution approving the STA as the Service Authority.

Attachment:

A. DMV notification of the Abandoned Vehicle Abatement (AVA) Program sunset date.

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN JR., *Governor*

DEPARTMENT OF MOTOR VEHICLES
REGISTRATION OPERATIONS DIVISION
P.O. BOX 825393
SACRAMENTO, CA 94232-5393

RECEIVED

AUG 10 2011

SOLANO TRANSPORTATION AUTHORITY

August 10, 2011

Ms. Susan Furtado
Solano Transportation Authority
1 Harbor Center, #130
Suisun City, CA 94585

Re: Abandoned Vehicle Abatement (AVA) Fee Program
Sunset Date Notification

Dear Ms. Furtado:

The Solano County AVA Fee Program sunsets, by statute, on April 30, 2012. California Vehicle Code Section 9250.7(g) allows each California County to extend their sunset date for the program in 10-year increments. Each county, however, is required to submit a new resolution to the Department of Motor Vehicles (DMV) formally requesting the extension.

If you intend to maintain the AVA Fee in your jurisdiction, it is critical that DMV receive your formal request, and a copy of your new resolution, **no later than October 1, 2011**. Otherwise, we will initiate programming to discontinue collection of the AVA fee for Solano County, effective May 1, 2012. Please note that your county may still receive funds for fees due through April 30, 2012, for customers that pay late or for multiple years. Please send the requested documents to:

Department of Motor Vehicles
Registration Operations Division
2415 1st Avenue, M/S D148
Sacramento, CA. 95818-2606
Attn: Al Tolentino

If you have any questions or concerns, please contact Al Tolentino, of my staff at (916) 657-2690.

Sincerely,

Kelly Kramer for

ANDREW CONWAY, Branch Chief
Registration Operations Division

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Solano Transportation Authority

DATE: August 22, 2011
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Recommendations Derived From the STA Board Workshop of June 27, 2011

Background:
Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. Periodically, the STA Board has held a workshop to discuss and provide staff with policy direction on a range of topics. On June 27, 2011, the STA Board held a work shop at the Solano County Events Center and discussed the seven specific topic areas listed below (Attachment A):

1. Solano County's Comprehensive Transportation System
2. STA Priorities for the State Route 12 Corridor – Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge an Economic Analysis
3. Implementation on I-80 Corridor – Express Lanes, Freeway Performance Initiative and Ramp Meeting on I-80
4. Opportunities for Public Private Partnerships – P3 Study for Transit Centers and Partnerships with Private Sector to Deliver Local Corridor Improvements
5. Development of Long Range Transit Sustainability Plan
6. Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit
7. Funding of Local Priorities such as Safe Routes to School, Senior and Disabled Mobility, and Local Streets and Roads

Seven of eight board members and three alternates attended the Board work shop. All eight member agencies were represented. Members of the STA TAC and Transit Consortium also attended. STA staff provided presentations for each of the agenda topics. Copies of the presentations are available on the STA website.

Based on the discussion, suggestions and feedback provided at the Workshop, staff summarized the comments in a draft format and presented to the TAC in June and the STA Board at their meeting of July 13, 2011. A summary of the Workshop comments is included as Attachment B. At the Board and TAC meetings, STA staff indicated it was intended to return to the STA Board on September 14th with a list of recommendations and follows steps for each of the topics discussed at the Workshop.

Discussion:
In follow-up to the Board member comments and discussion provided at the Workshop held on June 27, 2011, staff has developed a series of specific recommendations and action for consideration by the STA Board. These are included as Attachment C and have been divided based on the seven topic areas covered at the Board Workshop.

Recommendation:
Forward a recommendation to approve follow-up recommendations from the STA Board Work Shop of June 27, 2011 as specified in Attachment C.

Attachments:

A. Agenda Topics for June 27th STA Board Workshop
B. Summary of Comments from STA Board Workshop of June 27, 2011
C. Recommended Action Items in Follow up to STA Board Workshop of June 27, 2011

Solano Transportation Authority
. . . working for you!

STA BOARD WORKSHOP

10:00 a.m. – 2:00 p.m., Monday, June 27, 2011
Conference Room B
Solano County Events Center

MEETING AGENDA

I. CALL TO ORDER / INTRODUCTIONS — Chair Price

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. WORKSHOP ITEMS

A. The Status of Solano County's Comprehensive Transportation System — Daryl Halls
(10:05 – 10:25 a.m.)
Pg. 1

B. STA Priorities for SR 12 Corridor – (Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge, and Economic Analysis) — Robert Macaulay
(10:25 – 11:00 a.m.)
Pg. 31

C. Implementation on I-80 Corridor - Express Lanes, Freeway Performance Initiative and Ramp Metering — Janet Adams
(11:00 – 11:30 a.m.)
Pg. 37

D. Opportunities for Public Private Partnerships — Janet Adams
(11:30 – 12 Noon)
Pg. 73

LUNCH BREAK
(12 Noon – 12:20 p.m.)

The complete STA Board Workshop Packet is also available on STA's Website at www.sta.ca.gov

E.	**Solano County Transit Long Range Sustainability** (12:20 – 12:50 p.m.) **Pg. 83**	Elizabeth Richards
F.	**Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit** (12:50 – 1:20 p.m.) **Pg. 91**	Robert Macaulay
G.	**Funding of Local Priorities such as Safe Routes to School, Senior and People with Disabilities Mobility and Local Streets and Roads** (1:20 – 1:50 p.m.) **Pg. 101**	Daryl Halls Elizabeth Richards Sam Shelton

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

VI. ADJOURNMENT

STA Board Workshop June 27, 2011
Summary of Comments – *Updated: August 8, 2011*

IV. Items

A. Status if Solano County's Comprehensive Transportation Plan
- It would be helpful/beneficial to have this history captured on the website to provide the public with its relevance to STA's key goals and policies
- It would be helpful to provide web links to the General Plans of all 7 cities and the county
- The idea of self-sufficiency at local level is a value at the state/regional level
- ***Make sure to include waterways as part of planning efforts***
- Transportation projects = job generation

B. STA Priorities for SR 12 Corridor
- SR 12 is an important component to the county's economic health
- Travis Air Force Base (largest economic engine in Solano) is supplied via SR 12
- SR 12 is a major east/west corridor for goods movement – corridor study will shed light on this importance
- In addition to goods movement, SR 12 is a vital link for the Solano County agricultural industry and commuters
- Eventually SR 12 will probably need to be four lane
- Would like traffic studies to capture traffic data from Hwy 160 and Hwy 4 that use SR 12
- SR 12 - importance for relieving traffic congestion on I-5 and I-80in the Sacramento region, and SR 4 across the Delta to the East Bay

<u>Issues to consider comprehensively in the Corridor Study</u>
- Movement of goods & services
- Economic Development
- Flood preparation/safety
- SB 375 Requirements
- Sea level rise/global warming
- Physical Land Stability

- SR 12 should no longer be considered a 'country road' in functionality
- SR 12 should be looked at as a 4 lane highway in the next MIS
- There should be a component that looks at traffic impacts
- SR 12 is significant to both the region and mega-region
- Toll from a new bridge should be considered as a funding mechanism
- Wine industry, Sacramento airport/Port – movement of goods from these areas uses SR 12, and is important to the regional economy.
- A partnership with Port Authorities could be established for constructing a tunnel for SR 12 by combining with waterways.

- ***Take advantage of UC Davis Transportation Program Modeling (Institute of Transportation Studies – they are an excellent source of data.)***

C. Results from the economic study will show who has an economic stake in SR 12 Implementation on I-80 Corridor – Express Lanes, Ramp Metering and Freeway Performance Initiative

Ramp Metering:

- Local concerns/issues with ramp metering will be addressed before meters are turned on
- Is there flexibility in how ramp metering is turned on? → State has to work on agreement with local jurisdictions – need local concurrence before turned on
- Look into other Caltrans MOU models (Davis, San Mateo, Santa Clara)
- Is there data that show impacts on city streets? We need studies to show queuing impacts on ramps? → Traffic counts/impacts need to be examined
- Is it possible to phase in ramp metering per city → Caltrans prefers to cover entire area, so that traffic doesn't try to bypass on other streets/roads.
- Metering is being installed in Fairfield/Vacaville (edge of Vallejo to County line) → Ramp metering will be installed in Vallejo at a later date after improvements are made.
- Parlay discussion about ramp metering to have discussion with Caltrans regarding improvements to ramps in Vallejo
- Are there any examples of other cities in the state that have faced similar operational issues as Vallejo?
- Ramp metering dependant on technology of system
- Importance of emergency access
- Importance of public outreach before ramp metering is switched on

Express Lanes:

- Why are there no questions regarding Express Lanes?
- By charging toll, are we forcing taxpayers to pay for lane twice? → HOT Lanes – drivers have a choice to drive in mixed flow lanes
- Has public outreach on HOT lanes been done?
- Will the HOT lanes issue be put before the voters?
- Don't HOT lanes restrict lower income drivers? → Statistics show that HOT lanes do not restrict lower income drivers.
- Revenue pays for operation of lane & build out of HOV system
- Are there studies that show benefits of express lanes (when existing lanes are used)
- Concern over adding a lane – it creates demand with no improvements to traffic congestion of air quality.
- We should look at the options of converting an existing lane (taking away a lane) to a HOT lane as well as adding a lane

D. Opportunities for Public Private Partnerships

- P3s are now not just an option, but a necessity, given the lack of state/federal funds.
- We should look into public-private partnerships AND public-public partnerships
- We should look at more than development fees.
- Look at other opportunities for P3s – signage at transit facilities, advertising, etc.
- Focus of P3s on transit facilities – what is the private opportunity?
- There is opportunity for parking management, and multiple users (charging for parking). We should study the mixed-use potential and include the County Government parking structure in the study
- There is opportunity for senior housing/partnering with a developer, HUD, EPA, FTA Grants.
- Redwood City has a good model of parking management.
- Paid parking can be a source of revenue, but can also be a deterrent for economic activity and for transit users if it is too costly.
- Can we use incentives to get transit riders to use paid parking?
- Jepson as alternative to I-80 – need to increase speed, less traffic lights → need to keep traffic flowing, but also keep reasonable accommodations bicyclists & pedestrians.
- The City has no money to maintain Jepson Parkway.

E. Solano County Transit Long Range Sustainability

- Why is Vacaville's revenue/cost structure different than other transit providers?
- ARRA money was used systemwide for operations & maintenance – lasted 2 years, TDA money was banked for use after ARRA funds were depleted.
- Dixon and other smaller cities should consider partnering with a larger jurisdiction (like Vacaville) for transit services.
- Can we get more fare box recovery? (20-30% average in the state)
- Given Solano County has no local sales tax, Solano is doing relatively well with fare box recovery
- If we subsidize 4/5 of the service, should we cut or eliminate service?
- With increased fares and service cuts, some ridership has decreased. Vallejo increased fares, cut service and lost ridership revenue. Vacaville cut fares, modified service and increased farebox recovery.
- Raising rates is not the solution – would still have to subsidize transit
- Examine bus maintenance costs – look for efficiencies.

F. Implementation of Sustainable Communities Strategy – Development of Alt Fuels & Infrastructure for Transit

- STA should continue work with all cities – coordinate a plan countywide, have consistency, and ensure coordinated policies between ciies.
- Vacaville as a model – All transit in VV is EV/CNG, many city vehicles are EVs, and Vacaville Transit Center uses solar power
- Should look at P3 potential for commercial provision of alternative fuel stations.
- Benicia is doing public outreach for implementation of their Climate Action Plan. They are identifying transportation as a key issue where citizens can take action.
- STA should continue its work on agricultural access and open space – even do a pilot project.

G. Funding of Local Priorities such as SR2S, Senior and People with Disabilities Mobility, and Local Streets and Roads

SR2S

- Solano's SR2S program has been very effective – we should continue to support it.
- Important to involve schools (public and private) in SR2S discussions
- Ensure all school districts that service Solano are included.

Senior and People with Disabilities Mobility

- We should look at partnering with other programs to provide funding for mobility of seniors and people with disabilities.

Local Streets and Roads

- PCI is actually worse than shown in the MTC report issued annually. MTC uses 3 year moving average that doesn't capture recent deterioration.
- STA should take a more aggressive role in identifying local need and improving and maintaining local streets and roads.

ATTACHMENT C

RECOMMENDED FOLLOW UP ACTIONS
STA BOARD WORKSHOP OF JUNE 27, 2011

1. Solano County's Comprehensive Transportation System
   - *Continue to identify, support and implement Solano County's Integrated Transportation System along the I-80 Corridor and through Solano County as heart of Northern California's Mega-Region*

2. STA Priorities for the State Route 12 Corridor – Funding, 2 Lanes versus 4 Lanes, Rio Vista Bridge an Economic Analysis
   - *Advocate with Caltrans for Near-Term SHOPP Projects (SR 12/113 Intersection and SR 12/Church)*
   - *Partner with Solano EDC and stakeholders to develop an Economic Analysis of SR 12 to help STA's support of the SR 12 Major Investment Study*
   - *Advocate for and develop funding strategy for preferred alternative for SR 12 Corridor*

3. Implementation on I-80 Corridor – Express Lanes, Freeway Performance Initiative and Ramp Meeting on I-80
   - *Support MTC's regional Express Lanes authorization application to CTC that includes entire I-80 and I-680 Corridors in Solano County*
   - *Coordinate with Caltrans, MTC and affected local agencies on implementation of ramp metering as part of overall I-80 operational improvements*
   - *Continue and complete project development activities leading to construction and opening of initial two phases of I-80 Express Lanes located between Red Top Road in Fairfield and I-505 in Vacaville*

4. Opportunities for Public Private Partnerships – P3 Study for Transit Centers and Partnerships with Private Sector to Deliver Local Corridor Improvements
   - *Complete initial feasibility study for Public Private Partnerships for Transit Centers in partnership with affected cities*
   - *Determine opportunities and next steps following completion of phase 1*

5. Development of Long Range Transit Sustainability Plan
   - *Authorize initiation of long range transit sustainability plan for Solano County's transit operators*

6. Implementation of Sustainable Communities Strategy – Development of Alternative Fuels Strategy and Infrastructure for Transit
   - *Authorize development of an Alternative Fuels Strategy and Infrastructure Study for transit and public fleets*
   - *Continue to assist cities in the development of their Climate Action Plans per SB 375*

- *Assist cities and County to implement supportive Local Transportation and Land-Use Policies per ABAG and MTC's OneBayArea Plan and new Grant Program with focus on countywide or city level employer trip reduction ordinances and adoption of bicycle/pedestrian plans and complete streets policies*
- *Work with the City of Benicia to assist in implementation of their Climate Action Plan*
- *Work with County of Solano in the implementation of new Priority Conservation Area Planning Pilot*

7. Funding of Local Priorities such as Safe Routes to School, Senior and Disabled Mobility, and Local Streets and Roads
   - *Reactivate SR2S Task Forces, Update SR2S Plan and Community Priorities, and expand program to reach all of Solano County's public and private schools*
   - *Authorize STA to develop Mobility Plan & Program for Seniors and People with Disabilities in partnership with transit operators, County, Solano Senior Coalition and non-profits*
   - *Partner with County of Solano to determine and address mobility needs for Health and Social Services and First Five program clients*
   - *Develop annual Local Streets and Roads Pavement Condition Report for Solano County to identify and track maintenance conditions and needs*

Solano Transportation Authority

DATE: August 22, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Express Lanes Network Letter of Support

Background:
An Express Lane is a toll enacted on single-occupant vehicles who wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs), also known as carpools. Tolls are collected either by manned toll booths, automatic number plate recognition, or electronic toll collection systems.

Express Lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cares in the lanes and keep them free of congestion, even during rush hour.

The concept is an expansion of HOV Lanes and an effort to maximize their efficiency in moving vehicles. HOV Lanes are designed to promote vehicle sharing and use of public transportation by creating areas of lower road use as an incentive, but they have been criticized because some are underused. The Express Lanes provides a mobility option for single-occupant vehicles to provide reliable travel at a variable price.

Express Lanes are often constructed within the existing road space and provide an option for commuters and non-routine drivers. The Express Lanes benefit drivers by providing the ability to pay to get through traffic quickly; e.g., a family seeking to catch a flight or a plumber wanting to get to his customer quickly may come out ahead financially from using the Express Lane. Funds raised from Express Lanes tolls would be used to pay for the maintenance and operations of the lane(s), payment of debt for the initial construction of the lane(s) and to build out the Express Lanes network in the Bay Area. Additional funds can also be used for supporting transit service in the corridors.

Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, Express Lanes can allow public transportation vehicles (such as buses) and carpools more reliability to get to destinations on time.

The Metropolitan Transportation Commission (MTC) has proposed the regional Express Lanes Network concept which involves converting existing HOV Lanes to Express Lanes and using the revenue generated to finance completion of the HOV/Express system as well.

Discussion:
There have been many developments since April 2009 when MTC incorporated an 800-mile Bay Area Express Lane Network into Transportation 2035: Change in Motion, the region's long-range transportation plan. Additional planning and engineering work has been completed and a consensus has been established that a regional system of Express Lanes should exist in the Bay Area.

While Assembly Bill (AB) 744 (the original MTC legislative approach for authorizing Express Lanes) made it through the Assembly and to its final committee, the Senate Appropriations Committee, there was additional pressure for amendments that the region concluded would exact too high a price. One of the interest groups requesting additional amendments was the Caltrans engineers union, Public Engineers of California Government (PECG), which sought to require that Caltrans be granted ultimate responsibility for design of the construction projects required to implement the network. The Region was unwilling to accept this proposal due the risks that the change would result in delays and higher costs. In addition, despite repeated efforts to negotiate an acceptable compromise with environmental organizations, such a compromise was not forthcoming. Amendments requested included unrealistic funding set-aside requirements for public transit and the elimination of certain projects in Alameda, Santa Clara and Solano Counties from the network. Ultimately, the amendments would have significantly compromised the ability to finance the network. In addition, amendments insisted upon by the Senate Transportation and Housing Committee restricted any bridge toll contributions to loans for the network, further undermining the original financial model that was based on an Express Lane network that relied upon BATA's excellent credit rating and used bridge tolls to help provide cash-flow in the short term and back-up revenue in the event that the Express Lane tolls were insufficient to meet bond obligations.

Additionally, due to the recession, some of the key assumptions affecting the potential revenues that would be generated by the network have changed substantially since the planning process began in 2005. For instance, there are now one million fewer jobs in the Bay Area than was projected in Projections 2003, which formed the basis of the revenue forecast in Transportation 2035. In addition, the estimated cost of constructing the regional network has increased by $1.4 billion since Transportation 2035 was adopted. A substantial portion of the increase is due to escalation costs resulting from a revision in the completion schedule from 2016 to 2021.

Given these various factors, MTC is pursuing an alternative strategy for authorizing the regional Express Lane network. This strategy is to pursue the Network authorization under current law (Streets and Highways Code Section 149.7), which provides for regional transportation agencies can apply to the California Transportation Commission (CTC) until December 31, 2011, for up to two Express Lane "facilities" in Northern California. Under changes made in AB 798 (Nava), 2009, the CTC has authority to approve these applications and authorize the use of tolls. MTC staff has worked with Caltrans and the Congestion Management Agencies (CMAs) to determine the appropriate scope and phasing of the network to be submitted to CTC in the fall 2011. The approach is to focus on a 460-mile network, estimated at approximately $3 billion. This approach focuses on the I-80, I-580, I-680, I-880 and U.S. 101 corridors in Santa Clara and San Mateo and closes key gaps in the existing HOV Lanes network. This backbone is expected to be more financially feasible than the full 800-mile network in the Transportation 2035 Plan, particularly in light of the sustained economic downturn. Under this revised approach, MTC would submit a Project

Study Report (PSR) to the CTC as the authorizing document to gain approval of back-bones network in the Bay Area. MTC is seeking a Letter of Support from the CMAs. As shown in the Fact Sheet (Attachment A), I-80 and I-680 in Solano County are included in the backbone network. As the proposed network within Solano County includes our Board adopted priority routes, staff is recommending sending a Letter of Support to the CTC (Attachment B).

In addition to getting the authority to develop a regional Express Lane network, MTC would need the ability to issue Express Lane revenue bonds in order to accelerate construction. While BATA already issues bridge toll bonds, MTC lacks bond issuing authority for state highway projects. One potential avenue to achieve this is through the newly-created California Transportation Finance Authority (CTFA), established by AB 798 (Nava). This new government body is empowered to review various types of public toll project proposals and may grant local and regional agencies the authority to issue toll revenue bonds.

Recommendation:
Forward a recommendation to the STA Board to send a Letter of Support to the California Transportation Commission in support of the Metropolitan Transportation Commission application for authorizing a Bay Area Regional Express Lanes Network.

Attachments:
A. Bay Area Regional Express Lanes Fact Sheet
B. STA Letter of Support

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Application to CTC for

Bay Area Express Lanes Network

Background

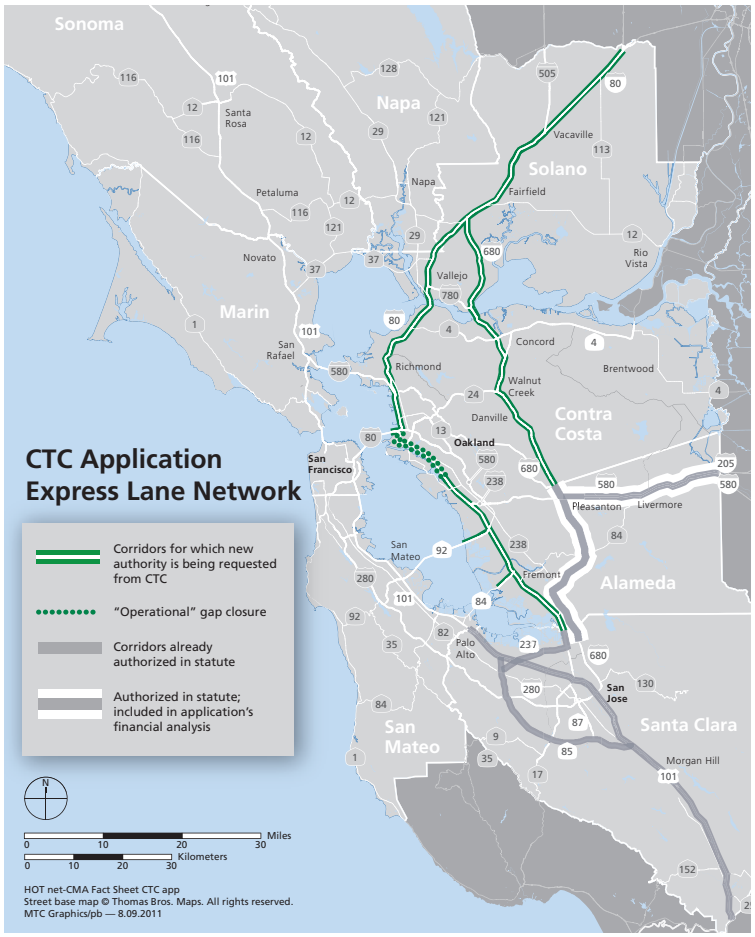
MTC intends to submit an application for a public partnership for High Occupancy Toll Lanes, also called Express Lanes, to the California Transportation Commission (CTC) in September 2011 for approval at the October meeting. The application is consistent with the region's adopted long-range Transportation 2035 Plan, which envisions an integrated, seamless system of express lanes in the Bay Area.

The application is in accordance with Section 149.7 of the Streets and Highways Code (AB 1467, 2006). It includes an approved programmatic PSR and a Letter of Finding by the California Department of Transportation (Caltrans) assessing operational impacts and certifying the application is consistent with state highway system requirements.

Project Goals

Bay Area highway congestion is consistently among the worst in the nation, regional travel is slow and unreliable. The carpool lane system is fragmented by gaps that can't be closed for many decades due to lack of funds, making carpooling and transit less effective. Project goals include:

- **Connectivity:** Use express lane toll revenues to close gaps within the existing HOV lane system to increase travel time savings for carpools and buses.
- **Efficiency:** Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system.
- **Reliability:** Provide a reliable, congestion-free transportation option.



	Miles Total	Miles Previously Authorized	Miles of New Authority
Convert existing HOV Lanes to Express Lanes*	340	190	150
Widen existing freeways to create Express Lanes	210	90	120
Operational gap closure	20	0	20
Total	570	280	290

*includes the existing I-680 Sunol Express Lanes

The Bay Area Express Lanes System

The application seeks CTC authority to implement Express Lanes on three routes: I-80 in Alameda, Contra Costa and Solano counties, I-880 in Alameda County, and I-680 in Solano and Contra Costa counties. In the near term, mobility and connectivity through the northern section of I-880 through Oakland, where there is no existing HOV lane, would be addressed through operational strategies. These corridors will complement express lanes authorized under existing statute in Alameda and Santa Clara counties: I-680, I-580, Route 237/I-880 interchange, and U.S. 101/Route 85.

MTC, Caltrans and county Congestion Management Agencies are committed to seamless operation of the previously and newly authorized express lanes as a single system.

(Continued)

Elements of Application

The application outlines possible phasing, tolling and financing approaches in order to demonstrate financial and operational feasibility under a range of conditions. It does not, however, commit the region to specific policies.

Operational Assessment: The Express Lane Network will make optimum use of available capacity within the existing HOV lanes and within the new Express Lanes. This utilization along with improved transit reliability within the Network corridors will improve the operation of the Bay Area's freeways.

Costs: Costs to design, construct, implement and operate the segments of the Network were developed by segment, taking into account improvements that ensure safety, operation, and cost containment. The total capital cost ranges from $3 billion to $3.6 billion (in year of expenditure dollars), depending on the speed of implementation.

Schedule: The network includes two types of projects: 1) conversion of existing HOV lanes and 2) construction of new lanes. The application envisions an expedited 4-year process for the conversion projects and an expedited 6-year process for the new lanes. In financial analysis scenarios described below, conversion projects generally precede construction of new lanes.

Financial Analysis: The financial analysis includes the I-680 and I-580 authorized corridors, reflecting Alameda County Transportation Commission's expressed interest in entering into an agreement with MTC. The route 237/880 and U.S. 101/Route 85 projects are assumed to remain financially independent.

To demonstrate financial feasibility, the analysis explores two scenarios that bookend a range of possible outcomes:

> **Base Case** – Shows the bulk of the network could be completed by 2025 (with one last segment in 2030) with higher revenue from higher traffic demand, tolling throughout the day (e.g. 6 AM to 7 PM), and increasing HOV occupancy requirements to HOV3+ as the network becomes more connected in 2020.
>
> **Conservative Case** – Shows that the network could be completed by 2035, under more conservative revenue assumptions, such as limiting tolling to peak periods and maintaining current HOV occupancy requirements until carpool lanes fill up or 2035, whichever comes first.

While it is too early to determine the actual toll rates, the analysis demonstrates financial feasibility based on toll rates in the range of $0.14 per mile to $1.00 per mile in 2020. These rates are comparable to current rates on the I-680 Express Lanes (average peak period toll of $3 for 14 miles) and State Route 91 Express Lanes in Orange County ($10 for 10 miles).

What Comes Next?

MTC will consider this application at the September 9 meeting of the Planning Committee and September 28 meeting of the full Commission. The CTC will consider MTC's application at its meeting on October 26-27. The CTC's ability to authorize new express lanes projects expires on December 31, 2011.

Upon approval, MTC and its regional partners, including Caltrans and the CMAs, will undertake the following steps to establish the network:

- Conduct detailed analysis of traffic, toll policy, revenue and financing options.
- Assign project development responsibilities.
- Develop a project-specific Project Study Report for each construction project, followed by a Project Report and environmental documentation, including required companion studies
- Determine a method of project delivery for each segment.
- Coordinate on operating policies.

Key Dates for Application

September 9 — MTC Planning Committee

September 28 — MTC Full Commission

October 26/27 — California Transportation Commission

METROPOLITAN
TRANSPORTATION
COMMISSION
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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Web site: www.mtc.ca.gov

August 2011

Mr. Dario Frommer, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chairman Frommer and Commissioners:

The _____ Authority, acting as the congestion management agency for _____ County, is writing in support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement a regional express lanes network and urges the California Transportation Commission (Commission) to make a finding of eligibility under Streets & Highway Code _____. The board of directors acted on _____, 2011, to affirm this support.

The express lanes network is a component of *Transportation 2035*, the long-range transportation plan for the San Francisco Bay Area. This request before the Commission represents the culmination of significant efforts to define and study the technical and financial feasibility of moving forward with the express lanes network. High-occupancy vehicle (HOV) lanes are already an essential part of the regional transportation system, but they could be even more extensive and make a greater contribution to regional mobility, if they were to reach their full potential. Currently, the HOV lanes are a "patchwork" rather than a network. The implementation of the network for which MTC is seeking authority on behalf of the region would be a powerful tool for management of the freeway system. It would yield the following benefits:

- **Connectivity.** Additional HOV lanes would be constructed to close gaps and permit longer contiguous trips on the lanes than are currently possible or foreseeable under current funding circumstances. The network will become a much more attractive and efficient mobility option for travelers when gaps are closed.
- **Capacity Enhancement/System Performance.** Current underutilization of HOV lanes creates the opportunity to balance the usage of all lanes and increase vehicle and person throughput, as a result of careful real-time pricing strategies. Overall system performance can be improved by a more extensive HOV/express lane network that can be fine-tuned through pricing.
- **Travel Time Savings.** Offering travelers the option of using the express lane provides an opportunity to save travel time, especially on those occasions when being on time is of great value to the user.
- **Reliability.** In addition to time savings, reliability is an important value to users. If predictability can be assured, experience with express lanes in other regions has shown that users will pay the toll, even at times when there is not significant congestion on the adjacent general purpose lanes.

- **Bus Transit improvement.** Substantially enhanced connectivity and improved reliability will make express bus travel much more attractive and thereby lead to increased ridership. This will lead to reduced congestion, energy consumption and air emissions.

Of course, each segment of the network has its own special characteristics. As each project of the express lane network is developed, we understand that there will be detailed analysis of operational and environmental impacts specific to that project. The _____ Authority expects to participate in the project development process for those corridors within our jurisdiction. In the meantime, we are pleased to give wholehearted support and endorsement to the MTC application for moving ahead with the next steps toward a regional express lane network. We urge Commission approval of the application.

Sincerely yours,

Solano Transportation Authority

DATE: August 25, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Priority Projects

Background:
Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

The two agencies are developing land use and transportation scenarios to test using MTC's traffic model. The results of these tests will help guide MTC and ABAG as they develop the SCS and RTP. There are 5 land use and 2 transportation scenarios. Four of the 5 land use scenarios look at increasing development in the core Bay Area, especially in the major urban areas of San Jose, San Francisco, Oakland and Freemont. The fifth scenario assumes a larger percentage of growth, both residential and employment, in the suburban counties, including Solano. The transportation scenarios are designed to provide transportation resources that are consistent with the overall nature of the land use scenarios.

Discussion:
MTC has asked the Congestion Management Agencies (CMAs) to identify their highest priority regionally significant projects, for inclusion in one or both of the transportation scenarios to be used in SCS/RTP modeling. This does not include regional priority projects such as the I-80 Express Lane network. STA has identified the following as priority projects that should be included in the RTP/SCS scenarios for modeling:

- I-80/I-680/SR-12 Interchange (Phase I)
- Jepson Parkway
- Fairfield/Vacaville Rail Station
- Fairfield Transit Center Expansion, Phases 1, 2 and 3
- Curtola Transit Center
- Vallejo Station Ferry Terminal Intermodal Facility
- Vallejo Ferry Maintenance Facility on Mare Island
- Redwood Parkway/Fairgrounds Drive Improvements
- Vacaville Intermodal Center Phase 2

MTC has requested that the CMAs provide the prioritized list of projects by August 26th. If the TAC and STA Board identify different priority projects, STA staff will work with MTC to attempt to switch which projects are included in the scenario modeling.

Fiscal Impact:
None at this time. MTC will provide a final fund estimate for RTP projects at a later date, and STA will submit a formal project list consistent with that fund estimate. Projects included in the initial priority

Recommendation:
Forward a recommendation to the STA Board to approve the RTP priority project list identified in this staff report.

Solano Transportation Authority

DATE: August 25, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: One Bay Area Block Grant Proposal

Background:
Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

MTC also worked with ABAG on the development of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs are areas with typically mixed uses and high densities, served by transit. Solano County has 9 designated PDAs: 1 in Benicia, 1 in Vallejo, 4 in Fairfield, 1 in Suisun City and 2 in Vacaville.

MTC administers significant transportation funds from federal and state sources. The RTP is the primary document for planning the use of these funds. Only programs and projects identified in the RTP are eligible to receive Surface Transportation Program (STP) and Congestion Mitigation for Air Quality (CMAQ) funds. MTC and ABAG are proposing a new program as part of the year 2040 RTP called the One Bay Area block grant, that will bundle STP and CMAQ funds together for local Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA). MTC and ABAG have released draft guidelines for the One Bay Are Block Grants (Attachment A), and are seeking input on the guidelines.

At its meeting of August 11, 2011, the Solano City County Coordinating Council (4Cs) considered the One Bay Area Block Grant guidelines. The 4Cs recommended changes be made to the One Bay Area Block Grant guidelines, as shown in the attached 4Cs staff report (Attachment B).

Discussion:
The One Bay Area Block Grant proposal will combined a number of previously separate programs: Local Streets and Roads maintenance, regional Safe Routes to Schools, regional Bicycle Network development, and Transportation for Livable Communities.

There are four areas of concern for STA and the member agencies regarding the One Bay Area Block Grant guidelines: Restrictions on federal Surface Transportation Program (STP) funds, restricted use of funds in PDAs, the Supportive Local Transportation and Land Use Policies and insuring no net revue loss from Cycle 1 funding levels.

Expenditure of STP Funds. STP funds are the only funds that can be used for Local Streets and Roads (LS&R) maintenance. If One Bay Area Block Grant funds are restricted to PDAs, as discussed below, this would severely limit agency capacity to maintain local travel ways. An alternative approach would be to allow STP money to be spent on any qualifying roadway, and to focus Congestion Management for Air Quality (CMAQ) funding in the PDAs.

PDA Restrictions. The One Bay Area Block Grant guidelines propose requiring 70% of the funds be spent within designated PDAs. This is based upon ABAG's current estimate that 70% of the Bay Area's 25-year housing need can be accommodated in PDAs. CMAQ money is typically used for capital projects such as bicycle paths and pedestrian areas, but can also be used for programmatic activities such as the Solano Napa Commuter Information program. It is unclear how the proposed PDA restriction would impact CMAQ programmatic expenditures. In addition, ABAG has not discussed whether a potential lowering of the proportion of Bay Area residential growth in PDAs would result in a similar lowering of the proposed proportion of One Bay Area Block Grant funds to be spent in the PDAs.

Supportive Local Transportation and Land Use Policies. The One Bay Area Block Grant guidelines include the following proposed language:

> Supportive Local Transportation and Land-Use Policies: MTC and ABAG Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
>
> > a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
> >
> > b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
> >
> > c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
> >
> > d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

The city and county Planning Directors were surveyed in June of 2011 regarding these policies. They concluded that none of the jurisdictions in Solano County would be able to meet 2 or more of these criteria. A number of jurisdictions are struggling with the same issue throughout the region. This would potentially render the 7 cities and the county ineligible for the One Bay Area Block Grant funds. This could be addressed by revising Policy a) to read as follows:

> a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) ***or*** adopted city and/or countywide employer trip reduction ordinances or programs.

This would allow the SNCI rideshare program to act as the countywide employer trip reduction program for all agencies. In addition, STA's pending Countywide Bicycle and Pedestrian plans could be adopted by jurisdictions that lack their own plans to help meet Policy d), leaving only the requirement for agencies to adopt a Complete Streets ordinance to qualify for One Bay Area Block Grant funds.

No Net Loss of Revenue. Senior MTC staff made an early verbal commitment that no CMA would experience a net reduction in revenue with the One Bay Area Block Grant program compared to the grant program in Cycle 1. This was an important consideration for many of the CMAs with either smaller populations and/or less densely urbanized areas. However, the draft One Bay Area Block Grant guidelines show Solano County receiving $13.8 million in Cycle 2 block grants versus the $15.2 million provided by the first Cycle. MTC has argued that the STA is using the wrong fund sources for calculating the Cycle 1 baseline, but STA staff believes that the $15.2 million baseline is consistent with the One Bay Area Block Grant definitions. Other CMAs have expressed similar concerns about how MTC is calculating the Cycle 1 baseline, and that MTC is not holding to its 'no net loss of revenue' commitment.

Fiscal Impact:

The One Bay Area Block Grant guidelines will shape the amount of funds available to local jurisdictions for block-grant eligible programs, such as LS&R maintenance, Transportation for Livable Communities, and bicycle and pedestrian facility construction. For the Cycle 2 funding period, MTC estimates this will be $13.8 million (combined STP and CMAQ funds). Funding amounts are shown in the One Bay Area Block Grant guidelines (Attachment A of this staff report, refer to Attachment C of the Block Grant Guidelines). As noted above, STA believes this funding amount should be $15.2 million. If MTC is unwilling to adjust the funding available to STA, the net loss will be approximately $500,000 per year for the 3 years of Cycle 2.

Recommendation:

Forward a recommendation to the STA Board to request MTC and ABAG modify the One Bay Area Block Grant criteria as follows:

1. Allow STP funds to be spent on any eligible roadway, without consideration of whether or not the roadway is in a designated PDA;
2. Change the language of Supportive Local Transportation and Land-Use Policy a) to read "Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) ***or*** adopted city and/or countywide employer trip reduction ordinances or programs"; and
3. A 'no net loss of revenue' for each CMA, based upon actual Cycle 1 funding, and adjust the County Grant Amount for Solano of the One Bay Area Block Grant guidelines to $15.2 million.

Attachments:

A. One Bay Area Grant Program guidelines, dated July 8, 2011.
B. 4Cs staff report dated August 11, 2011.

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OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)
Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

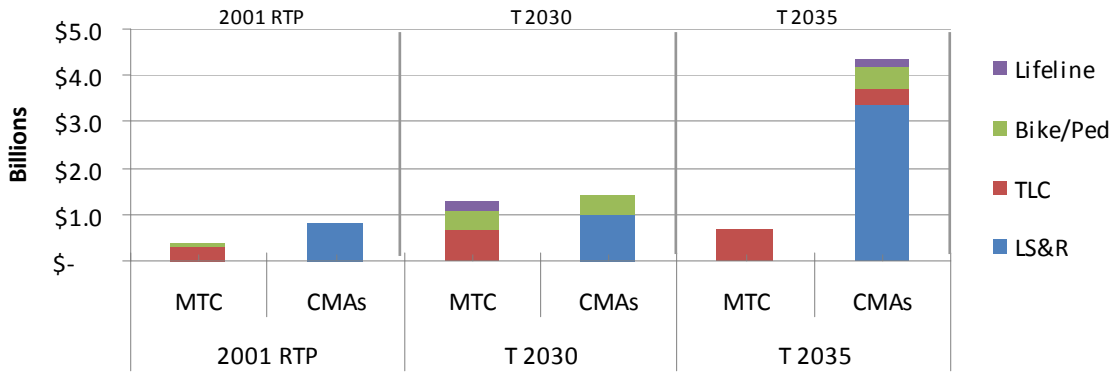
In December 2009 the Commission adopted an overall framework directing how approximately $1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program
As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

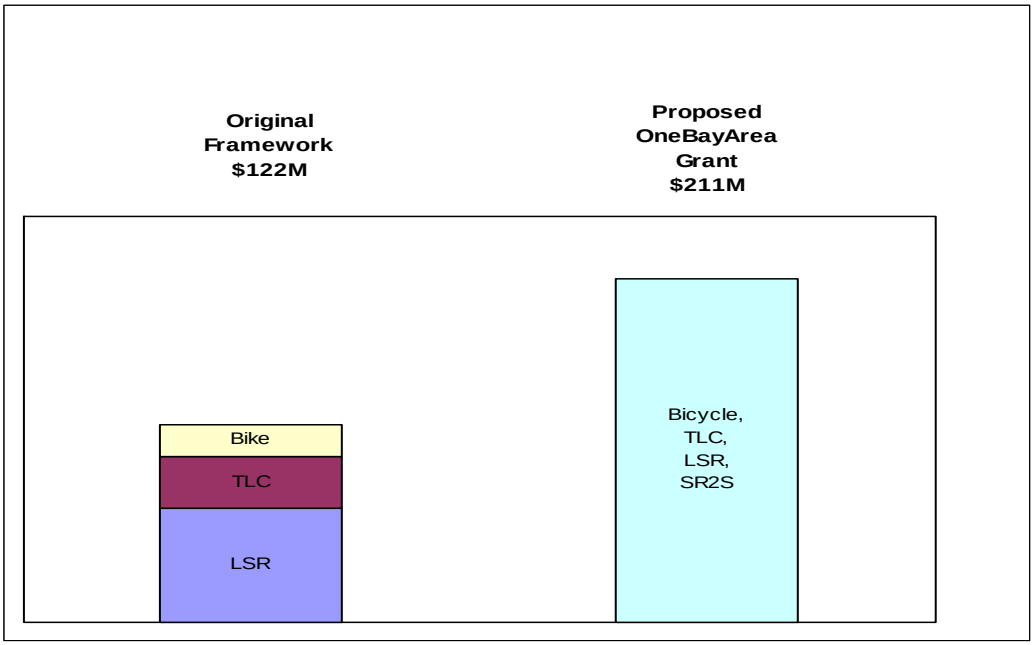
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- Shift more Funding to Locally Managed OneBayArea Grant Program: Dedicate $211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- Add Flexibility by Eliminating Program Categories: The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.

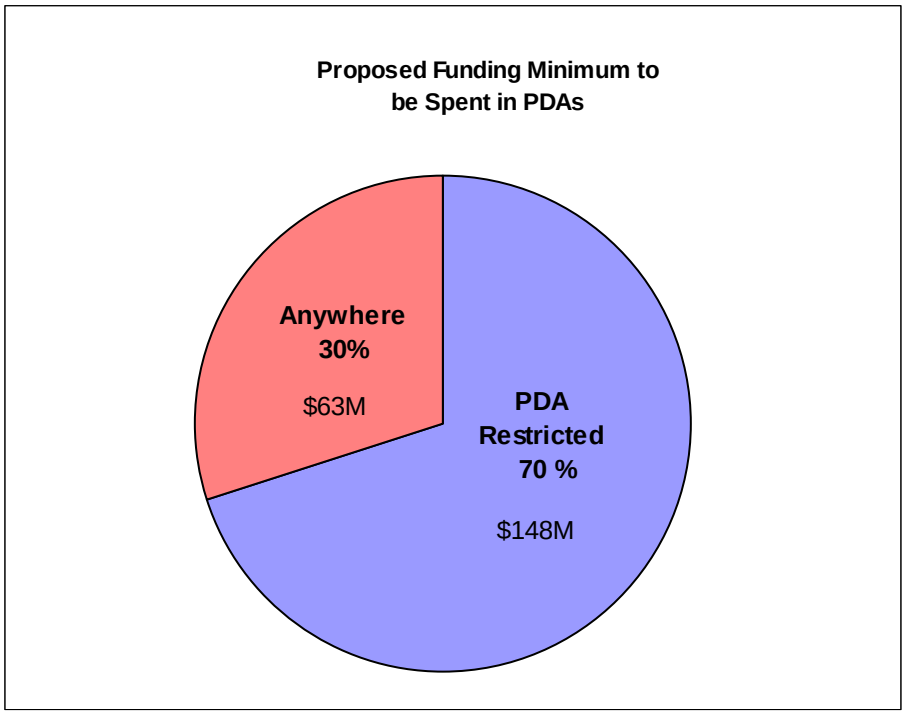


- Leverage Outside Funds to Grow Program and Meet More Objectives: Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes $6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- Continue Key Regional Programs: The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- Establish a Priority Conservation Area Planning Program: This new $5 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)
Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

    a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
    b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
    c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
    d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues
Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

Attachment A-1

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal

July 8, 2011

(amounts in millions $)

Funding Available: Cycle 1: $466M (after $54M Carryover) Cycle 2: $548M Air District: $6M	Existing Framework						
	Cycle 1		Cycle 2 Status Quo		Cycle 2 One Bay Area		
	MTC	CMA Block Grant	MTC	CMA Grant	MTC	One Bay Area Grant*	Cycle 2 Total
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	37
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	105
9 Transportation Oriented Development (TOD) Fund	10	0	0	0			
10 Priority Conservation Area Planning Pilot					5		
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
	142	30%	122	22%	211	38%

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* Air District funding of $6 million adds capacity to suppport OneBay Area Grant.

1) Regional Planning:

$21M ($7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

$3M for a scaled back PTAP program

6) Climate Initiative:

$5M for SFGo in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program $25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

Attachment B
PROPOSAL

OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	$42.4	$25.4
Contra Costa	$31.5	$16.6
Marin	$6.4	$5.0
Napa	$4.2	$2.9
San Francisco	$24.6	$11.8
San Mateo	$17.2	$11.1
Santa Clara	$55.3	$28.1
Solano	$13.8	$9.0
Sonoma	$15.8	$12.3
Bay Area Total	**$211.0**	**$122.1**

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	$17.1	-
Contra Costa	$14.9	-
Marin	$1.4	-
Napa	$1.3	-
San Francisco	$12.8	-
San Mateo	$6.1	-
Santa Clara	$27.2	-
Solano	$4.8	-
Sonoma	$3.5	-
Bay Area Total	**$88.9**	**-**

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	**73%**	**-**

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

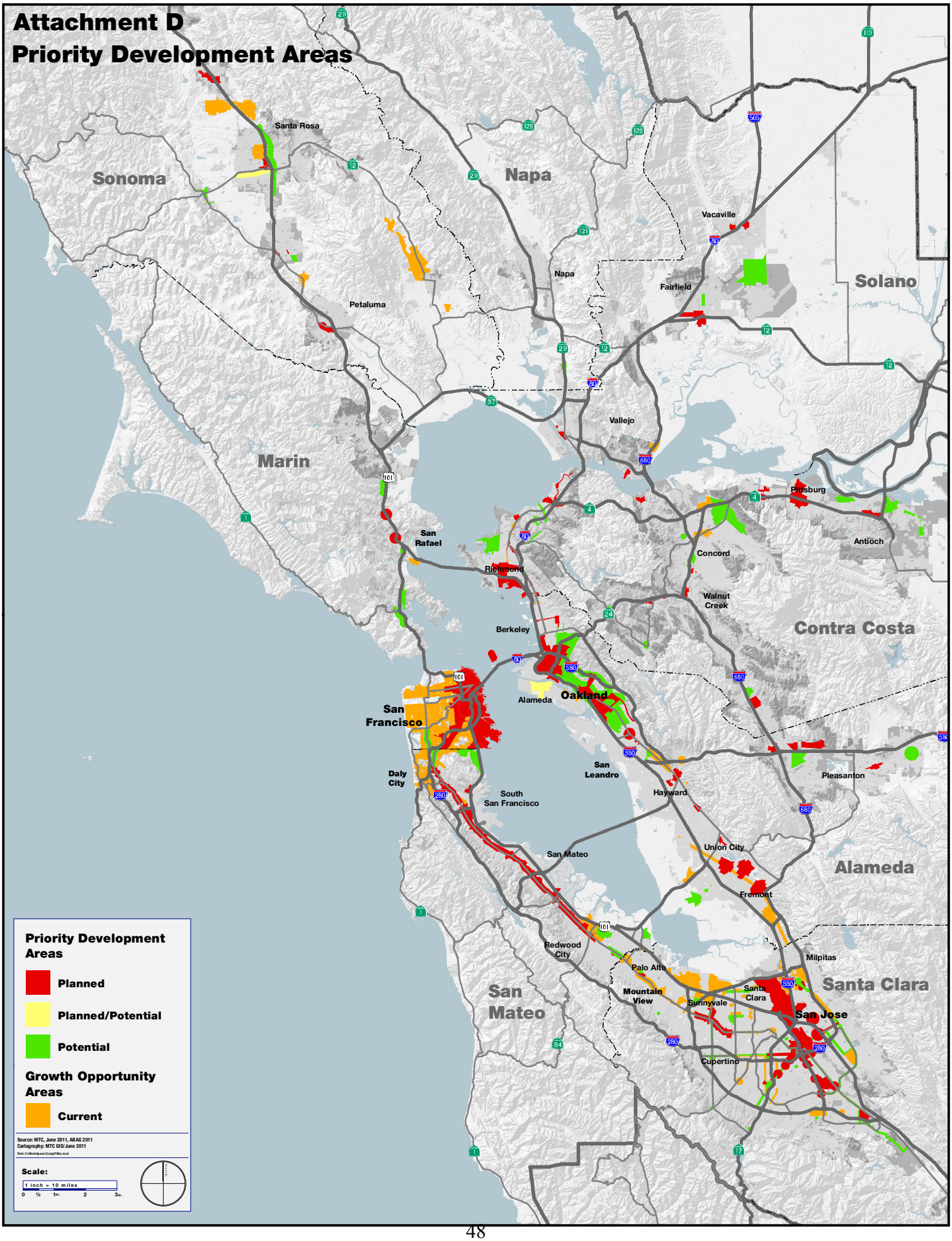
PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

		Allocation Areas	
Apportionment Area	**County Grant Amount**	**PDA 70% Minimum**	**Anywhere in County**
Alameda	$42.4	$29.7	$12.7
Contra Costa	$31.5	$22.0	$9.4
Marin	$6.4	$4.5	$1.9
Napa	$4.2	$2.9	$1.2
San Francisco	$24.6	$17.2	$7.4
San Mateo	$17.2	$12.0	$5.1
Santa Clara	$55.3	$38.7	$16.6
Solano	$13.8	$9.6	$4.1
Sonoma	$15.8	$11.0	$4.7
Regional Total	$211.0	$147.7	$63.3

Attachment D
Priority Development Areas



Attachment D: Priority Development Areas

Alameda County

Jursidiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
Northern Waterfront	*Growth Opportunity Area*
Albany	
San Pablo Avenue & Solano Avenue	*Growth Opportunity Area*
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
Ardenwood Business Park	*Growth Opportunity Area*
Fremont Boulevard & Warm Springs Boulevard Corridor	*Growth Opportunity Area*
Fremont Boulevard Decoto Road Crossing	*Growth Opportunity Area*
South Fremont/Warm Springs	*Growth Opportunity Area*
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
Carlos Bee Quarry	*Growth Opportunity Area*
Mission Corridor	*Growth Opportunity Area*
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town MIxed Use Area	Potential
Cedar Boulevard Transit	*Growth Opportunity Area*
Civic Center Re-Use Transit	*Growth Opportunity Area*

Oakland	
Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned
Pleasanton	
Hacienda	Potential
San Leandro	
Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned
Union City	
Intermodal Station District	Planned
Mission Boulevard	*Growth Opportunity Area*
Old Alvarado	*Growth Opportunity Area*
Alameda County Unincorporated	
Castro Valley BART	*Growth Opportunity Area*
East 14th Street and Mission Boulevard Mixed Use Corridor	*Growth Opportunity Area*

Contra Costa County

Jursidiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
Downtown BART Station Planning	*Growth Opportunity Area*
North Concord BART Adjacent	*Growth Opportunity Area*
West Downtown Planning Area	*Growth Opportunity Area*
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
23rd Street	*Growth Opportunity Area*
San Pablo Avenue Corridor	*Growth Opportunity Area*
San Ramon	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek	
Walnut Creek: West Downtown	Planned
Contra Costa County Unincorporated	
Contra Costa Centre	Planned
Downtown El Sobrante	Potential
North Richmond	Potential
Pittsburg/Bay Point BART Station	Planned
West Contra Costa Transportation Advisory Committee: San Pablo Avenue Corridor	Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
San Rafael	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
Marin County Unincorporated	
Urbanized 101 Corridor	Potential
San Quentin	*Growth Opportunity Area*

Napa County

Jursidiction or Area Name	PDA Status
American Canyon	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
San Francisco	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
Citywide	*Growth Opportunity Area*

San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
Citywide	
East Palo Alto	
Ravenswood	Potential
Woodland/Willow Neighborhood	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
Broadway	*Growth Opportunity Area*
Middlefield	*Growth Opportunity Area*
Mixed Use Waterfront	*Growth Opportunity Area*
Veterans Corridor	*Growth Opportunity Area*
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
Lindenville Transit Neighborhood	*Growth Opportunity Area*
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jursidiction or Area Name	PDA Status
Cambell	
Central Redevelopment Area	Planned
Winchester Boulevard Master Plan	*Growth Opportunity Area*
Gilroy	
Downtown	Planned
Los Altos	
El Camino Real Corridor	*Growth Opportunity Area*
Milpitas	
Transit Area	Planned
Hammond Transit Neighborhood	*Growth Opportunity Area*
McCandless Transit Neighborhood	*Growth Opportunity Area*
McCarthy Ranch Employment Center	*Growth Opportunity Area*
Midtown Mixed-Use Corridor	*Growth Opportunity Area*
Serra Center Mixed-Use Corridor	*Growth Opportunity Area*
Tasman Employment Center	*Growth Opportunity Area*
Town Center Mixed-Use Corridor	*Growth Opportunity Area*
Yosemite Employment Center	*Growth Opportunity Area*
Morgan Hill	
Morgan Hill: Downtown	Planned
Mountain View	
Whisman Station	Potential
Downtown	*Growth Opportunity Area*
East Whisman	*Growth Opportunity Area*
El Camino Real Corridor	*Growth Opportunity Area*
Moffett Field/NASA Ames	*Growth Opportunity Area*
North Bayshore	*Growth Opportunity Area*
San Antonio Center	*Growth Opportunity Area*
Palo Alto	
Palo Alto: California Avenue	Planned
Palo Alto: El Camino Real Corridor	*Growth Opportunity Area*
Palo Alto: University Avenue/Downtown	*Growth Opportunity Area*
San Jose	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
Bascom TOD Corridor	*Growth Opportunity Area*
Bascom Urban Village	*Growth Opportunity Area*
Blossom Hill/Snell Urban Village	*Growth Opportunity Area*
Camden Urban Village	*Growth Opportunity Area*
Capitol Corridor Urban Villages	*Growth Opportunity Area*

Capitol/Tully/King Urban Villages	*Growth Opportunity Area*
Oakridge/Almaden Plaza Urban Village	*Growth Opportunity Area*
Saratoga TOD Corridor	*Growth Opportunity Area*
Stevens Creek TOD Corridor	*Growth Opportunity Area*
Westgate/El Paseo Urban Village	*Growth Opportunity Area*
Winchester Boulevard TOD Corridor	*Growth Opportunity Area*
Santa Clara	
Central Expressway Focus Area	*Growth Opportunity Area*
El Camino Real Focus Area	*Growth Opportunity Area*
Great America Parkway Focus Area	*Growth Opportunity Area*
Lawrence Station Focus Area	*Growth Opportunity Area*
Santa Clara Station Focus Area	*Growth Opportunity Area*
Tasman East Focus Area	*Growth Opportunity Area*
Sunnyvale	
Downtown & Caltrain Station	Planned
El Camino Real Corridor	Planned
Lawrence Station Transit Village	Potential
East Sunnyvale ITR	*Growth Opportunity Area*
Moffett Park	*Growth Opportunity Area*
Peery Park	*Growth Opportunity Area*
Reamwood Light Rail Station	*Growth Opportunity Area*
Tasman Station ITR	*Growth Opportunity Area*
VTA Cores, Corridors, and Station Areas (estimate)	Potential

Solano County

Jursidiction or Area Name	PDA Status
Benicia	
Downtown	Planned
Northern Gateway	*Growth Opportunity Area*
Dixon	
Fairfield	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
Rio Vista	
Suisun City	
Downtown & Waterfront	Planned
Vacaville	
Allison Area	Planned
Downtown	Planned
Vallejo	
Waterfront & Downtown	Planned
Solano County Unincorporated	

Sonoma County

Jursidiction or Area Name	PDA Status
Cloverdale	
Downtown/SMART Transit Area	Planned
Cotati	
Downtown and Cotati Depot	Planned
Healdsburg	
Petaluma	
Central, Turning Basin/Lower Reach	Planned
Rohnert Park	
Sonoma Mountain Village	Potential
Santa Rosa	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
North Santa Rosa Station	*Growth Opportunity Area*
Sebastopol	
Nexus Area	Potential
Sonoma	
Windsor	
Redevelopment Area	Planned
Sonoma County Unincorporated	
8th Street East Industrial Area	*Growth Opportunity Area*
Airport/Larkfield Urban Service Area	*Growth Opportunity Area*
Penngrove Urban Service Area	*Growth Opportunity Area*
The Springs	*Growth Opportunity Area*

Provided by ABAG 6/6/2011

SOLANO
City County Coordinating Council
Staff Report

Meeting of.	**August 11, 2011**	**Agency/Staff: STA/Robert Macaulay, Director of Planning**
Agenda Item No:	**IV.B**	

Title /Subject: Approved staff recommended modifications to transportation block grant criteria being developed as part of the Bay Area's Sustainable Communities Strategy and Authorize staff to communicate suggested modifications to the Association of Bay Area Governments and Metropolitan Transportation Commission.

Background: Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.
MTC also worked with ABAG on the development of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs are areas with typically mixed uses and high densities, served by transit. Solano county has 9 designated PDAs: 1 in Benicia, 1 in Vallejo, 4 in Fairfield, 1 in Suisun City and 2 in Vacaville.
MTC administers significant transportation funds from federal and state sources. The RTP is the primary document for planning the use of these funds. Only programs and projects identified in the RTP are eligible to receive Surface Transportation Program (STP) and Congestion Mitigation for Air Quality (CMAQ) funds. MTC and ABAG are proposing a new program as part of the year 2040 RTP called the One Bay Area block grant, that will bundle STP and CMAQ funds together for local Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA). MTC and ABAG have released draft guidelines for the One Bay Are Block Grants (see Attachment A).

Discussion: The One Bay Area Block Grant draft guidelines include several items of interest to CCCC members. One item, found at the bottom of Page 2, is a proposed $5 million pilot program for the four North Bay counties to develop a plan that uses transportation funding to support agricultural and open space preservation. An example of how this could occur would be to use available funds to maintain or approve access to designated agricultural tourism locations or to key agricultural processing facilities.
The majority of the funds in the One Bay Area Block Grant, however, are traditional STP fund for local streets and roads maintenance and transportation planning, and CMAQ funds for programs such as Transportation for Livable Communities, ride share support, Safe Routes to Schools and climate change programs. MTC has previously set out specific criteria for how much money can be used for each category. In the proposed One Bay Area Block Grant, thee 'silos' would be broken down, and the money could be spend as the CMA sees fit, so long as it is consistent with the guidelines and policies of the RTP and the restrictions on the use of Federal funds.
The draft One Bay Area Block Grant guidelines propose requiring spending 70% of the block grants

in the designated PDAs, as a way to promote compact, mixed-use, transit served development and therefore reduce emissions of greenhouse gases and other air pollutants. The 70% figure is derived from ABAG's estimate that 70% of the Bay Area's future housing needs can be accommodated in the region's various PDAs. The draft One Bay Area Block Grant guidelines also propose 4 land use criteria that jurisdictions must meet to be eligible to receive One Bay Area Block Grant funds. Those criteria are:

Supportive Local Transportation and Land-Use Policies: MTC and ABAG Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances

b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines

c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing

d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

A survey of the city and county Planning Directors in June of 2011 revealed that none of the jurisdictions in Solano County would be able to meet 2 or more of these criteria. A number of jurisdictions are struggling with the same issue throughout the region. This would potentially render the 7 cities and the county ineligible for the One Bay Area Block Grant funds.

It is recommended that a letter be sent from the CCCC to the MTC and ABAG chairs and executive directors, requesting that the following changes be made to the One Bay Area Block Grant guidelines:

1. The requirement that 70% of the funds be spend in PDAs be modified to exempt Local Streets and Roads and CMA planning from the 70% PDA rule and require 70% of non-STP funds be spent within or in direct support of PDAs. This would include TLC, bike, pedestrian and climate action projects.

2. The Supportive Local Transportation and Land Use Policies be modified to read as follows:

Local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:

a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) ***or*** adopted city and/or countywide employer trip reduction ordinances or programs.

b) Adopted Community Risk Reduction Plans (CRRP) per BAAQMD guidelines; or, adopt a similar Plan approved by the local air district for areas outside of BAAQMD jurisdiction.

c) Have affordable housing policies in place or policies that ensure that a new development

project receiving One Bay Area Block Grant Funds either does not displace low income housing units or that relocation assistance equivalent to that required by California Redevelopment Law (Health and Safety Code sections 31140 through 31147.5) is provided to displaced residents.

d) Adopted enforceable bicycle/pedestrian plans and complete streets policy pursuant to Complete Streets Act of 2008.

3. Support the agricultural and open space pilot program as proposed by MTC, including funding the pilot program at $5 million..

Recommendation: Approved staff recommended modifications to transportation block grant criteria being developed as part of the Bay Area's Sustainable Communities Strategy. Authorize staff to communicate the suggested modifications and support for the agricultural and open space pilot program to the Association of Bay Area Governments and Metropolitan Transportation Commission.

Attachments: A – One Bay Area Grant Program guidelines, dated July 8, 2011.

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Solano Transportation Authority

DATE: August 25, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Agricultural and Open Space Pilot Program

Background:
Senate Bill (SB) 375 requires the development of a Sustainable Communities Strategy (SCS) as a part of the development/update of the Regional Transportation Plan (RTP). In the Bay Area, the SCS is the responsibility of the Association of Bay Area Governments (ABAG), while the RTP is the responsibility of the Metropolitan Transportation Commission (MTC). The two agencies are attempting to coordinate the development of the two plans.

SB 375 also contains a provision requiring the Metropolitan Planning Organization (MPO – in this case, MTC) to consider financial incentives for the preservation of agriculture and open space. STA has previously discussed this issue and sent a letter to MTC and ABAG encouraging them to specify such an incentive. The One Bay Area Block Grant guidelines, which will help implement the Bay Area SCS, contain two such provisions.

Discussion:
MTC is proposing to fund a $5 million open space and agricultural pilot program for counties with a population of less than 500,000. Qualifying counties would be Solano, Napa, Marin and Sonoma. As proposed, each of the counties would potentially receive $1.25 to develop a plan to address transportation issues related to the preservation of viable agricultural and open space lands. STA would propose to use approximately $125,000 to $250,000 on developing a plan, and the remaining funds on moving forward with one or more priority projects.

Following the completion of the Solano County General Plan update, this pilot program provides an opportunity to partner with the County to facilitate the implementation of county agricultural vision. Examples include the Tri-Valley Open Space Plan and the Suisun Valley Strategic Plan.

The recommended approach to development of the agricultural and open space plan would be to assemble a working group of county and city staff to guide work done by a consultant. STA would act as the lead agency, and would administer the consultant contract.

Finally, the proposed One Bay Area Block Grant guidelines allow Congestion Management Agencies (CMAs) such as STA to spend up to 5% of the available funds on agricultural and open space transportation projects. If STA were to exercise this option, up to $690,000 would be available during the period of Fiscal Year (FY) 2012-13 through 2014-15.

The RTP will not be adopted until the spring of 2013. MTC has not set date for adoption of the One Bay Area Block Grant program, but will need to do so by the beginning of FY 2012-13 in order to be ready to program funds.

Fiscal Impact:
Funds for the agricultural and open space pilot program will come 'off the top' of regional planning funds, and will not impact money available for other transportation activities in Solano County. If STA exercises the option to use 5% of the block grant funds for agricultural and open space transportation, those funds would be unavailable for other transportation activities.

Recommendation:
Forward a recommendation to the STA Board to authorize STA staff to develop a Scope of Work in anticipation of funding for an agricultural and open space pilot plan and program for Solano County.

Solano Transportation Authority

DATE: August 25, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan – Land Use Chapter

Background:
The STA's Comprehensive Transportation Plan (CTP) was adopted in 2001 and updated in 2005. The CTP consists of 3 elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes.

In 2008, the STA Board authorized a comprehensive update of the CTP. Since that time, the STA Board has approved:

- New Purpose Statement and Goals for each element
- A State of the System Report for each element
- A Goal Gap Analysis for each element, identifying which Goals are or are not being met; and
- A CTP Project List to identify projects and programs that can help address the identified gaps.

The structure of the new CTP is different from the existing CTP. A new Land Use Chapter has been added, and Ridesharing has been moved from the Alternative Modes to the Transit Element.

The STA Technical Advisory Committee (TAC) reviewed the text for the draft Land Use Chapter in March of 2011. The county Planning Directors have also reviewed the draft text. The STA Alternative Modes Committee reviewed the text at its May 2011 meeting. The comments from all of these meetings have been incorporated into the draft Land Use Chapter.

Discussion:
The Land Use Element is the first portion of the new CTP to be completed in draft form, and is included as Attachment A. This element lays out the existing and anticipated land uses in the 7 cities and Solano County, as well as setting the regional context. As noted in the introduction to this element, land use and transportation decisions interact with each other – neither strictly precedes or follows the other.

The Land Use Chapter is based upon existing statistical information, including the Association of Bay Area Governments (ABAGs) Projections 2009, updated with available 2010 Census information and projections developed by ABAG for the upcoming Sustainable Communities Strategy.

The Land Use Chapter also includes complete maps and graphics, prepared by STA's CTP consultant Fehr and Peers. The overall graphics system, including color schemes, fonts, maps and page layout, will be consistent across the CTP

The Land Use Chapter will be reviewed a final time by the STA Alternative Modes Committee. The Alternative Modes Committee is tentatively scheduled to meet in late September, and the STA Board is tentatively scheduled to take action on the Land Use Chapter in October of 2011.

When the complete CTP is ready for adoption, STA and Fehr and Peers will make a final assignment of page and chapter numbers, appendices and attachments, and develop a table of contents. At that time, a final date will be added to all headers and chapter titles to reflect the month and year of adoption.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the Land Use Chapter of the Solano Comprehensive Transportation Plan included as Attachment A.

Attachment:
A. Draft Comprehensive Transportation Plan Land Use Chapter

Which comes first – the chicken or the egg?

Land use and transportation decisions are much like the chicken and the egg (neither really proceeds the other). They influence and react to each other, and develop as a system, rather than as individual, unrelated topics. Since the Solano CTP is primarily a transportation document, the majority of the Plan will address that topic. But given the close association of land use and transportation, it is important to start out with an overview of existing and projected local and regional land uses.

LOCAL

The Solano Transportation Authority (STA) has 8 member agencies: Solano County, and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. Their existing and planned land uses have the greatest influence on Solano's countywide transportation system. Each of the eight jurisdictions is briefly described in this section and shown in Figure 1. More detailed community profiles are found in Appendix ____.

Solano County is part of the San Francisco Bay Area, and is also part of the larger Northern California Mega Region. The Northern California Mega Region covers the San Francisco Bay and Sacramento regions, with strong connections to San Joaquin County and lesser connections to the Monterey, North Coast and upper and lower Central Valley areas, and even to the Lake Tahoe/Reno region to the east. Because of the concentration of economic, governmental and cultural resources in the San Francisco Bay Area and Sacramento, those areas and their land uses are also described below.

One of the most fundamental facts regarding the connection of land use and transportation decisions is that local governments have the statutory authority for land use decisions within their jurisdiction, subject to the requirements of state law. This is established in both the fundamental state land use laws regarding general plans, zoning and subdivision maps, as well as issue-specific legislation such as SB 375.

This fundamental principle is recognized in the Solano CTP Goal #4:

- *The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County's seven cities and the County of Solano.*
  - *The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.*
  - *Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.*
  - *The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.*

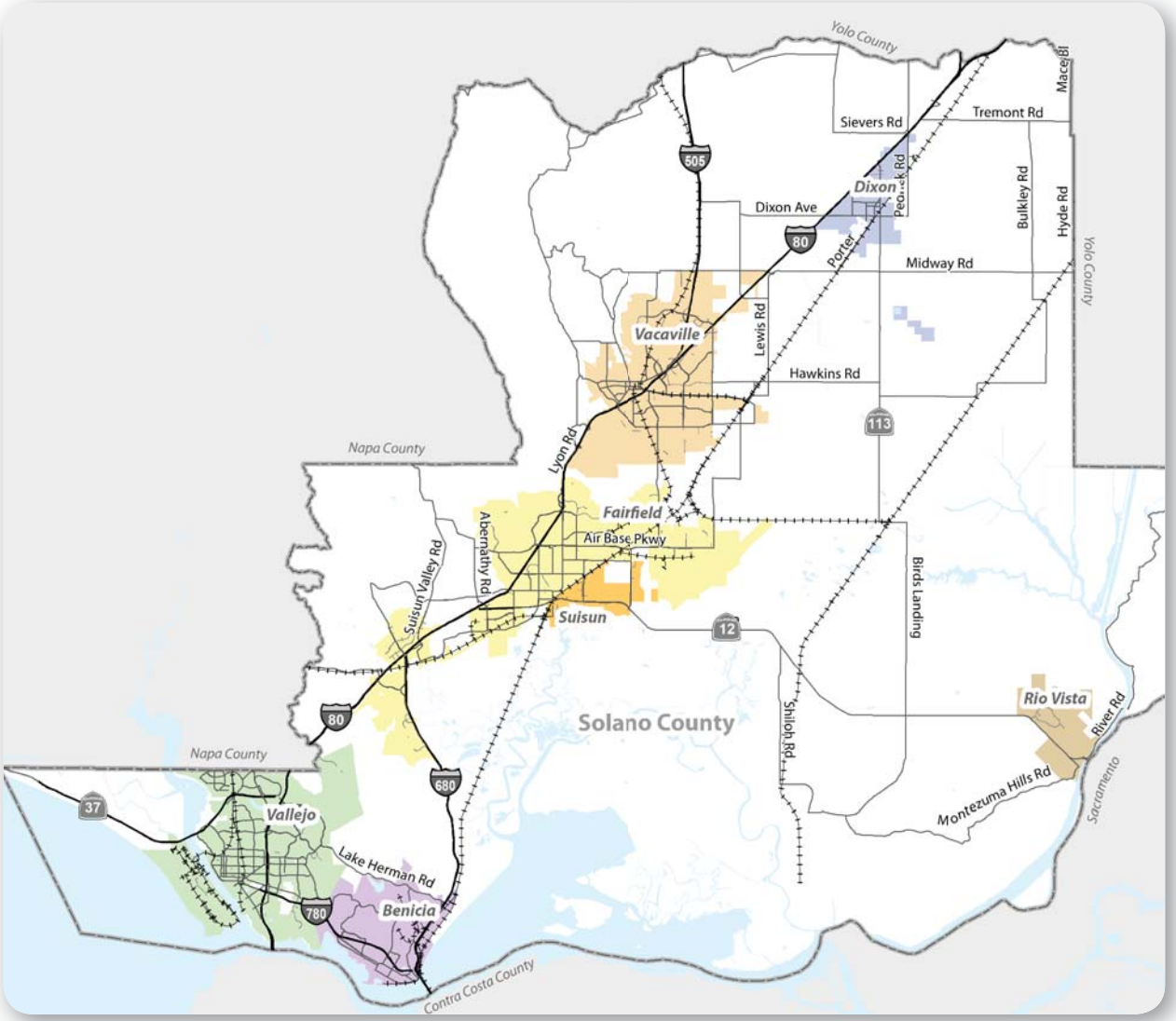

Figure 1 - STA Member Agencies

SOLANO COUNTY AND THE 7 CITIES

POPULATION

Population information contained in this section is taken from the decennial census for 1990 and 2000, and from the California Department of Finance annual population estimate for 2010. Figure 2 shows Solano population and trends from 1990 to 2010.

The 2010 US Census provides slightly different population numbers than the California Department of Finance (DoF). The comparison is show in Table 1. The proportional distribution of the county's population does not change significantly between the two different data sources. Whichever set of statistics is used, the overall population pattern is essentially the same.

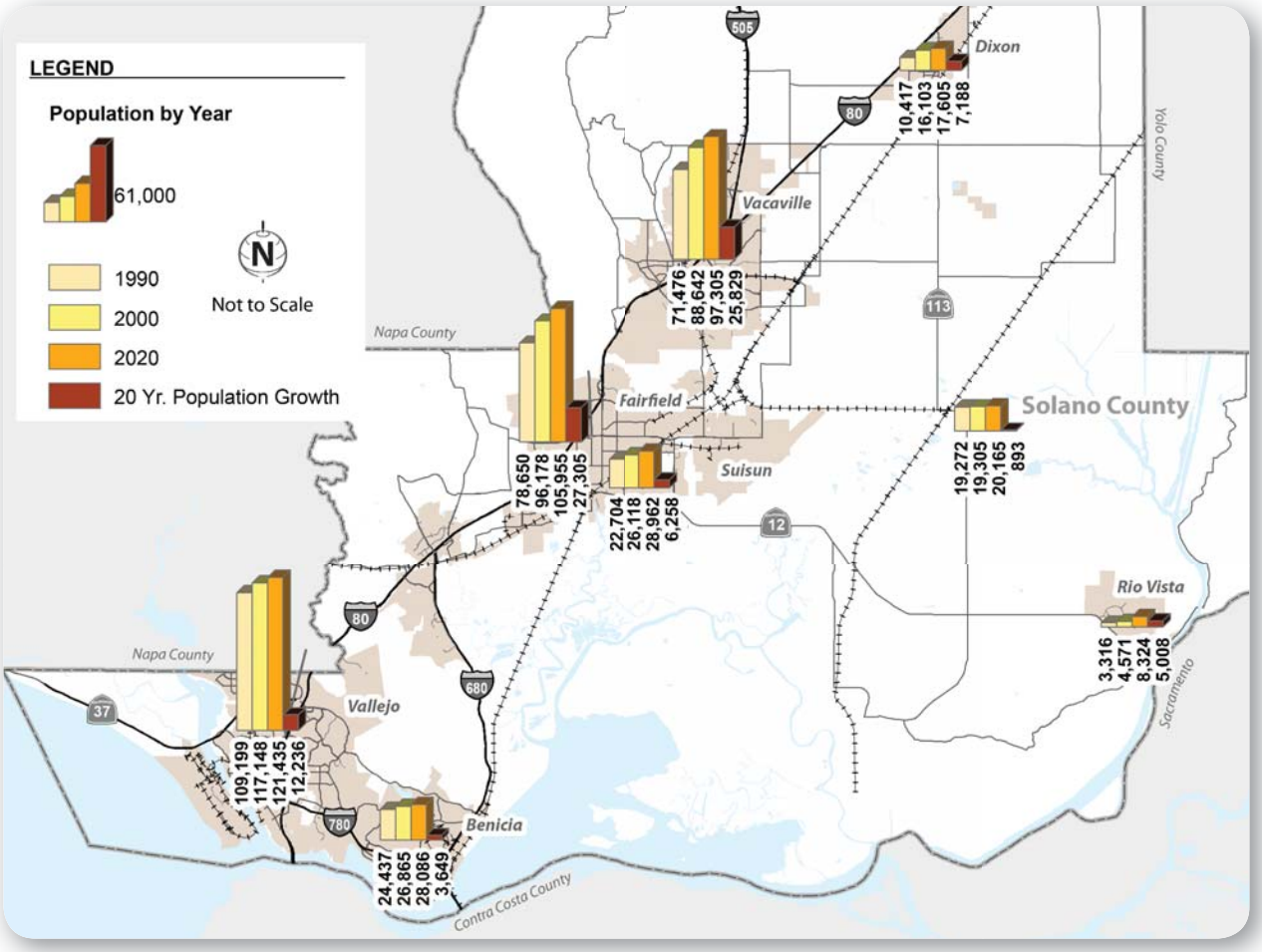

Figure 2 - Historic Population Trends

Vallejo is the largest city in the county, with 28.4% of the 2010 population. Benicia and Vallejo, which share a three and a half mile common border, account for 35% of the county total, while Fairfield (the County seat), Suisun City and Vacaville, all located in the center of the county, account for 54.3% of the county population. *"More than 89% of the County population is located on one of two urban clusters in the southwest and central portions of the county."*

The low population figure for the unincorporated County is largely a result of the Solano Orderly Growth Initiative (aka Proposition A), approved by the voters in 1984 and subsequently renewed in 2008. The Solano Orderly Growth Initiative assigns urban growth almost exclusively to the incorporated cities, and severely limits rezoning of agricultural lands in the unincorporated County. Figure 3 illustrates concentration of growth in the seven cities.

The two smallest communities in the county – Dixon and Rio Vista – are also not 'clustered' with other communities. Dixon is located on I-80, approximately half-way between Vacaville and Davis. Rio Vista is located on SR 12, approximately 20 miles east of Fairfield/Suisun City, and adjacent to the Sacramento River. Dixon's access to I-80 provides it with good regional mobility, but Rio Vista's almost complete reliance on SR 12 significantly restricts access to and from (as well as within) the city. In addition, year-round agricultural and interregional goods movement traffic on SR 12, and summer-season recreational traffic accessing the Delta, further impact SR 12 and access to Rio Vista. Dixon's growth since 1990 has in part been limited by local ordinance, and by a City decision to not allow urban development on the north side of I-80. Rio Vista has entitled an additional approximately 4,300 single and multiple family residential units, but has not seen significant development outside of the Trilogy

Table 1 - Solano Population

Jurisdiction	Dept. of Finance 2010	% of Total Population	Census 2010	% of Total Population
Benicia	28,086	6.5%	26,997	6.5%
Dixon	17,605	4.1%	18,351	4.4%
Fairfield	105,955	24.8%	105,321	25.5%
Rio Vista	8,324	1.9%	7,360	1.8%
Suisun City	28,962	6.8%	28,111	6.8%
Vacaville	97,305	22.7%	92,428	22.4%
Vallejo	121,435	28.4%	115,942	28.0%
Balance Of County	20,165	4.7%	18,834	4.6%
TOTAL	**427,837**		**413,344**	

senior subdivision. An additional approximately 2,600 proposed residential units are envisioned in the Rio Vista General Plan, and the City supports their development, along with an expected expansion of the supporting base of commercial land uses.

The county's demographic characteristics also have an impact on the transportation pattern, albeit not as significant an impact as does the overall physical location of residences and jobs. As of the 2010 census, 27.4% of the county population was 19 years of age or younger. The Solano percentage of seniors age 60 or older is very similar to that of the State – 17% in Solano County and 16.3% for California. Information from the 2010 census regarding household income and poverty, which is an indicator of transit-dependent residents, is not yet available.

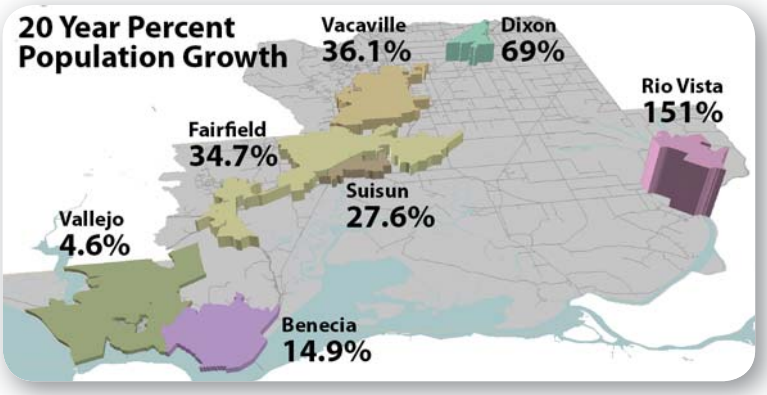

Figure 3 - Population Growth in the Seven Cities (1990 - 2010)

EMPLOYMENT

Until the mid-1990s, Vallejo and Fairfield were the employment centers of the county, even though Vallejo was the population center. As seen in Figure 4, Vallejo accounted for 30% (38,550) of the county's jobs in 1990, while Fairfield accounted for 31% (40,700).

In 1996, the Mare Island Naval Ship Yard in Vallejo was closed, and approximately 6,300 shipyard and supporting service jobs disappeared. With this closure, the county employment center shifted from a balance between Vallejo and Fairfield to just Fairfield, with almost one-third of the county-wide jobs located in Fairfield in 2000. Fairfield remained the county employment center in 2010, but with a reduced share (32.2%). Vallejo and Benicia combined account for 32.8% of the county's 2010 jobs, while Fairfield, Suisun City and Vacaville account for 55.3% of the jobs.

Although small, Dixon is well balanced between county wide population and employment, with

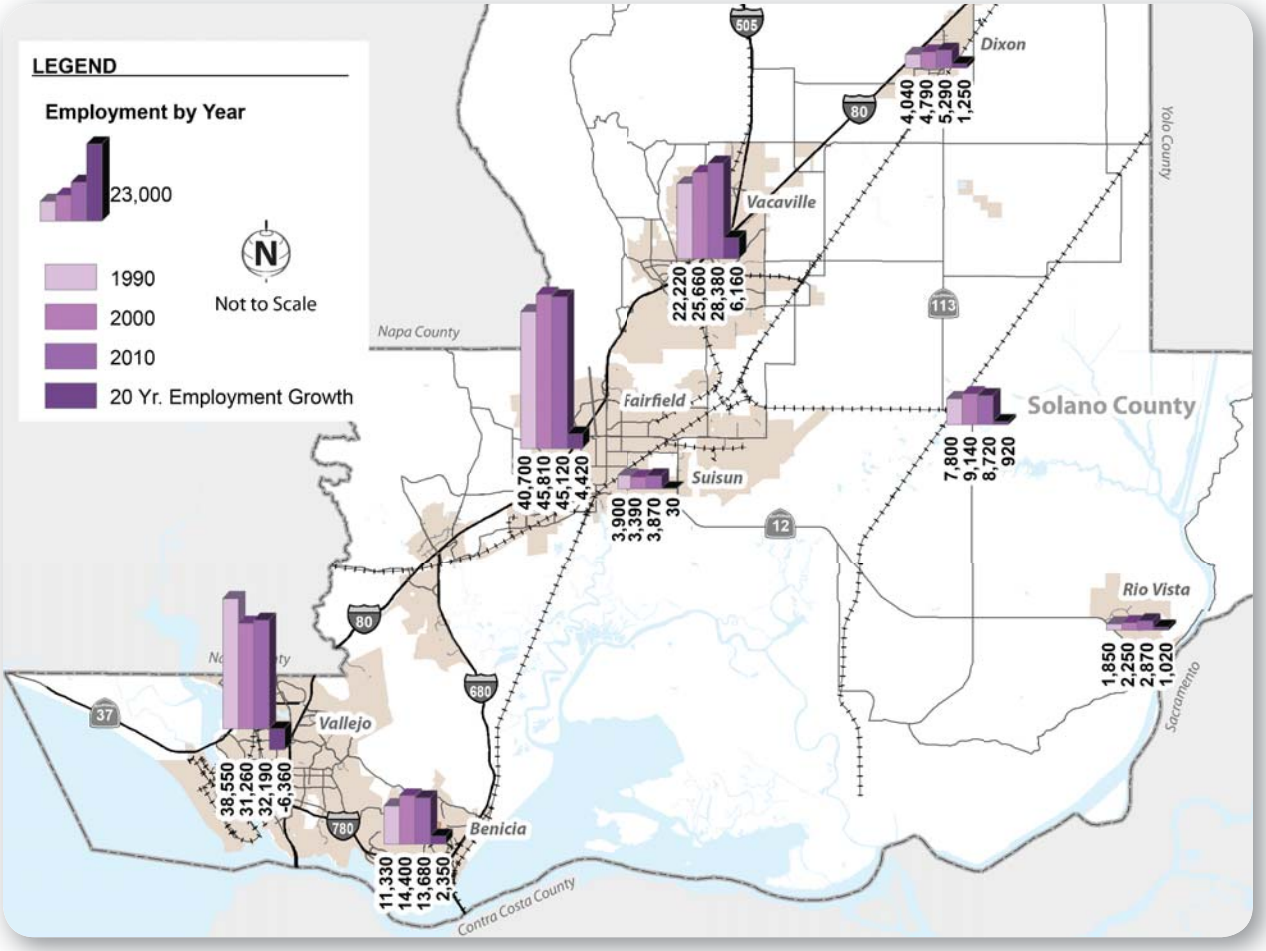

Figure 4 - Historic Employment Trends

4.1% of the county population and 3.8% of the county jobs. Rio Vista has 1.9% of the county population and 2% of the county jobs. While Rio Vista lacks any regional job centers, Dixon has regionally-important retail and employers such as Genentech and Gymboree.

PROJECTED CHANGES

There are two views of future development for Solano County and the 7 cities; those in each jurisdiction's general plans, and those of the Association of Bay Area Governments (ABAG). Since 2007, ABAG has changed is Projections series of documents to reflect a policy choice giving preference to household and job creation in the inner Bay Area, in communities served by high-capacity, high frequency public transit. Figures 5 and 6 show each Solano jurisdiction's projected 2035 population and employment, based upon ABAG's Projections 2009. While the projections are not the certain result of 25 years of development and change by each jurisdiction, they do provide a reasonably-possible future image of Solano County and the 7 cities.

The projected 2035 distribution of population and employment is not significantly different from the existing conditions. Vallejo will remain the largest city in terms of population at 27.4%, and Fairfield will have the largest number of jobs at 33.3%. Population and jobs will be centered in the two city clusters of Benicia-Vallejo and Fairfield-Suisun City-Vacaville. Figures 5 and 6 provide the projected concentration of total population and employment in 2035.

As with population, Dixon and Rio Vista are stand-alone communities with job growth prospects influenced by their access to the larger region. Dixon, with its close proximity to Davis and the University of California campus there, and its easy access by rail and freeway, has significant job growth potential. Rio Vista, however, has significant employment growth challenges because of its relative isolation. Because of the low base from which it starts, however, Rio Vista's relative growth is substantial.

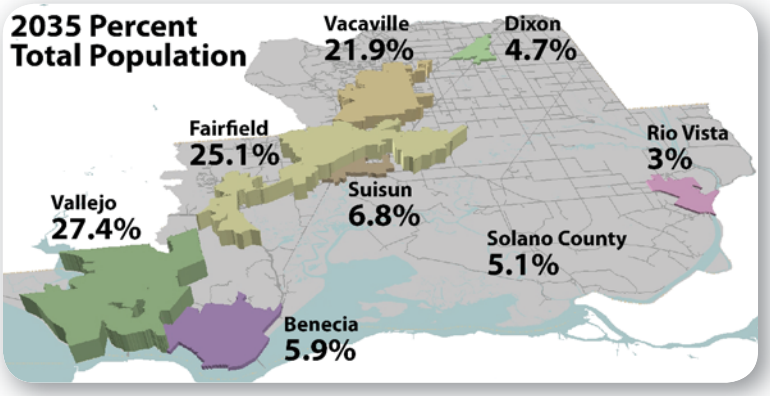

Figure 5 - Projected Population Composition

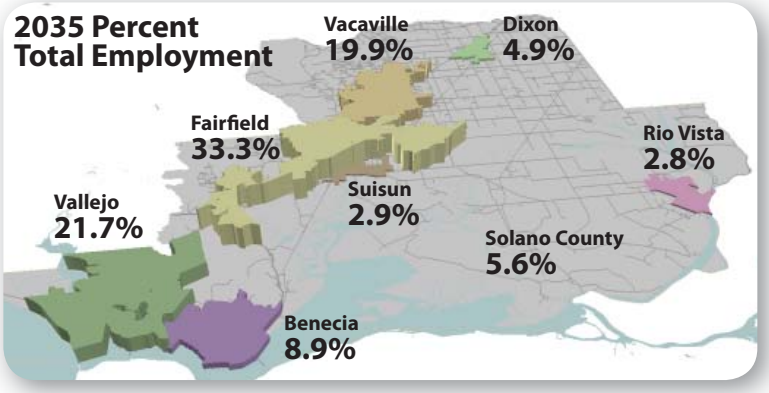

Figure 6 - Projected Employment Composition

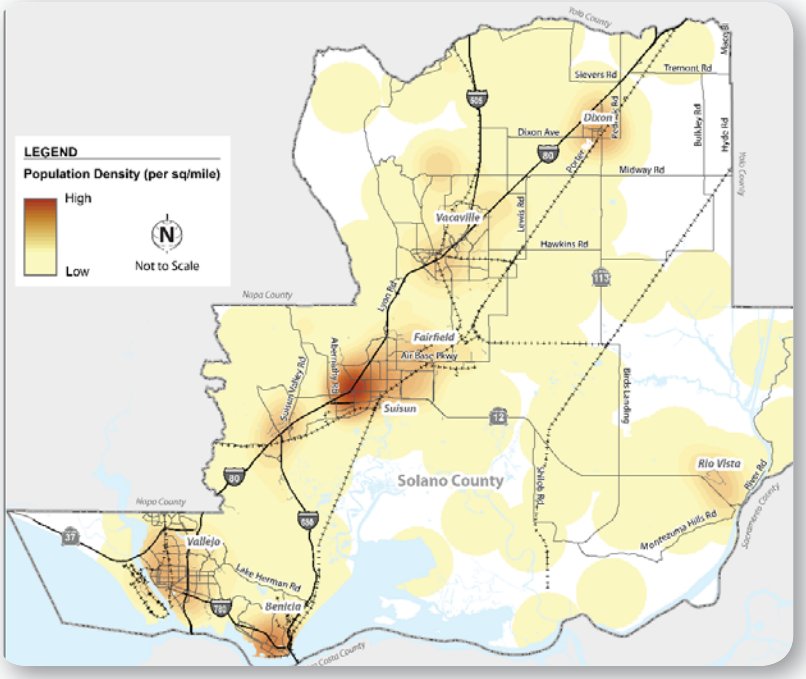

Figure 7 - 2010 Population Density

Figures 7 though 10 show population and employment density for current and projected conditions.

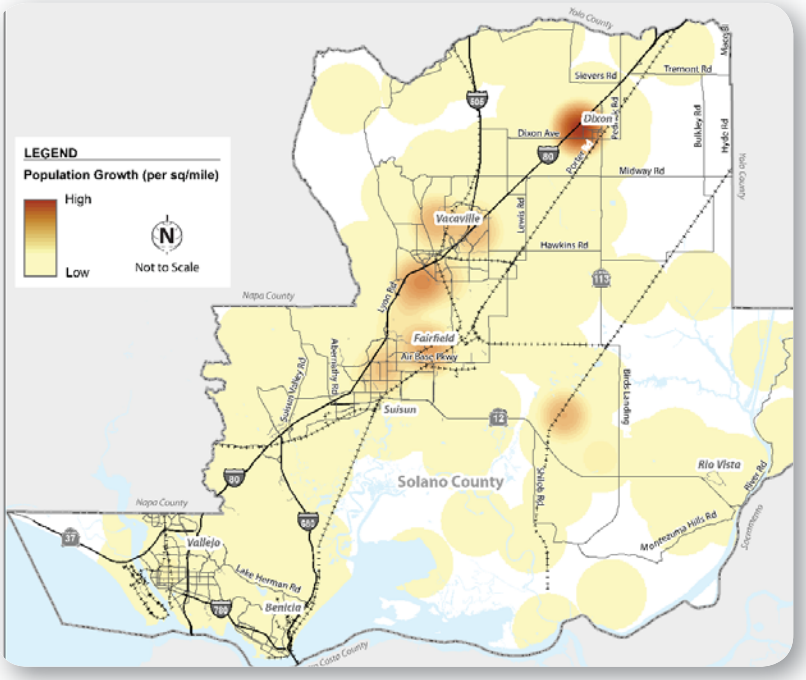

Figure 8 - 2035 Population Growth

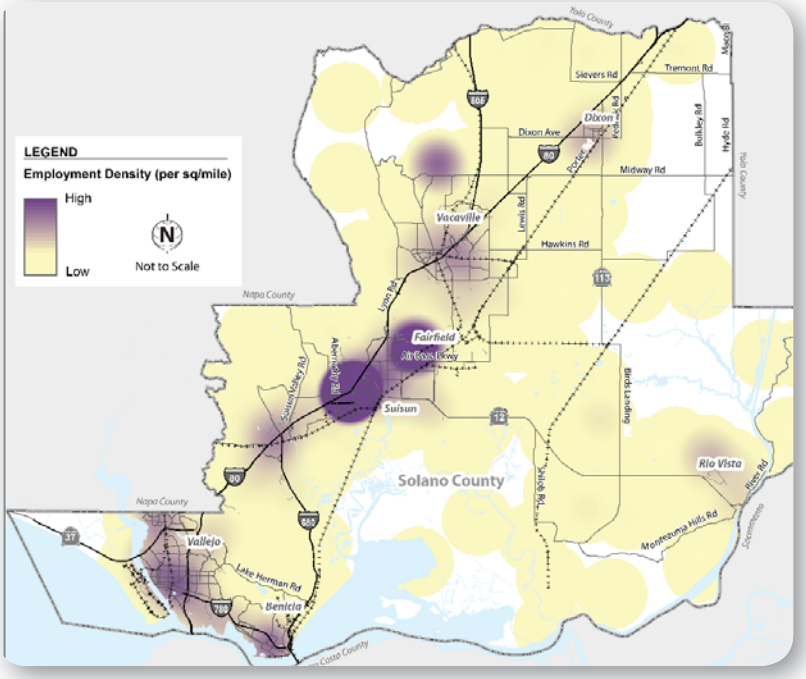

Figure 9 - 2010 Employment Density

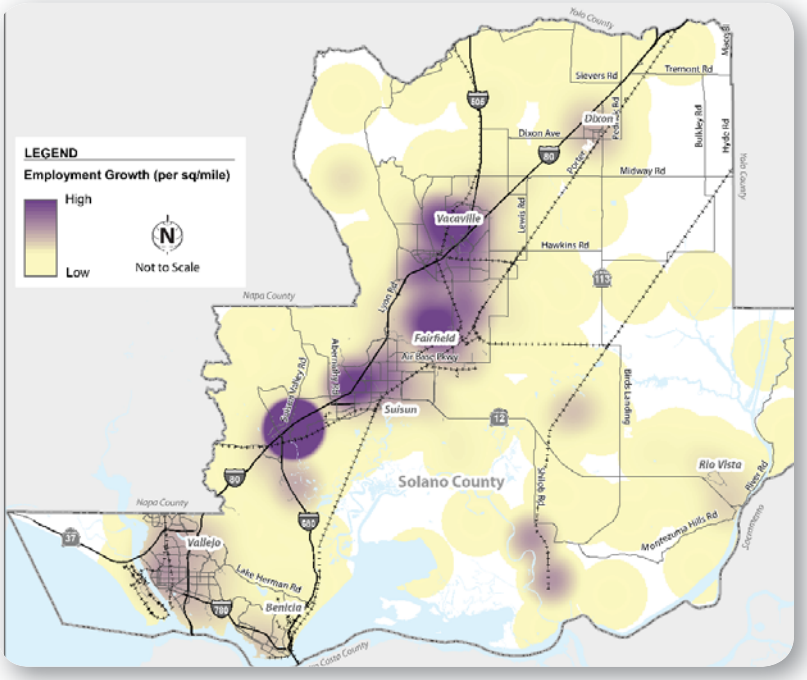

Figure 10 - 2035 Employment Growth

PRIORITY DEVELOPMENT AREAS

Even though the general location and proportion of residential and employment development are not expected to change over the next 25 years, the type of development may change. This is especially true of residential development. The primary reason for this is the current emphasis from MTC, ABAG and even national agencies on transit-oriented development (TOD). TOD is more than just housing near transit; it is communities designed to emphasize transit use over single-occupant auto trips. Typical features of TOD are higher density residential developments, easy access to public transit and to bicycle and pedestrian networks, and reductions in parking requirements (often upper limits on the number of parking spaces rather than lower limits.)

In the Bay Area, MTC and ABAG support TOD projects through the FOCUS program's Priority Development Area (PDAs) designation, Transportation for Livable Communities (TLC) planning and capital grants, and Station Area Plan grants.

There are nine PDAs designated in Solano County. Each PDA is described in more detail in the Alternative Modes element of the Solano CTP, and in the Solano TLC Plan, a separate document that is being updated in 2011. The Solano TLC Plan focuses on the existing and potential PDAs, but will also recognize that there are areas in the County and cities that can accommodate development that supports transit and bicycle and pedestrian use, but that do not qualify for PDA designation.

The PDA statistics and projections that follow were developed by ABAG. They represent ABAG's projections of what could be accommodated in the 9 Solano PDAs; the cities do not necessarily have zoning or identified infrastructure in place or planned that would support the jobs and housing projected by ABAG. There is also no assurance that the market will actually develop the potential that ABAG has identified.

The nine PDAs have the potential to account for almost 35% of the projected 25-year growth in Solano County and the 7 cities, as shown in Table 2. More important than the county-wide figure is the PDA proportion in 4 of the 5 cities that have

Table 2 - Solano Priority Development Areas, Population and Employment Growth, 2010 to 2035

Jurisdiction	2010 Population	2035 Population	25 Yr. Growth	PDA 25 Yr. Growth	PDA % of 25 Yr. Growth
Benicia	28,086	30,100	2,014	226	11.2%
Dixon	17,605	23,900	6,295	0	0.0%
Fairfield	105,955	127,000	21,045	11,397	54.2%
Rio Vista	8,324	15,300	6,976	0	0.0%
Suisun City	28,962	34,300	5,338	3,419	64.1%
Vacaville	97,305	111,100	13,795	3,668	26.6%
Vallejo	121,435	138,900	17,465	8,610	49.3%
Balance Of County	20,165	25,900	5,735	0	0.0%
TOTAL	**427,837**	**506,500**	**78,663**	**27,320**	**34.7%**

PDAs: Fairfield, 54.2% of potential growth, Suisun City 64.1% of potential growth, Vacaville 26.6% of potential growth and Vallejo 49.3% of potential growth.

Most of these PDAs are centered around existing transit centers. The Fairfield Downtown and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun City Capitol Corridor train station. The Fairfield West Texas Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter mile from the Davis Street park-and-ride lot, while the Vacaville Allison Area PDA includes the Vacaville Transit Center. The Vallejo Downtown and Waterfront PDA includes the WETA ferry terminal and the Vallejo Station parking garage. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

This means that about one-third of the projected 2010 to 2035 residential growth can be accommodated in areas that provide immediate access to transit. Figure 11 provides population and employment projections in Solano PDA's. By giving funding priority to projects in or directly supporting PDAs, STA has the opportunity to support those decisions that help create a more efficient use of the transportation system.

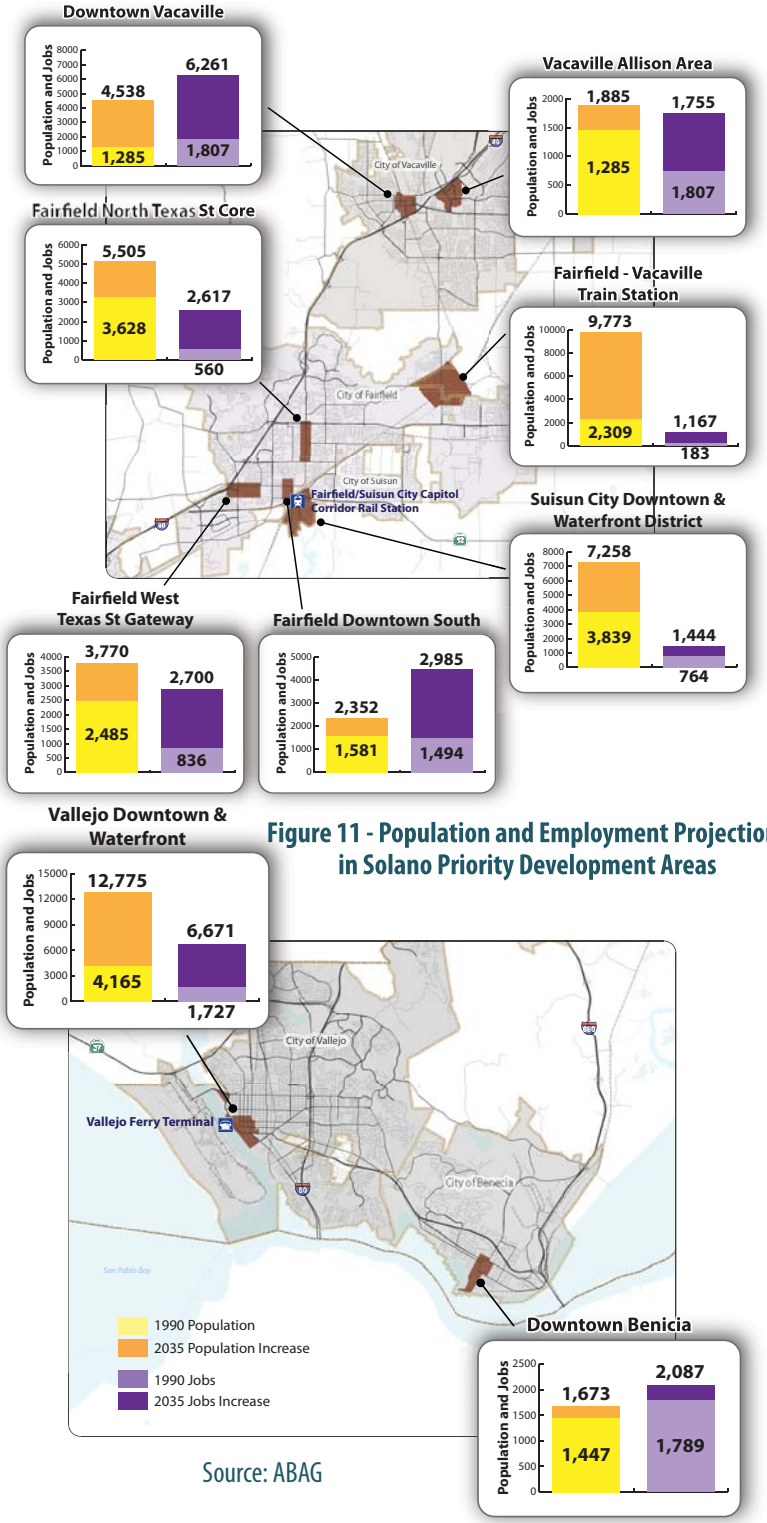

Figure 11 - Population and Employment Projections in Solano Priority Development Areas

Source: ABAG

REGION

Solano County is part of the nine county San Francisco Bay Area. The other counties are Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and Sonoma. The eastern segment of Solano County is also functionally a part of the Central Valley, with close connections to the Sacramento and San Joaquin metropolitan areas and the Sacramento/San Joaquin Delta.

SAN FRANCISCO BAY AREA

As of the beginning of 2010, the Bay Area population was 7.3 million, with 5.1 million of those residents in Santa Clara, Alameda and Contra Costa counties and the city of San Francisco. The region's employment is similarly concentrated in those areas, with 2.6 million of the region's 3.5 million jobs in those four locations.

The Bay Area's demographics and transportation are in large part shaped by geology. The mountain ranges of the Coast Range run north-south. The San Francisco Bay has both north-south and east-west portions. The result is a series of barriers that focus traffic on a few choke points, such as toll bridges and passes or tunnels through mountains. When the combination of concentrated jobs and traffic choke points is brought together, the Bay Area produces severe gridlock in some areas, especially those approaching the jobs centers in San Francisco and San Jose.

AMBAG projects an 80% growth in the Bay Area's population from 2010 to 2035, and a 74% increase in employment. The rate of population growth in two of the core Bay Area cities – Oakland and San Francisco – will be less than that in outlying areas such as Solano County, but the total number of both new residents and new jobs in these areas will still be greater than the comparable aggregate total for all eight Solano jurisdictions. The concentration of jobs in the inner Bay Area, and inability to create new, high-capacity means of transporting workers in to those jobs, means that existing in-commute and resultant congestion will only get worse.

As noted above, ABAG and MTC are working on a program to concentrate growth in identified nodes that are served by frequent, high-density transit. This program, if carried out to its full potential, would substantially decrease the growth of in-commuting to the inner Bay Area

and the related production of greenhouse gasses. However, many PDAs in the inner Bay Area are either at risk from projected sea level rise or are in areas with a high concentration of small particulate air pollution (PM 2.5), primarily related to diesel engines. In addition, there are a number of non-transportation infrastructure deficiencies that impact these PDAs, as well as potential local political opposition. It appears unlikely that the Bay Area PDAs will be developed to their full potential.

CENTRAL VALLEY

The Sacramento metropolitan area is the largest urban concentration in the northern Central Valley, with Stockton and its environs being a distant second. Solano County's association with the Sacramento area is in some ways is as strong as that with the Bay Area.

The Sacramento Area Council of Governments (SACOG) covers the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. SACOG projects the region's population will grow from a 2005 total of just over 2 million to a 2035 total of 3.4 million. Sacramento County has the largest number of residents, both at the current time and in the 2035 projections. Unlike many Bay Area communities, however, much of Sacramento County's population lives in the unincorporated county (527,790 of 1,283,234 in 2005). By 2035, the proportion of residents in the unincorporated county will have fallen from 41% to 38%, but will still be larger than any of the incorporated cities.

Sacramento holds a similar preponderance of regional jobs similar to its housing concentration. In 2005, Sacramento County was home to 678,503 out of the regions 1,000,157 total jobs (68%). In 2035, the proportion is projected to be 63% (967,986 out of 1,536,097).

The SACOG area does not have the same physical constrictions of transportation routes as does the Bay Area. Although the Sacramento and American rivers transverse the area, they are much easier to cross than is the San Francisco bay. None of the bridges require a toll. In addition, the region is not divided by the steep hills that characterize the Bay Area.

One result of this lack of obstacles has been a lower density urban development pattern, with a higher proportion of single family homes and a lower density downtown business core. This lower density makes it harder for public transportation to function effectively. In addition,

the Sacramento Area is served by a limited number of freeways: Interstates 80 and 5, State Highways 99 and 50 and the Capitol City Freeway. Sacramento's freeway congestion is generally not considered as bad as that of the Bay Area, but the region does experience significant commute-hour delays, as well as non-commute delays from seasonal recreational traffic traveling to and from the Lake Tahoe region.

San Joaquin County is projected to grow from a 2010 population of 681,600 to a 2035 population of 1,000,200, with Stockton and Lodi remaining the two largest communities in the county. Employment for San Joaquin County is expected to grow from a 2010 total of 214,000 to a 2035 figure of 293,400.

San Joaquin County faces geographical, population density and transportation issues similar to those of Sacramento. Few Solano residents commute to San Joaquin County for employment. However, important recreational and agricultural traffic travels to and through both Solano and San Joaquin Counties on Highway 12.

LOCAL AND REGIONAL PROJECTION DIFFERENCES

Projections for growth are a frequent source of tension between local and regional governments, and the Solano County relationship with ABAG is no exception. Many communities seek to emphasize retail and industrial expansion and minimize residential growth for a number of reasons, with impact to the local tax base being a common concern.

In the 1990s and early 2000's most Solano County communities objected to ABAG's projections for residential growth as being too high, essentially forcing suburban Solano County to accept residential growth that the inner Bay Area communities were unwilling to accept. *"Residential growth projections are especially important because the form the basis of the Regional Housing Needs Allocation (RHNA) process required by the State, and the subsequent development of local General Plan Housing Elements that must be in conformance with the RHNA numbers."* At the same time, ABAG job projections were typically lower than local communities desired. This lower employment projection lacks the impact of the housing projections because there is no requirement or obstacle placed in the way of retail and industrial growth to match the RHNA and Housing Element requirements.

Since ABAG's Projections 2007, the situation has begun to reverse itself. ABAG is now projecting significantly lower population growth in Solano County as a matter of policy, and has revised its employment projections to a) reflect a lower expected rate of employment growth and b) concentrate more of that growth in the inner Bay Area. Figure 12 provides land use designations consistent with local General Plans.

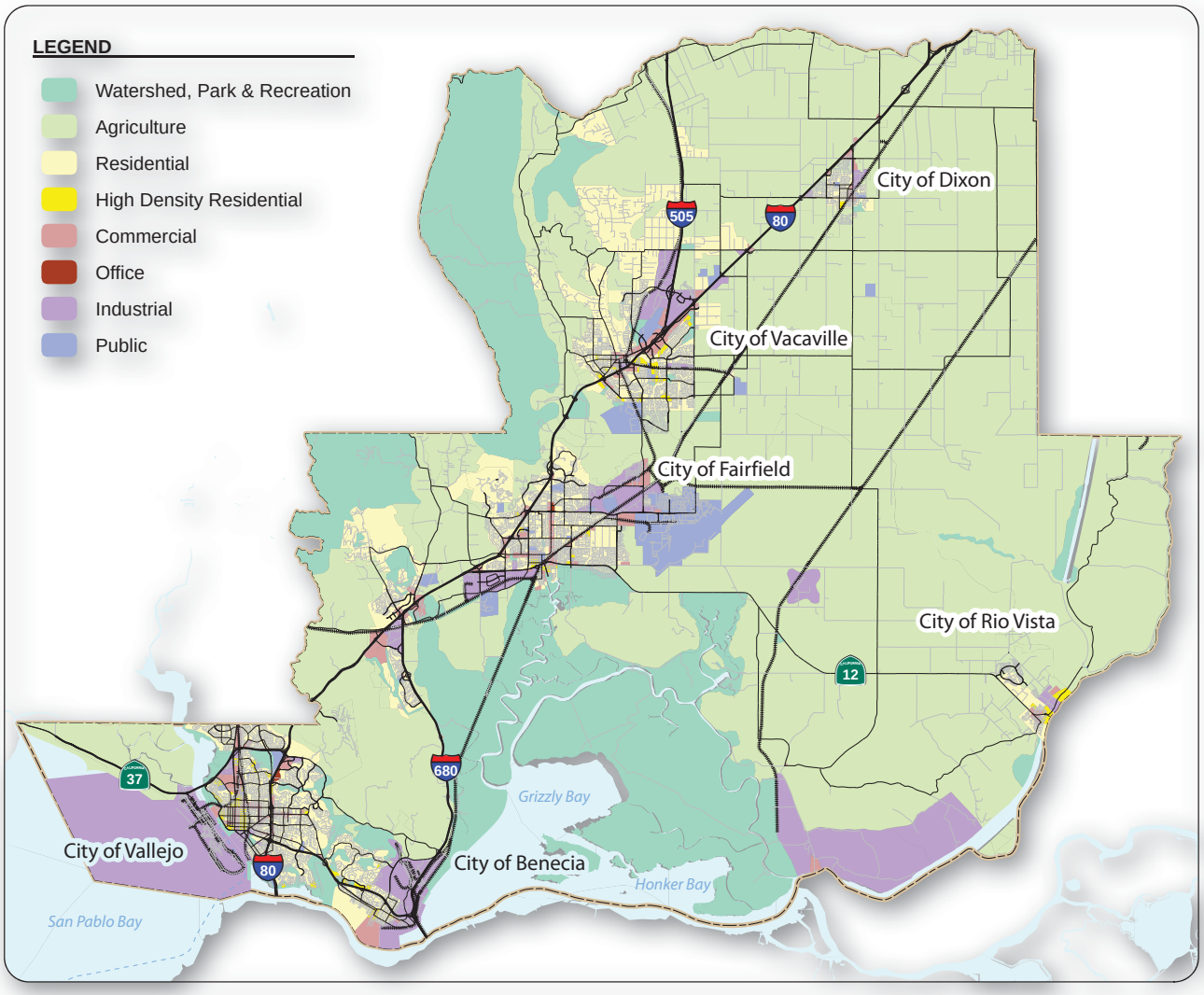

Figure 12 - Existing Land Use
Source: Solano County

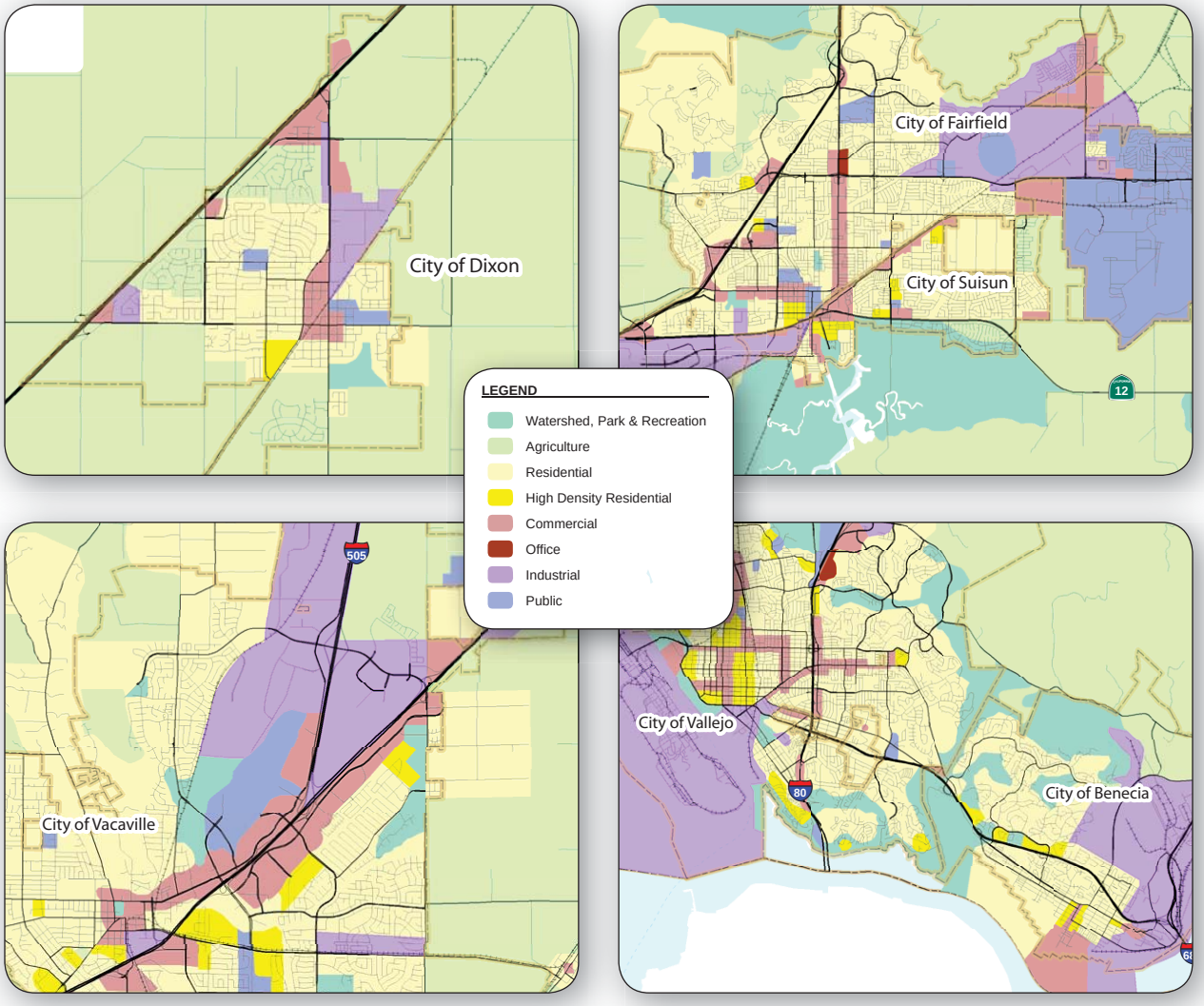

Figure 13 - Existing Local Land Use
Source: Solano County

One result of these differences in growth projections is that the local general plans have different projected population and employment numbers than do the ABAG projections. In the case of retail and industrial growth, local governments (both in Solano County and elsewhere n the Bay Area) typically aggressively seek out new development. Figure 13 above reflects projected land use for local jurisdictions.

CONCLUSION

No matter which projections are used, Solano County will see continued residential, retail and industrial growth from 2010 to 2035. The location and type of this growth will be important, but will probably not change the fundamental traffic patterns that exist today. This is because the projected 25-year growth of population is about 18% above the current numbers - meaning that 82% of the population producing trips on local and regional roads already resides in Solano County. New land use development can change the type and volume of traffic growth, but is unlikely to substantially change that patterns that exist.

There are two possible exceptions to this conclusion. First, ABAG's growth projections could lead to a re-ordering of regional transportation investments, with more money going into the inner Bay Area communities projected to take on more residential growth. If the actual growth continues to happen in suburban communities such as Solano County – as has been the pattern for more than 20 years – but the transportation investments change to reflect ABAG's projections, then the impact of actual growth on Solano's transportation system will be worse, because the county and local jurisdictions will lack resources to improve the system.

The other potential change is a significant increase in the rate of employment growth in Solano County. Local residents drive to Bay Area and Sacramento jobs because that is where the major employment centers are located; and, in the case of many inner Bay Area jobs, that is where the high salary jobs are. *"If Solano County and the seven cities are successful in attracting new, good-paying jobs at a faster rate than ABAG projects, the need for Solano residents to commute on I-80 to the inner Bay or to Sacramento will be reduced."* The potential to improve both the local and regional transportation pattern, as well as to provide other economic and sociological benefits to local jurisdictions, is significant.

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Solano Transportation Authority

DATE: August 31, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: City of Dixon West B Street Pedestrian Undercrossing Project

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Background:
The City of Dixon's West B Street pedestrian crossing is located between N. Jackson Street and N. Jefferson Street in close proximity to Dixon's downtown, Anderson Elementary School and adjacent residential areas. Although there are three at-grade crossings connecting residents to Dixon's downtown, West B Street is the only Union Pacific Railroad (UPRR) approved crossing for pedestrians. UPRR granted an easement at West B Street and paved the crossing to allow pedestrian and bicycle access. The two other at-grade crossings accessing Dixon's downtown are at West A Street and First Street (SR 113). Both streets were granted easements across the railroad tracks for vehicles only and do not have sidewalks at this time.

The rail line accommodates 32 Capitol Corridor passenger trains and 6-12 daily freight trains that cross the West B Street pedestrian path on a daily basis. More than 300 pedestrian and bicyclists also use this facility on a daily basis. The majority of users are school children that cross the railroad tracks twice per day. The City of Dixon has developed a plan to underground the West B Street pedestrian crossing to address the current at-grade crossing safety issues.

The STA identified the City of Dixon's West B Street Undercrossing Project (Attachment A) as priority project in the Solano Countywide Bicycle and Pedestrian Plans and the Solano Rail Crossing Inventory and Plan. In addition, the STA's Safe Routes to School Advisory Committee also recommended funding investments to support the West B Street Undercrossing Project. The West B Street Undercrossing Project will address safety concerns with the pedestrian/bicyclist conflicts with the trains. It will also potentially serve as access to the center of the rail tracks for Dixon's proposed passenger rail station.

Discussion:
The City of Dixon has asked the STA to help facilitate the delivery of this important project. As such, the City of Dixon City Council took the following actions at their July 26, 2011 meeting (Attachment B):

1. Adopted a Resolution finding the West B Street Undercrossing Project exempt from the California Environmental Quality Act.
2. Adopted a Resolution authorizing the Interim City Manager to execute an agreement between the Solano Transportation Authority (STA) and the City of Dixon for design and construction of the West B Street Undercrossing Project.

Subsequent to the City action, the City and STA have executed this Agreement defining roles and responsibilities of each agency (STA will be lead agency for delivery, Dixon will be "sponsoring agency") as well as clarifying the estimated project funding (see Funding below) and establishing the City's Local Match requirement.

Environmental:
Section 15282(g) of the California Environmental Quality Act (CEQA) Guidelines exempts railroad grade separation projects that eliminate an existing grade crossing. The West B Street Undercrossing Project met this criteria and, therefore, the City filed an exemption from CEQA.

Caltrans approves the National Environmental Policy Act (NEPA) review on behalf of the federal government. The City of Dixon has executed a Professional Services agreement with Circlepoint to complete additional technical studies needed for the NEPA Clearance. STA's Project Manager is working with Circlepoint to prepare the Field Review and Preliminary Environmental Studies forms for submittal to Caltrans to initiate the field review. The City is utilizing State Transportation Improvement Plan (STIP) funding that will lapse in February 2012 for these studies, thus time is of the essence.

Funding:
In April 2011, the STA Board approved a funding plan for this Project. It is anticipated that the Project will be funded in accordance with the sources listed below. To the extent that Project costs are higher than $6,100,000, STA has agreed to leverage discretionary funds from other regional, state or federal sources to fund the shortfall. To the extent actual Project costs are less than $6,100,000, the parties agree that City's Local Match will be refunded a proportional shared based on City's overall local contribution to the Project of approximately 18.8% and STA will retain the remaining funds to re-program for other eligible projects.

Funding Source	**Program Year**	**Fund Sources Total**
TDA 4/8	2011-12	$325,000
TDA 4/8	2012-13	$325,000
TDA 4/8	2013-14	$325,000
TDA 3	2012-13	$125,000
YSAQMD CAF	2012-13	$100,000
E-CMAQ, if Cycle 2	2012-13	$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	$600,000
STIP-TE, if reauthorized	2012-13	$649,000
State SR2S Grant (pending)	2012-13	$500,000
Subtotal		$4,949,000
City's Local Match		$1,151,000
Project Total:		**$6,100,000**

However, this funding plan will likely be adjusted to account for proposed changes made by the Metropolitan Transportation Commission (MTC) as part of their One Bay Area Block Program guidelines which have been modified from the previous block grant program of just 2 years ago. As adjustments to this funding plan are made, these adjustments will be presented the STA Board for approval.

Previously Prepared Plans, Specifications & Estimates (PS&E):
HDR under a previous contract with the City of Dixon has substantially completed the PS&E for the construction of the pedestrian undercrossing. The City of Dixon has agreed to assign previously completed HDR design work to STA for use in finalizing the project and preparing for the advertisement of construction. There are some elements of work that are still needed to ready this project for construction including the following:

1. Right of Way Acquisition- two temporary construction easements and three utility easements are needed.
2. Utility Design Coordination- two fiber optic facilities require relocation, an 8" waterline requires relocation and a Kinder Morgan pipeline requires abandonment.
3. Railroad Coordination- Coordination will be needed with UPRR to secure the design approval and the Construction and Maintenance Agreement; coordination with Capital Corridor JPA will be needed to secure the Agreement to "bus bridge" around the construction site for two weekends while the precast tunnel elements are installed; a California Public Utilities Commission (CPUC) application will be needed to abandon the current at-grade crossing and create a new public undercrossing.
4. Final Design- Minor changes to the plans may be needed as a result of the Railroad coordination; the specifications will require completion including preparation of the "boilerplate" specifications; and a public meeting will be conducted to update the public shortly before construction.
5. Permits- A Water Quality Certification will be applied for from the Regional Water Quality Control Board.
6. Bidding Support and Design Support during Construction- Engineering support will be needed to address questions or requests for information during bidding and construction.

HDR has the only engineering knowledge of the project, having been the "designer of record" and is best suited to continue to its completion. It would not be in the best interest of the Project to transfer their institutional knowledge and design responsibility to another firm at this late stage. As such, a contract between HDR and STA to complete the work stated above will be necessary.

Project Management:
STA has entered into a $25,000 Professional Services contract under the Executive Director authority to secure Alan Glen, Quincy Engineering as the interim Project Manager in order to facilitate the requested transition to aid the City of Dixon in the delivery of this Project. Mr. Glen has the depth of Design and Project Management experience necessary to successfully manage the delivery of this Project on the desired aggressive schedule. His experience includes managing Caltrans Statewide Local Assistance that will be invaluable with the myriad of funding sources needed to deliver this project.

Construction Management Services:
The STA needs to bring on the Construction Management firm now to do a constructability review of the plans and specifications. This firm will also be responsible for the Advertisement, Award and Administration of the Project.

Schedule:

- Caltrans Field Review Meeting- September 2011
- Design Services Contract- September 2011
- Initiate Railroad Coordination – October 2011
- Complete NEPA Technical Studies- December 2011
- Apply for SR2S Grant ($500,000) – December 2011
- Draft NEPA Document to Caltrans- January 2012
- Complete NEPA- February 2012
- Complete Utility Relocation Agreements- February 2012
- Relocation of Utilities (Fiber Optic Lines)- June/July 2012
- Railroad C&M Agreement- June 2012
- PUC Approval – June 2012
- CTC TE Fund Allocation – July 2012
- ECMAQ Fund Authorization – July 2012
- Advertise Construction- July 2012
- Start Construction- September 2012
- Construction Complete-July 2013

Fiscal Impact:

The City of Dixon at their July 2011 meeting committed the local funds of $1,151,000. The STIP TE funds will require the STA adopt a Resolution which will occur at the October 2011 Board meeting. The TE funds will then be programmed to this project as part of the 2012 STIP programming process. The Eastern Congestion Mitigation and Air Quality (ECMAQ) funds will be included in the federal Cycle 2 programming process. TDA Article 3 funds will be submitted to MTC by June 2012. The Yolo Solano Air Quality Management District (YSAQMD) process begins in January 2012 with the completion of an application. The Solano Review Committee will review the applications in April 2012 with a recommendation to the YSAQMD Board by June 2012 at which time the YSAQMD Board will approve the project for funding. The regional funds that would be committed to the project based upon Project estimates provided by the City that are currently be reviewed and updated.

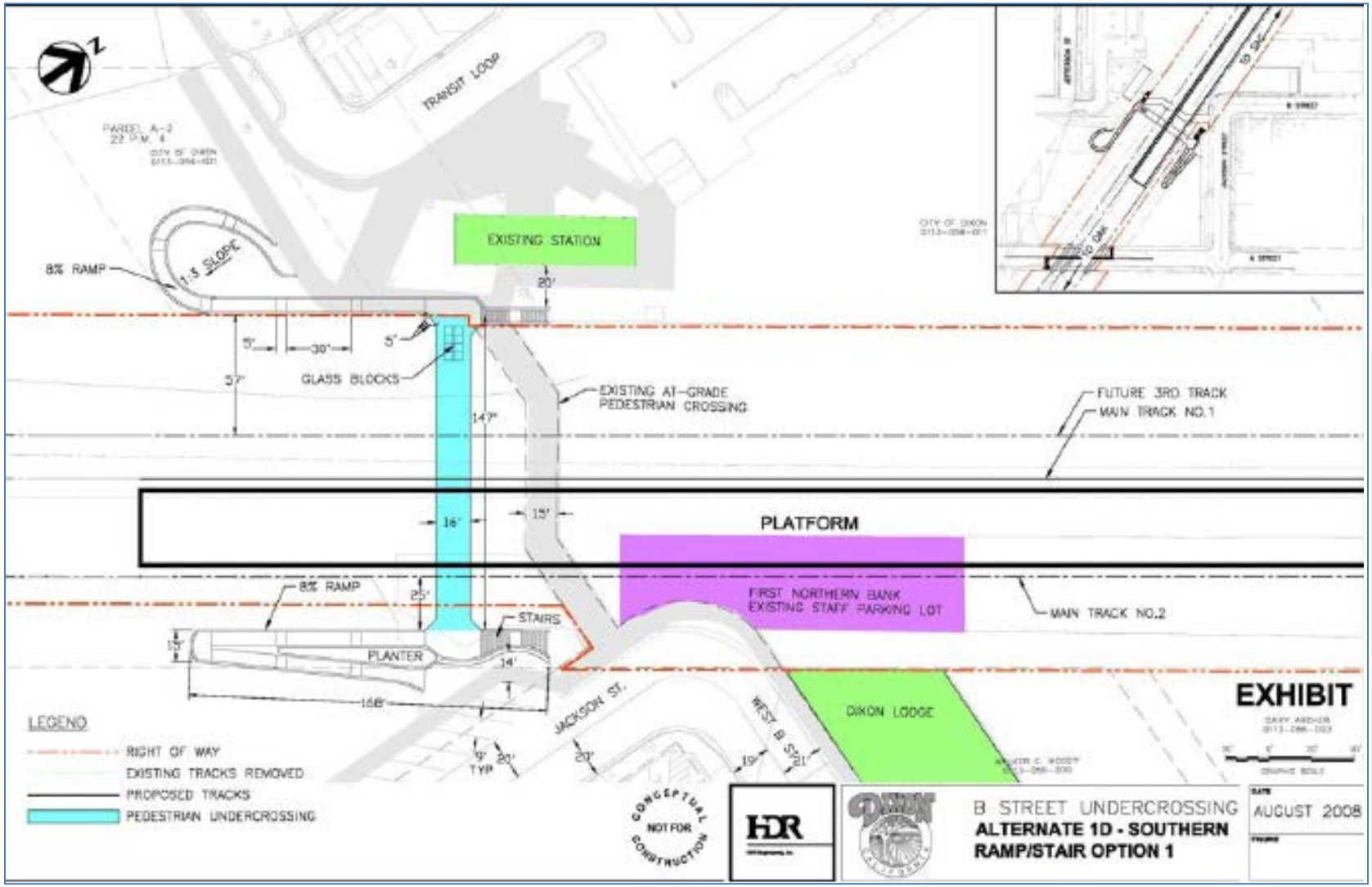
Recommendation:

Forward a recommendation to the STA Board to authorizing the Executive Director to:

1. Enter into an agreement with the City of Dixon to deliver the West B Street Pedestrian Undercrossing Project;
2. Negotiate and execute a contract with funding up to $250,000 with HDR to complete the design services for the project;
3. Negotiate and execute a contract amendment for up to $100,000 with Quincy Engineering to provide Project Management Services for the project; and
4. Request for Proposals for construction management services and enter into an agreement not-to-exceed $600,000.

Attachments:

A. City of Dixon West B Street Undercrossing Layout
B. West B Street Undercrossing Agreement between the STA and the City of Dixon


TRANSIT LOOP
EXISTING STATION
8% RAMP
1:3 SLOPE
GLASS BLOCKS
EXISTING AT-GRADE PEDESTRIAN CROSSING
FUTURE 3RD TRACK
MAIN TRACK NO.1
PLATFORM
FIRST NORTHERN BANK EXISTING STAFF PARKING LOT
MAIN TRACK NO.2
8% RAMP
STAIRS
PLANTER
JACKSON ST.
WEST B ST.
DIXON LODGE
EXHIBIT
LEGEND
RIGHT OF WAY
EXISTING TRACKS REMOVED
PROPOSED TRACKS
PEDESTRIAN UNDERCROSSING
CONCEPTUAL NOT FOR CONSTRUCTION
HDR
B STREET UNDERCROSSING
ALTERNATE 1D - SOUTHERN RAMP/STAIR OPTION 1
AUGUST 2008

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AGREEMENT
Between The
SOLANO TRANSPORTATION AUTHORITY
And
CITY OF DIXON
FOR THE DESIGN AND CONSTRUCTION OF THE DIXON WEST B STREET UNDERCROSSING PROJECT

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

RECITALS

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

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

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

WHEREAS, the City of Dixon's top priority pedestrian and bicycle project is its West B Street Undercrossing Project (Project), located in the vicinity of Dixon's downtown, between North 1st Street and North Jefferson Street, which involves the construction of a pedestrian undercrossing to replace an existing at-grade railroad crossing; and

WHEREAS, this Project has been identified as a top priority in the STA's Solano Countywide Bicycle and Pedestrian Plans as well as the Solano Safe Route to School Plan; and

WHEREAS, STA and City have worked cooperatively to obtain grant funding to deliver the Project; and

WHEREAS, due to staffing issues, City does not have sufficient resources to deliver the Project in accordance with the grant timelines; and

WHEREAS, STA has the requisite staff and expertise to assist the City in delivering this Project; and

WHEREAS, STA and the City desire to enter into this Agreement to define the respective roles and responsibilities of the Parties to facilitate the design and construction of the Project.

AGREEMENT

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

A. City's Role and Responsibilities.

The City's Role in the Project will be to provide necessary approvals to allow STA to complete the Project. City agrees to:

1. Provide necessary staff support by assigning responsibility to the City Engineer or his designee who will participate in all Project development team meetings and whose approval will be required for all construction change orders;
2. Assign previous design work product to STA and Project consultants except for the contract with TRC Solutions for design of the cap and removal of the abandoned Kinder Morgan fuel line which is in progress;
3. Administer the existing contract scope with City's environmental consultant, Circlepoint, for California Environmental Quality Act (CEQA) and National Environmental Quality Act (NEPA) review;
4. Provide right of way access/encroachment permits at no cost to the Project;
5. Transfer all local sources of money (e.g., Transportation Development Act funds and City's Local Match) to STA for the Project from Funding Sources as set forth in Section E below;
6. Provide consultation and administrative approval of construction drawings; and
7. Provide administrative close out of the Project, which includes such tasks as review and acceptance of Project record drawings, close out of applicable warranty periods, and acceptance of constructed improvements.

B. STA's Role and Responsibilities.
The STA's Role in the Project will be to take all steps necessary to implement Project on behalf of City. STA agrees to:

1. Coordinate Project development team meetings, which will be held no less frequently than monthly;
2. Assist in preparing and processing of environmental clearance documents as required under CEQA and NEPA in preparation for adoption and filing by the City;
3. Finalize design and geotechnical issues;
4. Make application for non-local Project funds in accordance with the Section E below on behalf of the Project;
5. Relocate all utilities;

6. Coordinate with and obtain necessary approvals from Union Pacific Railroad, Public Utilities Commission and any other rail agencies, if required;
7. Appraise and acquire temporary construction easements outside of City right-of-way, if required;
8. Prepare right of way certification;
9. Provide overall Project management oversight and retain necessary Project consultants;
10. Provide monthly Project status memos;
11. Develop and maintain Project delivery and construction schedule;
12. Conduct bid process for construction which will include advertisement in newspapers of general circulation in the City;
13. Oversee construction; and
14. Take the lead in the closing out of Project and record Notice of Completion.

C. Term

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project, unless it is terminated or amended pursuant to Sections D and O of this Agreement.

D. Termination:

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

E. Estimated Project Funding

It is anticipated that the Project will be funded in accordance with the sources listed below. To the extent that Project costs are higher than $6,100,000, STA agrees to leverage discretionary funds from other regional, state or federal sources to fund the shortfall. To the extent actual Project costs are less than $6,100,000, the parties agree that City's Local Match will be refunded a proportional shared based on City's overall local contribution to the Project of approximately 18.8% and STA will retain the remaining funds to re-program for other eligible projects.

Funding Source	**Program Year**	**Fund Sources Total**
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YSAQMD CAF	2012-13	$100,000
E-CMAQ, if Cycle 2	2012-13	$2,000,000
MTC-STA SR2S, if Cycle 2	2012-13	$600,000
STIP-TE, if reauthorized	2012-13	$649,000
State SR2S Grant	2012-13	$500,000
City's Local Match		$1,151,000
Project Total:		**$6,100,000**

F. Mutual Indemnification:

1. STA to indemnify City

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

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

2. City to indemnify STA

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

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

3. Each Party to defend itself for concurrent claims

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

4. Joint Defense

Notwithstanding subparagraph 3 above, in cases where STA and City agree in writing to a joint defense, STA and City may appoint joint defense counsel to defend the claim, action or proceeding arising out of the negligent act or omission or willful misconduct of City and STA in the performance of this Agreement. Joint defense counsel shall be selected by mutual

agreement of STA and City. STA and City agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in subparagraph 5 below. STA and City further agree that neither Party may bind the other to a settlement agreement without the written consent of both STA and City.

5. Reimbursement and/or Reallocation
Where a trial verdict or arbitration award allocates or determines the comparative fault of the Parties, STA and City shall reimburse and/or reallocate defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

G. Insurance

1. Each Party agrees to maintain its status as a legally self-insured public entity for general, auto and professional liability with limits of no less than $1,000,000 per occurrence. Excess liability coverage may be provided. Each Party's self-insurance will be considered primary for all claims arising out of acts of that Party. Each Party agrees to endorse the other Party, its officials, employees and agents, with coverage equivalent to standard ISO endorsement No. CG2010 for general liability coverage. Each Party also agrees to require all consultant, contractors and subcontractors engaged to work on this Project to name the other Party as an additional insured as well.

2. Each Party will maintain Workers' Compensation as required by law for all its employees with limits not less than $1,000,000 per occurrence. Neither Party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other Party. Each Party will provide the other with a Waiver of Subrogation endorsement for Workers Compensation. Each Party also agrees to require all consultants, contractors and subcontractors engaged to work on this Project to carry the same Workers Compensation insurance limits and endorsements.

3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

H. Dispute Resolution

The Parties agree that any disputes should be resolved at the lowest possible level. Accordingly, should a dispute arise between the STA and City regarding the performance of this Agreement, the Parties agree that the STA Executive Director and City Manager shall initially meet and confer. Should these two fail to reach consensus within two weeks, the dispute shall be referred first to a STA Board Subcommittee comprised of the Mayor of Dixon along with the Solano County Supervisor. Should that Subcommittee fail to resolve the dispute within 2 further weeks, the issue will be presented to the full STA Board for resolution If either party contests the decision of the STA Board, the parties agree to submit the dispute to arbitration and exchange with the other, in accordance with a procedure to be established by the arbitrator, its best offer. The arbitrator shall be limited to awarding only one or the other of the two positions submitted.

I. Subcontracts.
Within the funds allocated by the Parties under this Agreement, STA may be authorized by the STA Board to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

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

TO STA:
Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects

TO CITY:
Jon Cox, Interim City Manager
City of Dixon
600 East A Street
Dixon, CA 95620
(707) 678-7000
Attn: Morrie Barr, Interim Public Works Director/City Engineer

K. No Waiver
The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

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

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

N. Force Majeure

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

O. Prior Agreements and Amendments

This Agreement represent the entire agreement of the Parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

P. Severability

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

Q. Compliance with all Laws

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes.

R. Non-Discrimination Clause

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

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

S. Access to Records and Retention

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this Agreement for the purpose of making

audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

T. Interpretation

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

The Parties have executed this Agreement on the day and year first written above.

"STA" Solano Transportation Authority	"CITY" City of Dixon
By_____ Daryl K. Halls, STA Executive Director	By_____ Jon Cox, Interim City Manager
Approved as to form:	Approved as to form:
By_____ STA Legal Counsel	By_____ City Attorney

Solano Transportation Authority

DATE: August 19, 2011
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Programming of Remaining Cycle 1 Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Funds

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Background:
The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is $9.449M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. In addition, $3M of Eastern Solano CMAQ (ECMAQ) funding was made available for projects and programs on the eastern side of Solano County, including the cities of Dixon, Vacaville, and Rio Vista as well as eastern unincorporated areas of the County of Solano.

In 2010, the STA Board approved the programming of $3M of ECMAQ funding for the following FY 2010-11 and FY 2011-12 projects:

ECMAQ Funding	Agency	Project	Status
$520,000	STA	STA's Safe Routes to School Program	Obligated first $215,000
$445,000	STA	STA's Solano Napa Commuter Information	Obligated $445,000
$975,000	Vacaville	Vacaville's Intermodal Station – Phase 2	Requested FTA transfer for Environmental
$810,000	Vacaville	Ulatis Creek Bicycle Pedestrian Path Project	Right of Way
$250,000	Solano County	Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road)	Environmental
$3,000,000	**TOTAL**		

On October 13, 2010, the STA Board adopted Resolution 2010-15, authorizing the programming of $305,000 of Eastern Solano CMAQ (ECMAQ) funding for the STA's SR2S Program.

This $305,000 of ECMAQ funding was unable to be programmed for Dixon's West B Street Pedestrian Undercrossing project, as originally intended. Through a funding swap between Dixon and Vacaville, $975,000 of available ECMAQ helps advance both Vacaville's Intermodal Station – Phase 2 and Dixon's West B Street project. Without other projects able to use this funding by FY 2011-12, the STA recommended programming this funding in the STA's SR2S Program in October 2010 and recommended considering reprogramming as percentage of these dollars later, should another project be identified to use this funding. On September 29, 2010, the STA TAC discussed these remaining funds and agreed that the funding should be reexamined once another project has been identified as ready to go.

Discussion:

On August 19, Solano County staff approached STA staff regarding a constructible phase of the Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road), currently in the environmental phase. Due to a favorable Natural Environmental Study (NES), Solano County staff believes they can request obligation of FY 2011-12 ECMAQ funding for construction by MTC's February 2012 deadline. Solano County staff will discuss their project delivery schedule with the STA TAC.

Prior to Solano County's proposal, STA staff developed a specific work plan for the $305,000 of additional SR2S funding for a Pilot Walking School Bus and Bicycle Train Program. In July 2011, the STA applied for $500,000 for federal SRTS funds to conduct a countywide Walking School Bus and Bicycle Train Program. Attached is the scope of work (Attachment A) and budget (Attachment B) for this program. STA staff estimates that the pilot program will cost about $150,000 per year. Should the STA not receive the $500,000 federal SRTS grant in October 2011, the $305,000 would alternatively help fund at least a 2-year pilot program in eastern Solano County cities.

As the last remaining priority countywide bicycle projects, STA staff recommends reprogramming the remaining $305,000 of ECMAQ to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road). As MTC's Draft Cycle 2 CMAQ policies continue to favor more investment in Priority Development Areas (PDAs), STA staff recommends completing more rural projects with currently available funds.

At the same time, MTC's Draft Cycle 2 CMAQ policies promote a flexible use of these future federal funds, leaving funding eligible for future Safe Routes to School Program funding. To maintain the STA's commitment to core Safe Routes to School Program activities, STA staff also recommends prioritizing Cycle 2 CMAQ funding for FY 2013-14 and FY 2014-15. These core program functions include program staff costs for STA program coordination staff, Solano County Department of Public Health event facilitation staff and program materials. Current core annual program costs are about $550,000 per year, making a total recommendation of at least $1.1M to be programmed between FY 2013-14 and FY 2014-15. For more information regarding MTC's Cycle 2 policies, please refer to Information Item VI.D "One Bay Area Block Grant Proposal".

Fiscal Impact:

None to the FY 2011-12 STA Budget. $305,000 of Eastern Solano Congestion Mitigation and Air Quality Funding will be programmed to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction. When Cycle 2 CMAQ funding is recommended for funding in 2012, $1.1M will be considered for programmed to the STA's SR2S Program at that time.

Recommendation:

Forward a recommendation to the STA Board to:

1. Reprogram $305,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funds from the STA's Safe Routes to School Program to the County of Solano's Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road) project for construction; and
2. Prioritize $1.1M of Cycle 2 Congestion Mitigation and Air Quality (CMAQ) funds for the STA's Safe Routes to School Program.

Attachments:

A. STA's Safe Routes to School Walking School Bus and Bicycle Train Program, Scope of Work
B. STA's Safe Routes to School Walking School Bus and Bicycle Train Program, Pilot Program Budget.

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Form: Non-Infrastructure Application - Copy

ATTACHMENT A

Q1: Project Name*

Name of Project
[100 characters allowed]

Answer(s):

Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County

Q2: Project Description*

Provide a brief description of the proposed project.
[2000 characters allowed]

Answer(s):

The Solano Transportation Authority (STA) in collaboration with the Solano County Department of Public Health's "Health Promotion and Education Bureau" proposes beginning a Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County with $500,000 in Cycle 3 SRTS funding. If funded, by June 30, 2014 each of the 56 elementary schools in Solano County will have at least one regular walking school bus or bicycle train (WSB/BT). The proposed non-infrastructure project will train parents and assist school site parent/volunteer groups with coordinating and marketing walking school buses through the following seven steps:

1) Contact Database: Develop and Maintain a countywide WSB/BT school site parent/volunteer contact database to help identify and begin WSB/BTs.

2) Protocol Guide: Based on several great WSB/BT guides available online (walkingschoolbus.org, Pednet.org), STA program staff will incorporate best practices into a STA WSB/BT Protocol Guide that addresses Solano County's local challenges with starting and sustaining WSB/BTs with school site groups.

3) Kickoff Meetings & Presentations for school site groups: Staff will hold kickoff meetings with Parent Teacher Associations/groups and other school functions, such as "Back to School Nights" for as many parents as possible. PTA members will be given fliers and materials to continue outreach.

4) School Route Maps: The STA has funding for Suggested Route to School Maps, but no funding to aggressively promote their use with school site groups. Staff will work with school site groups and other stakeholders to establish WSB/BT routes.

5) Parent/Volunteer Training: By training WSB/BT parent/volunteer leaders, we can help sustain walking and biking countywide.

6) Distribute Maps and Promote WSB/BT Incentives: Maps & t-shirts will also be promotional tools for student WSB/BT.

7) Follow up & Evaluation: Staff will follow up with volunteer issues and survey developed WSB/BTs.

Q3: Project Location*

Provide a brief description of the proposed project location of target school(s) and neighborhood(s).
[1000 characters allowed]

Answer(s):

All 56 elementary schools within Solano County will be eligible to participate in this project. Solano County schools are older neighborhood schools located mostly within suburban neighborhoods and not on the edge of cities. With the exception of one elementary school in Solano County (Suisun Valley Elementary), almost all students live within 1.5 miles of their school.

Some areas of Solano County are more urban (Vallejo) or more rural (Dixon and Rio Vista) which creates a variety of challenges ranging from greater rural community walking distances, urban security/gang issues, and crossing state highways that bisect communities.

Q4: Amount of Request*

Amount of Request (Please use comma separators and round to the nearest $100)

Answer(s):

500,000

Q5: Total Project Cost*

(Please use comma separators and round to the nearest $100)

Answer(s):

500,000

Q6: Project ID*

This is a two part question:
1. Please select your district refer to Caltrans Local Office website to find your Caltrans District number.
2. Please select the Responsible Agency as defined in the Cycle 3 Guidelines.

Answer(s):

District 04 > Solano Transportation Authority

Q7: Number of Applications*

Select the # of applications being submitted by the Responsible Agency.

Countywide Walking School Bus and Bicycle Train Encouragement Program in Solano County
Solano Transportation Authority, 07-12-2011

Summary:	SRTS Grant Funds
Contact Database	$ 19,600
Protocol Guide	$ 29,000
School Site Mtgs/Training	$ 418,150
Evaluation/Feedback	$ 33,250
	$ 500,000

	SRTS $	Subtotal $	Total $
Contact Database:			**$ -**
Staff Time	$ 19,600	$ 19,600	$ 19,600
Travel	$ -	$ -	
Equipment	$ -	$ -	
Contractual Services	$ -	$ -	
Supplies/Materials**	$ -	$ -	
Other Direct Costs	$ -	$ -	
Before/After Evaluation	$ -	$ -	$ -
City/County Partnership Costs	$ -	$ -	$ -
Total* **	**$ 19,600**	**$ 19,600**	**$ 19,600**

	SRTS $	Subtotal $	Total $
Protocol Guide Development:			**$ -**
Staff Time	$ 10,000	$ 10,000	$ 10,000
Travel	$ -	$ -	$ -
Equipment	$ -	$ -	$ -
Contractual Services	$ 7,000	$ 7,000	$ 7,000
Supplies/Materials**	$ 12,000	$ 12,000	$ 12,000
Other Direct Costs	$ -	$ -	$ -
Before/After Evaluation	$ -	$ -	$ -
City/County Partnership Costs	$ -	$ -	$ -
Total* **	**$ 29,000**	**$ 29,000**	**$ 29,000**

	SRTS $	Subtotal $	Total $
School Site Meetings and Training:			**$ -**
Staff Time	$ 317,800	$ 317,800	$ 317,800
Travel	$ 28,000	$ 28,000	$ 28,000
Equipment	$ 3,750	$ 3,750	$ 3,750
Contractual Services	$ -	$ -	$ -
Supplies/Materials (T-shirts/vests)	$ 68,600	$ 68,600	$ 68,600
Other Direct Costs	$ -	$ -	$ -
Before/After Evaluation	$ -	$ -	$ -
City/County Partnership Costs	$ -	$ -	$ -
Total* **	**$ 418,150**	**$ 418,150**	**$ 418,150**

	SRTS $	Subtotal $	Total $
Evaluation & Feedback Survey:			**$ -**
Staff Time	$ 22,400	$ 22,400	$ 22,400
Travel	$ -	$ -	$ -
Equipment	$ -	$ -	$ -
Contractual Services	$ -	$ -	$ -
Supplies/Materials**	$ 10,850	$ 10,850	$ 10,850
Other Direct Costs	$ -	$ -	$ -
Before/After Evaluation	$ -	$ -	$ -
City/County Partnership Costs	$ -	$ -	$ -
Total* **	**$ 33,250**	**$ 33,250**	**$ 33,250**

Annual SR2S Walking School Bus & Bicycle Train budget assumptions

50 Average Staff Total Cost/hr with benefit loading

	1/2 a year FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	TOTAL
Contact Database:					
56 elementary schools					
about 2 hours per school = 112 hours, on-going updates					
STA staff will maintain this database					
112 Staff (hrs)	$ 2,800	$ 5,600	$ 5,600	$ 5,600	$ 19,600
Protocol Guide Development					
80 hours + printing costs (50 per school, 56 schools, $1/print)					
Small supply before revisions in 2, 3, or 4 years.					
80 Staff (80 draft, 40 revise)	$ 4,000	$ 2,000	$ 2,000	$ 2,000	$ 10,000
3500 Contract (Design)	$ 3,500	$ -	$ 3,500	$ -	$ 7,000
2800 S/M/Print (50/sch/yr)	$ 3,000	$ 3,000	$ 3,000	$ 3,000	$ 12,000
School Site meetings & training					
- 56 elementary schools					
- 1 school site parent kickoff meeting for training					
4 follow up meetings per year for 4 years					
32.4 hrs per school x 56 schools = 1816 hrs					
1816 Staff	$ 45,400	$ 90,800	$ 90,800	$ 90,800	$ 317,800
8000 Travel (mi + fleet)	$ 4,000	$ 8,000	$ 8,000	$ 8,000	$ 28,000
3000 Equip (projector, PC, etc.)	$ 3,000	$ 250	$ 250	$ 250	$ 3,750
2800 S/M Volunteer Safety Vests (10)	$ 1,400	$ 2,800	$ 2,800	$ 2,800	$ 9,800
2800 S/M Volunteer T Shirts (1st 10)	$ 1,400	$ 2,800	$ 2,800	$ 2,800	$ 9,800
14,000 S/M Student Tshirts (1st 50)	$ 7,000	$ 14,000	$ 14,000	$ 14,000	$ 49,000
Evaluation Feedback Survey Compilation					
2 hours per school * 56 schools = 112 hours					
112 Staff	$ 5,600	$ 5,600	$ 5,600	$ 5,600	$ 22,400
2,712 S/M survey Print (200/sc)	$ 2,712	$ 2,712	$ 2,712	$ 2,712	$ 10,850
	$ 83,812	$ 137,562	$ 141,062	$ 137,562	$ 500,000

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Solano Transportation Authority

DATE: August 19, 2011
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Local Street and Roads (LS&R) Proposed Solano County Annual Report

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

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

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

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

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

and annual reports that focus on Solano County's roadway conditions. Specifically, Geographic Information System (GIS) data can help map and analyze specific street conditions to assist in project planning and funding requests attached. As an example, Attachment C is San Francisco's pavement condition map.

At the June 29th, TAC meeting, TAC members specifically recommended collecting accurate street rehabilitation funding information and asked that the STA produce maps and reports that would help public works staff present pavement rehabilitation issues to the public and to decision makers.

Attached is a Scope of Work for STA Annual Local Streets and Roads reports (Attachment D). The scope of work describes creating GIS street condition maps, collecting current & historic street rehabilitation project and funding information from Solano local agencies, and drafting countywide and local street rehabilitation summaries to clarify street rehabilitation needs for decision makers and the public. The cost of generating GIS data from MTC's Streetsaver program is $10,000 for the entire county (Attachment E), $1,250 per year for a STA Streetsaver license, and $1,000 per year for technical support.

Fiscal Impact:
For FY 2011-12, the STA would enter into an agreement with MTC for Streetsaver GIS and Streetsaver Program services not to exceed $12,250. For FY 2012-13, the annual license and technical support cost would be $2,250 per year. This cost could be reduce by $1,000 per year should STA staff recommend not paying for additional technical support.

Recommendation:
Forward a recommendation to the STA Board to approve the Scope of Work in Attachment D for the STA's Local Streets and Roads Annual Report, including MTC's Streetsaver GIS and Program services.

Attachments:

A. Solano County Local Streets and Roads Local Agency Facts Sheets
B. MTC Pothole Report: "Can the Bay Area Have Better Roads?", June 2011
C. San Francisco's Pavement Condition Map
D. STA Annual Local Streets and Roads Report, Scope of Work (provided under separate cover)
E. MTC Streetsaver quote for "Technical Service Plan – Solano Countywide GIS Mapping Integration"

The Pothole Report:

Can Solano County have better roads?

June 2011

STA Board Workshop

Solano Transportation Authority

The Pothole Report:

Gravel: The new road standard

June 2011

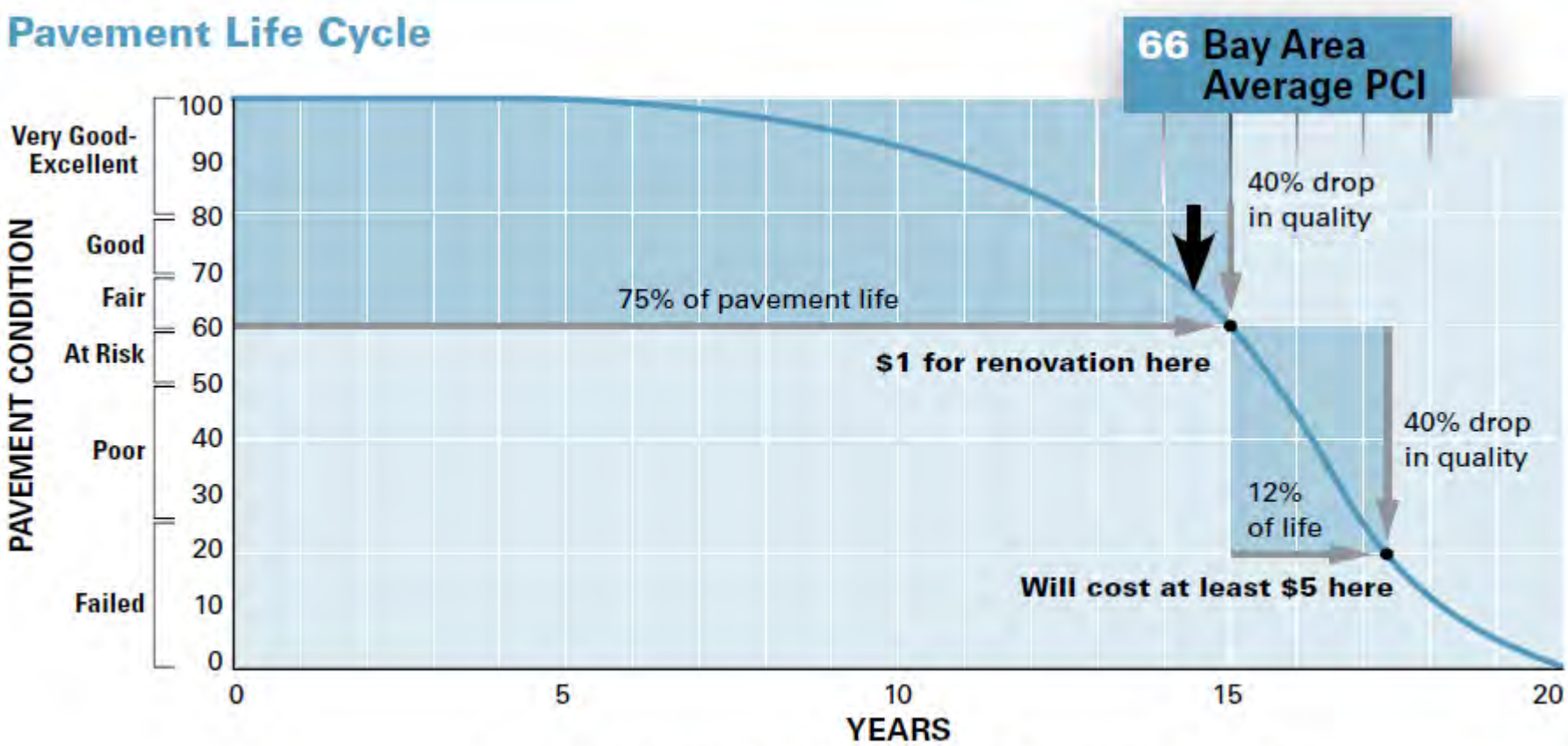
STA Board Workshop

STA
Solano Transportation Authority

Overview: Local Streets and Roads

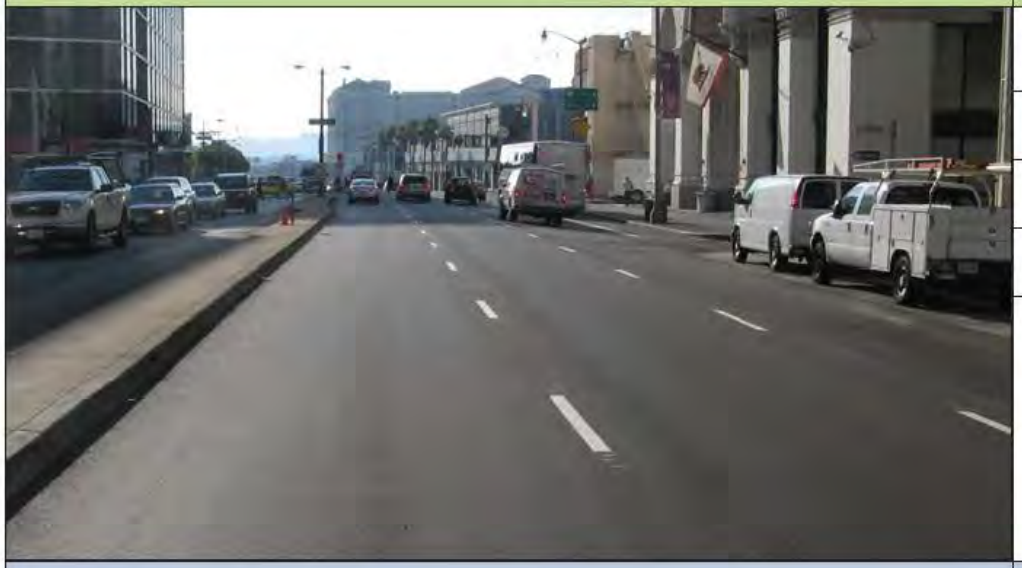
- Understanding pavement conditions, maintenance costs and countywide trends
- Breaking down pavement rehabilitation funding sources used by Solano cities and the County of Solano
- Pavement conditions by agency

MTC Pavement Life Cycle Chart



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

THE STREETS OF SAN FRANCISCO: A VISUAL GUIDE



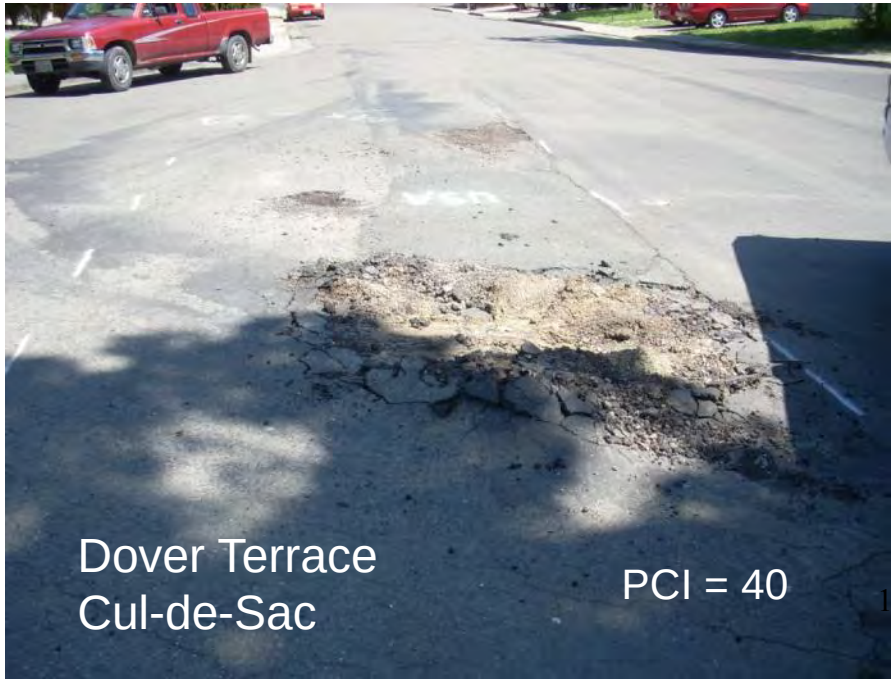
Rating:	**Very Good - Excellent**
PCI Score:	**100 - 85**
Treatment Required:	**None**
% of SF Blocks:	**20%**
Cost/Block:	**$0**

Rating:	**Fair – Good**
PCI Score:	**84 - 64**
Treatment Required:	**Maintenance**
% of SF Blocks:	**31%**
Cost/Block:	**$9,000**

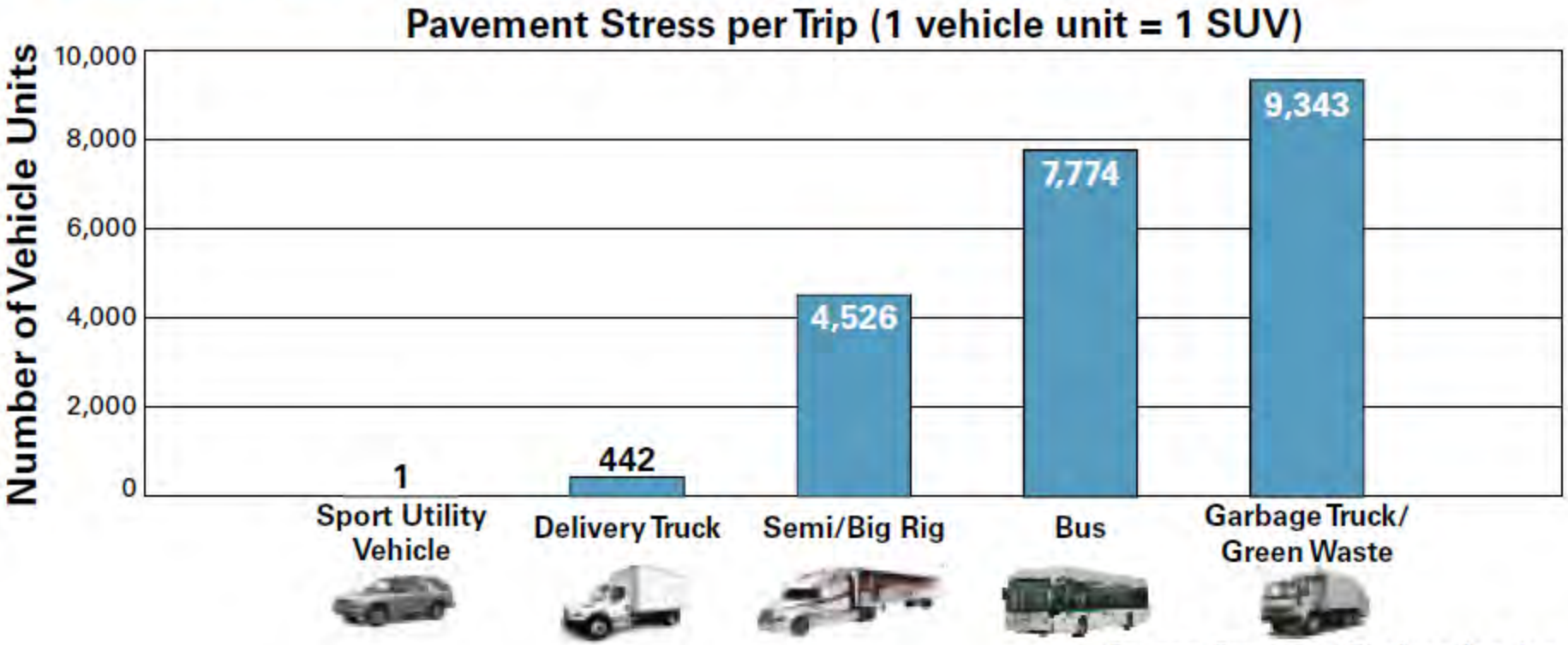
Rating:	**At Risk - Fair**
PCI Score:	**63 - 50**
Treatment Required:	**Resurfacing**
% of SF Blocks:	**30%**
Cost/Block:	**$97,800**

Rating:	**Poor - Failed**
PCI Score:	**49 – 0**
Treatment Required:	**Reconstruction**
% of SF Blocks:	**19%**
Cost/Block:	**$436,400**

Examples of Streets in “Poor” Condition in the City of Fairfield

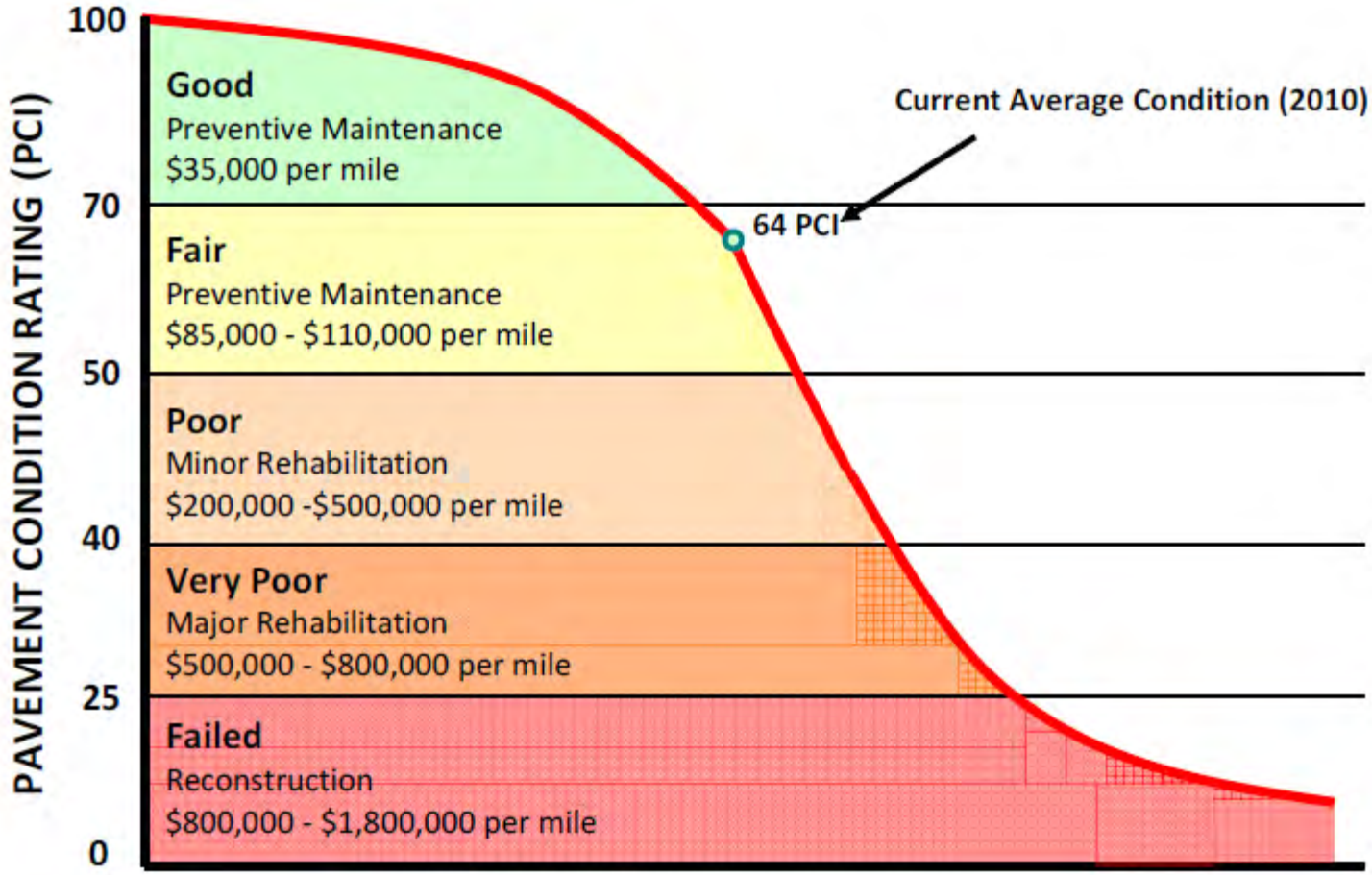


Relative Impact of Vehicle Types on Pavement Conditions



Source: Pavement Engineering, Inc.

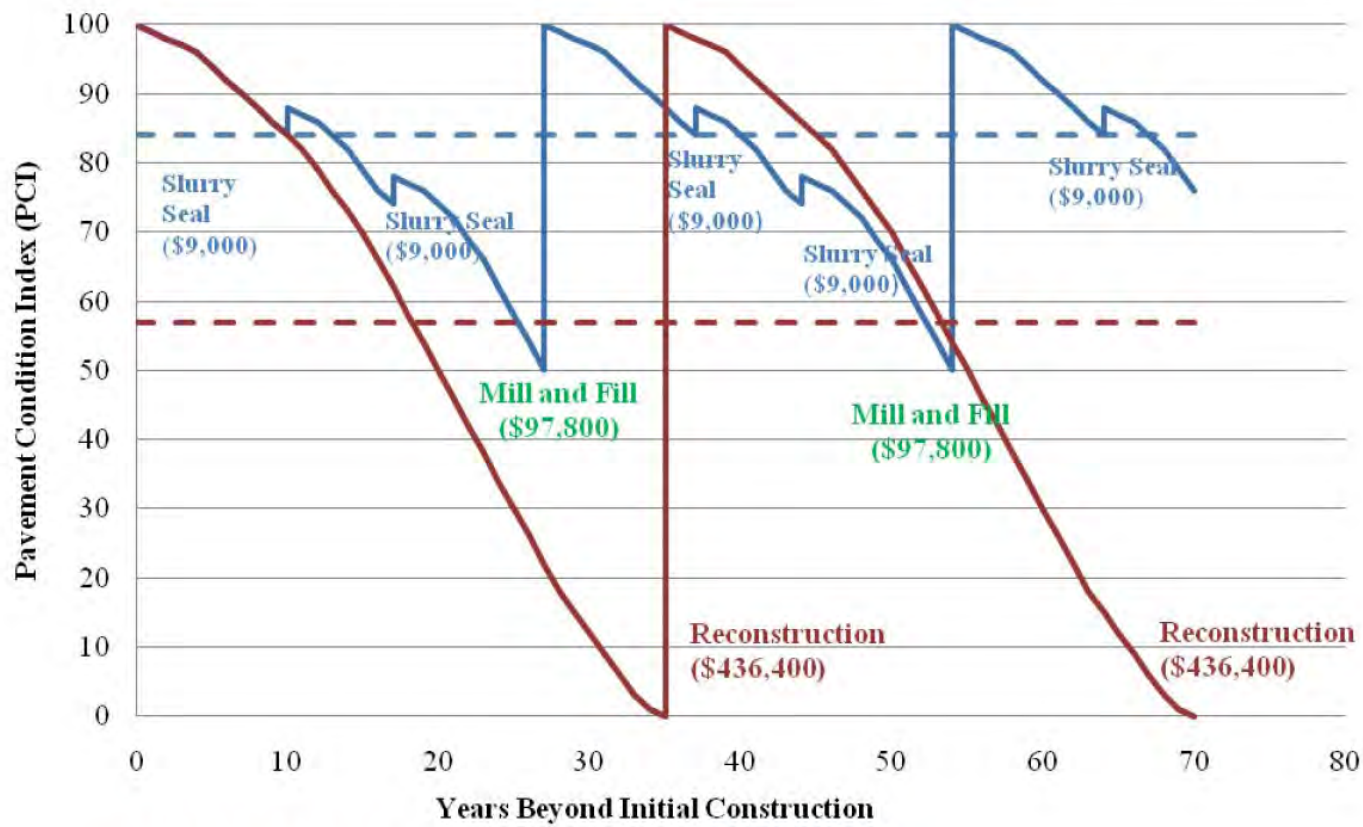
The Cost of Delaying Preventative Maintenance



Cost Multiplier	Years of Neglect
1x	0 - 13
2x - 3x	13 – 15
6x - 14x	15 - 16
14x - 23x	16 – 17
23x - 51x	17 - 20

No maintenance is 3.6x more expensive than preventative maintenance in the long run

Figure 4: Pavement Life Cycle and Cost Efficiency



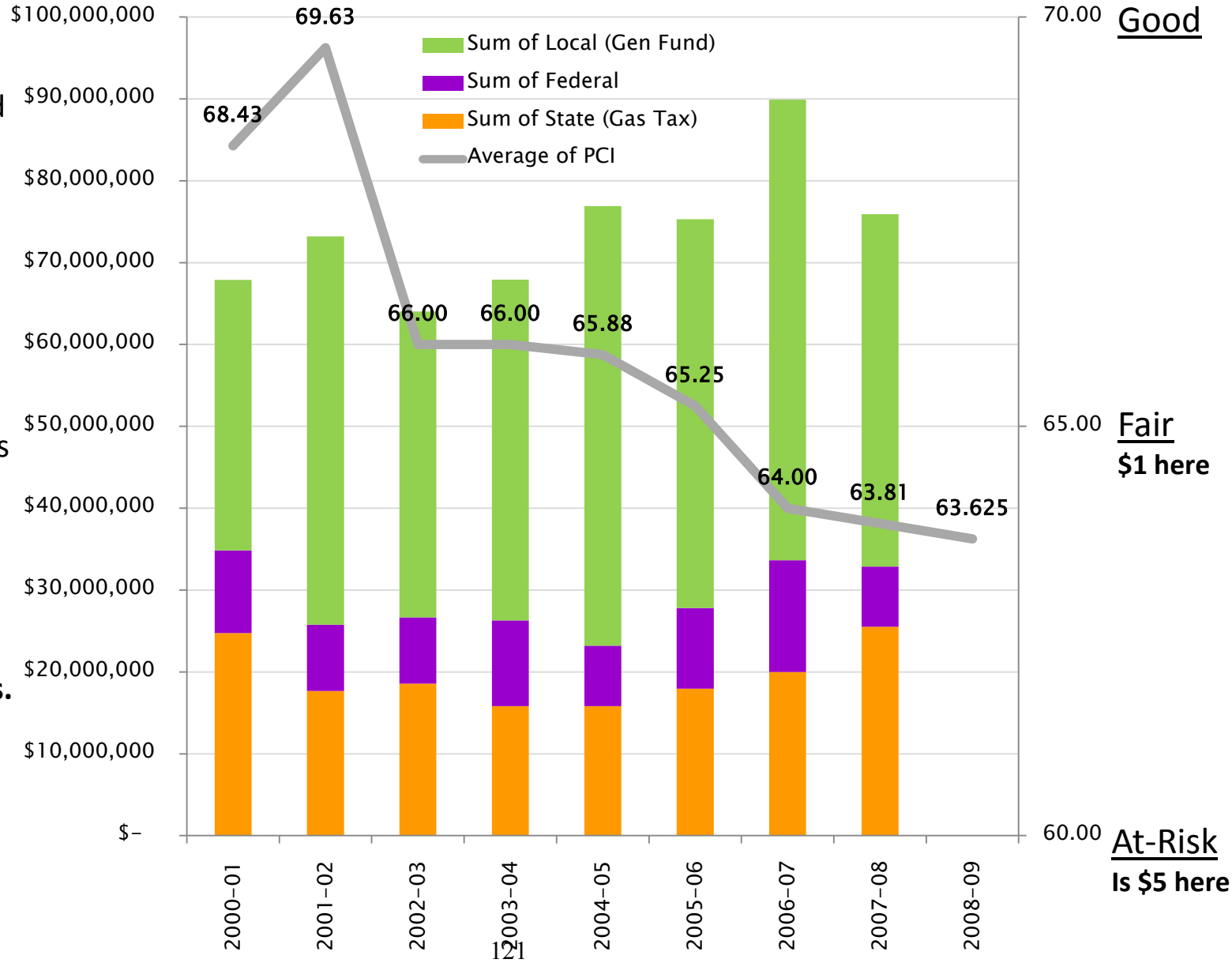
3.6x NO MAINTENANCE
Total cost = $872,800 per block
- - - - Average PCI = 57

1x MAINTENANCE
Total cost = $240,600 per block
- - - - Average PCI = 84

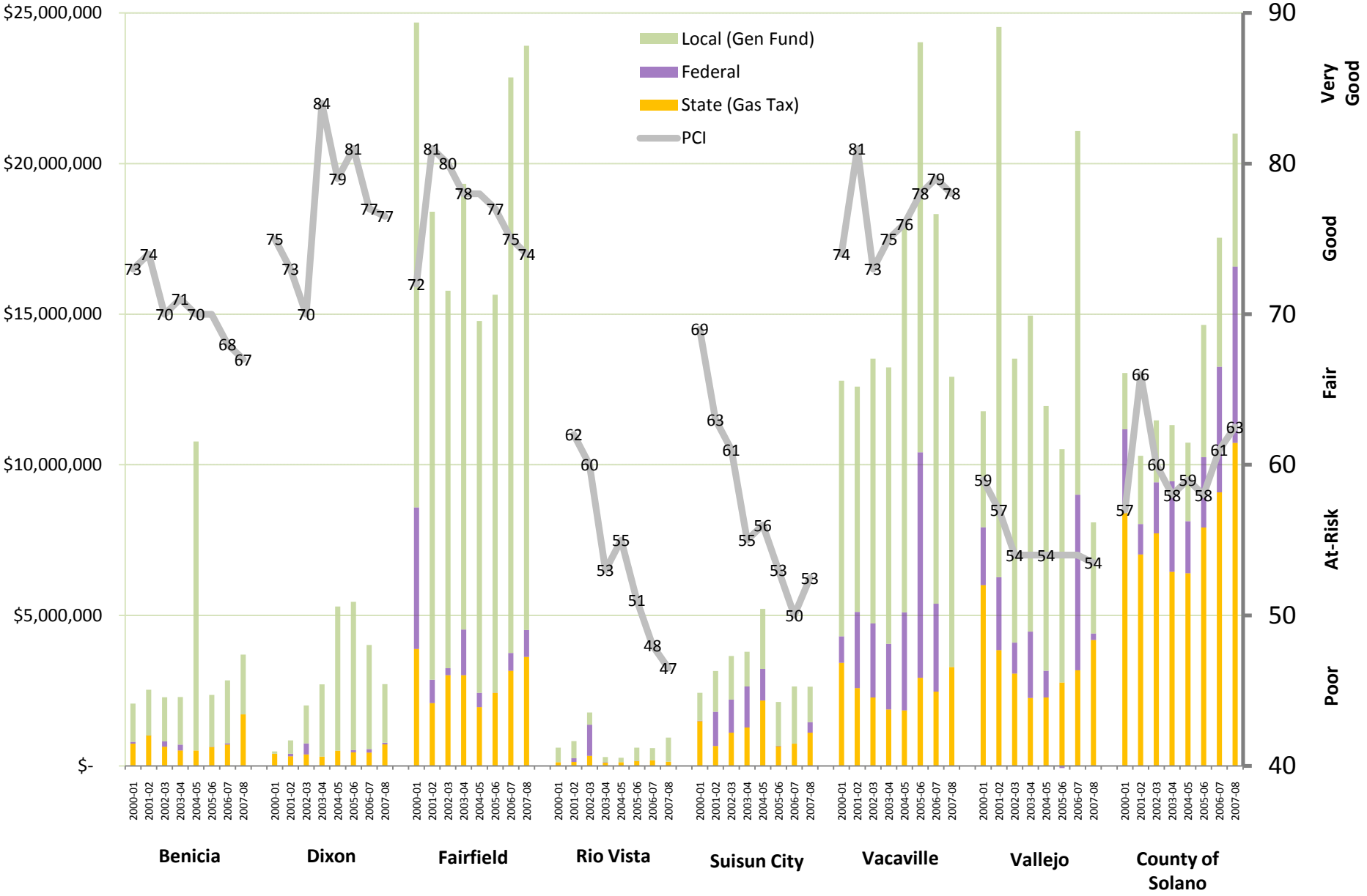
Countywide LS&R Investments with PCI Average

PCI has dropped about 6 PCI points since 2002, from almost "good" to low in the "fair" range.

Solano County is closing on "At-Risk" street rehabilitation costs, multiplying costs by **5 times.**

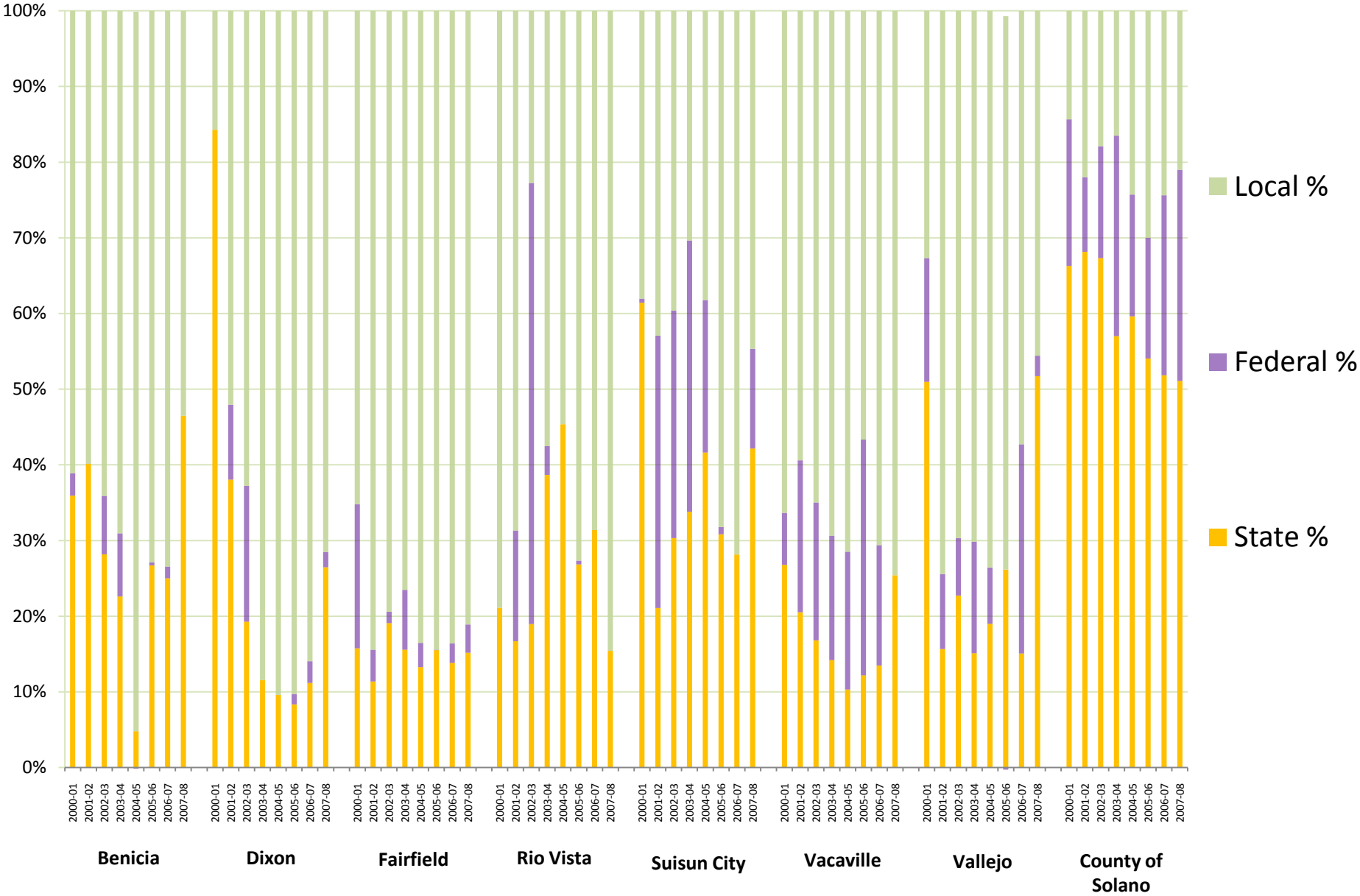


Pavement Condition over Local, State, and Federal LS&R Investments By Solano Jurisdiction from 2000-01 to 2007-08



Investment Data retrieved from CA State Controller's Office, "Streets and Roads Annual Reports" 2000-01 to 2007-08, http://www.sco.ca.gov/ard_locrep_streets.html
Pavement Condition Index (PCI) Data retrived from the Metropolitan Transportation Commission's (MTC) "State of the System Reports" 2002 to 2009, http://www.mtc.ca.gov/library/state_of_the_system/

Percent of Local, State, and Federal LS&R Investments By Solano Jurisdiction from 2000-01 to 2007-08



Investment Data retrieved from CA State Controller's Office, "Streets and Roads Annual Reports" 2000-01 to 2007-08, http://www.sco.ca.gov/ard_locrep_streets.html
Pavement Condition Index (PCI) Data retrived from the Metropolitan Transportation Commission's (MTC) "State of the System Reports" 2002 to 2009, http://www.mtc.ca.gov/library/state_of_the_system/

Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

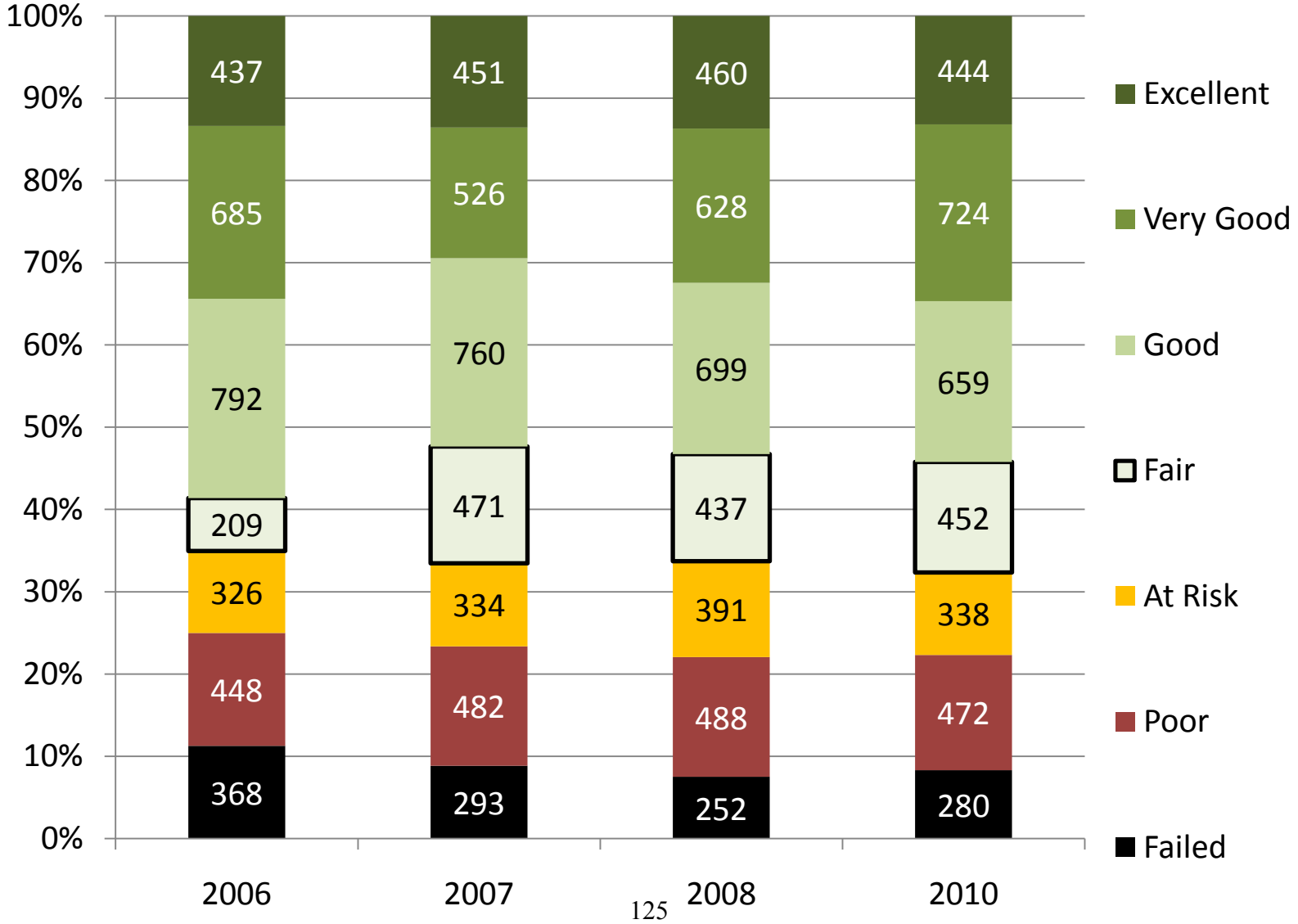
	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	$351 million	$740 million	$975 million
Annual Expenditure/ Lane Mile	$8,000	$17,000	$23,000
Increase Over Current Expenditure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

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

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

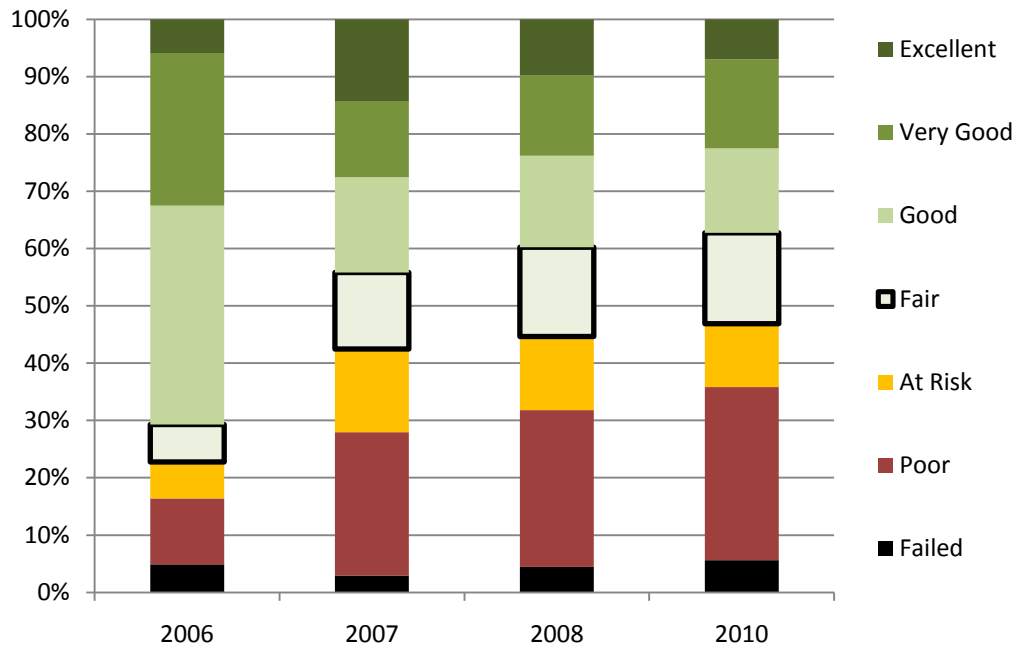
**** Average Annual Expenditure Level assumes a 3 percent inflation rate.*

Countywide Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010

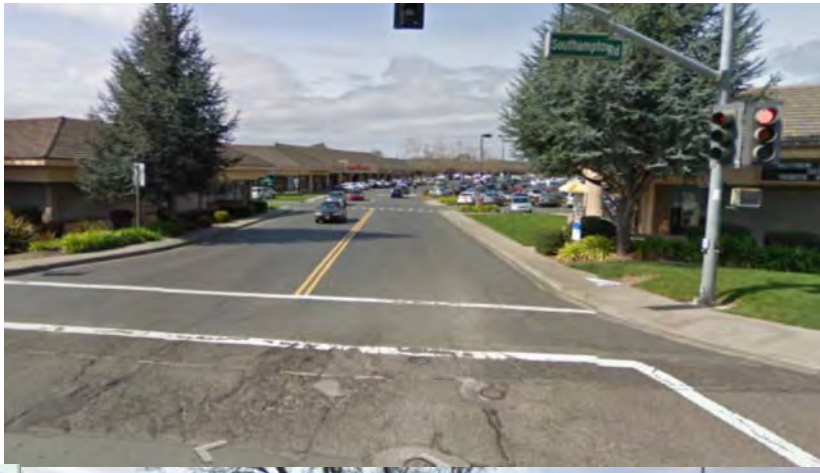


City of Benicia

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010

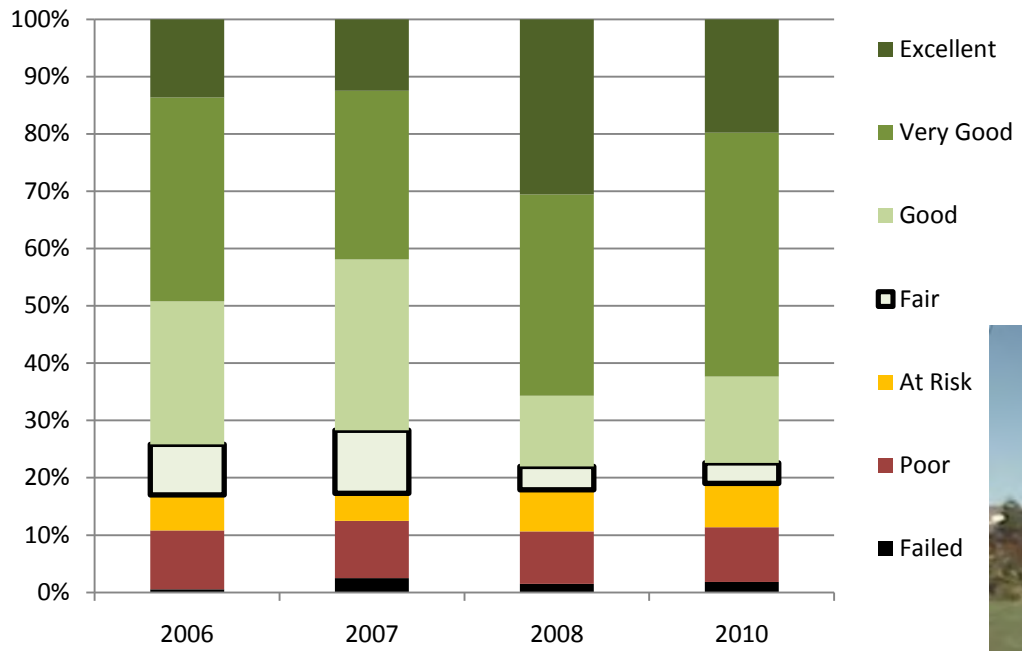


	2006	2007	2008	2010
PCI (3yr)	70	68	66	63



City of Dixon

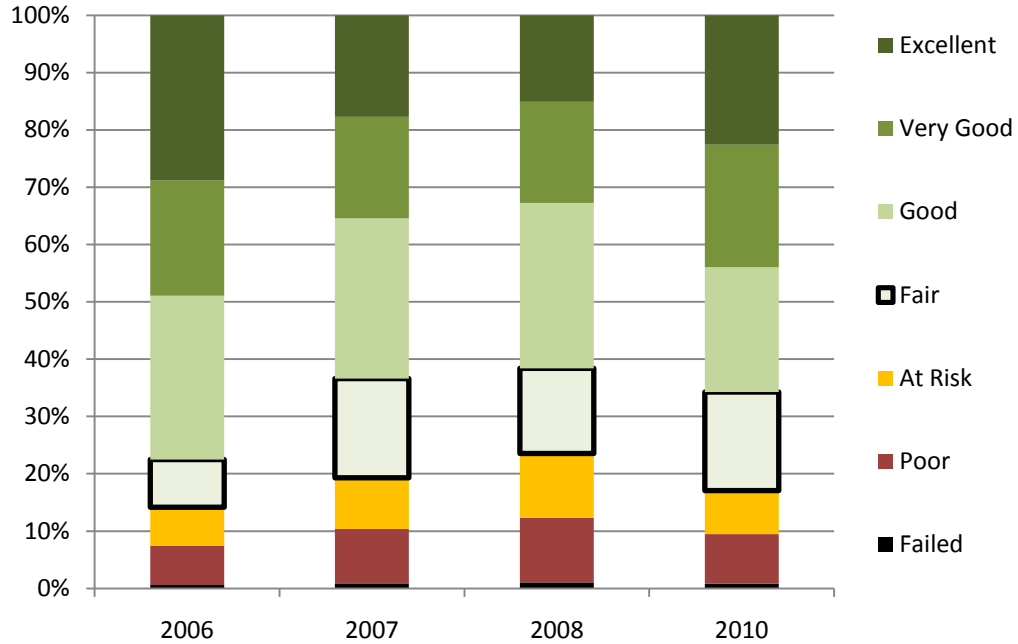
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	81	77	76	76

City of Fairfield

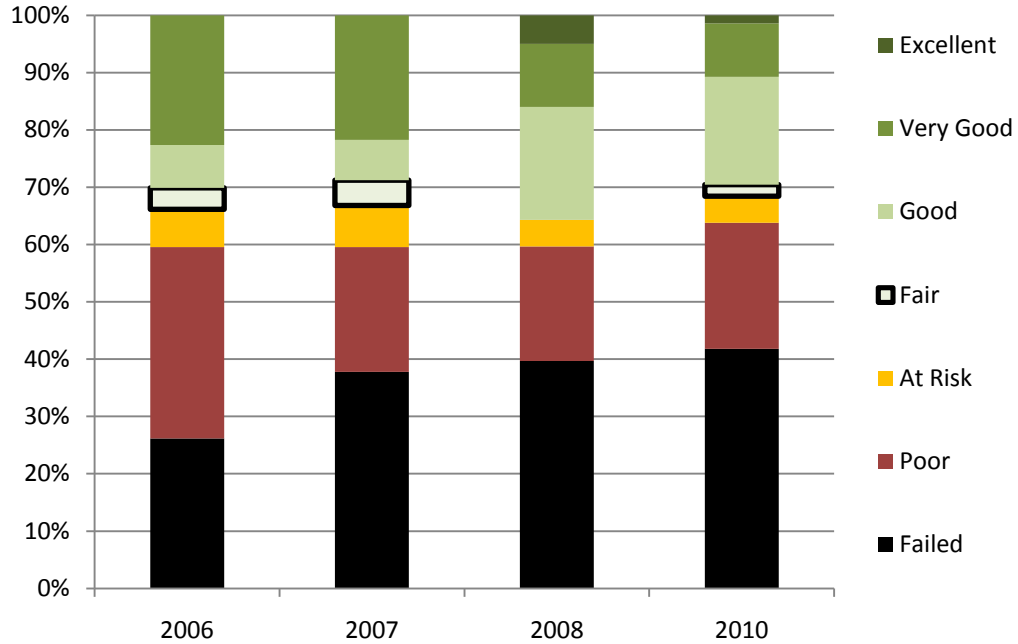
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	77	75	73	73

City of Rio Vista

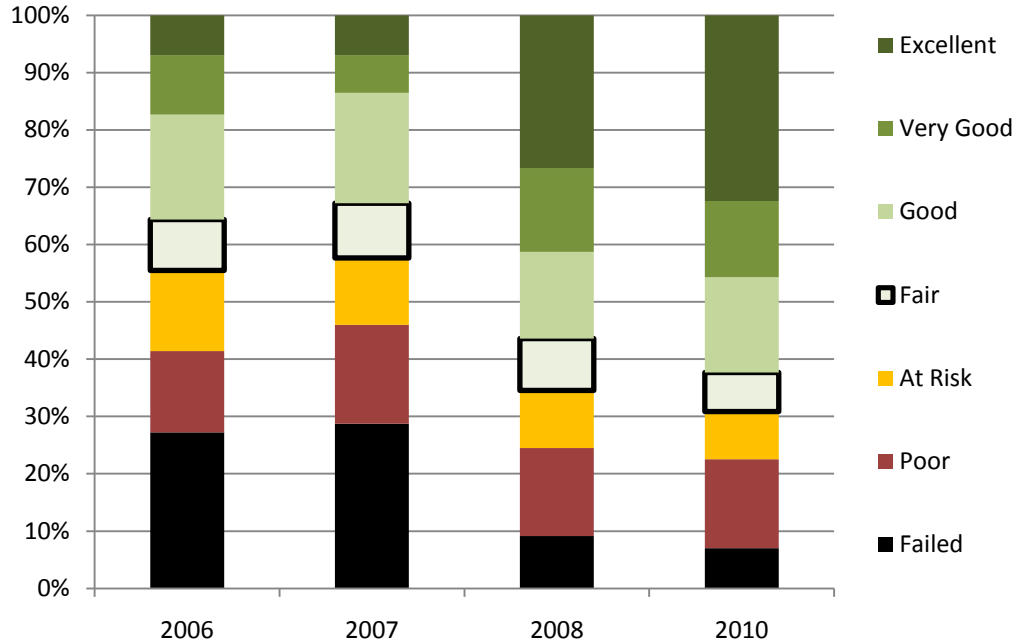
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	51	48	45	42

City of Suisun City

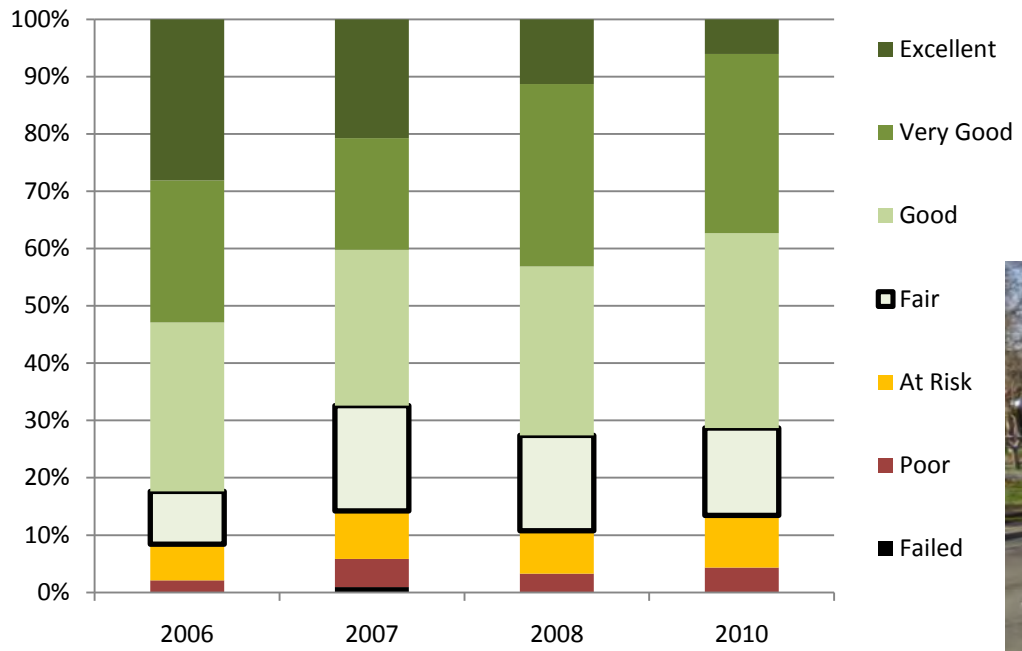
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	53	50	55	62

City of Vacaville

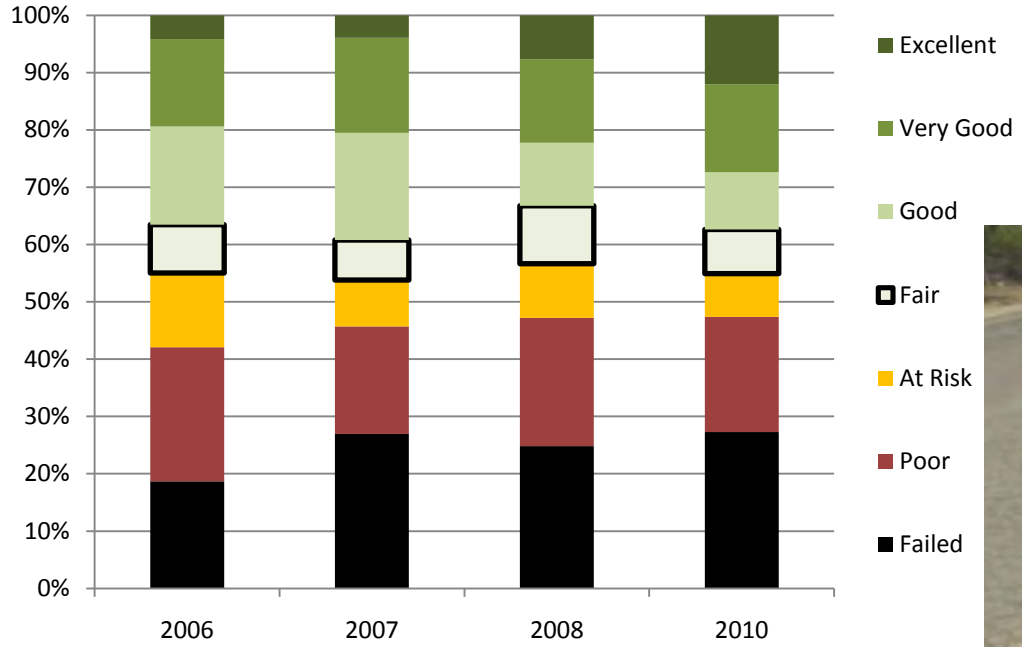
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	78	79	77	76

City of Vallejo

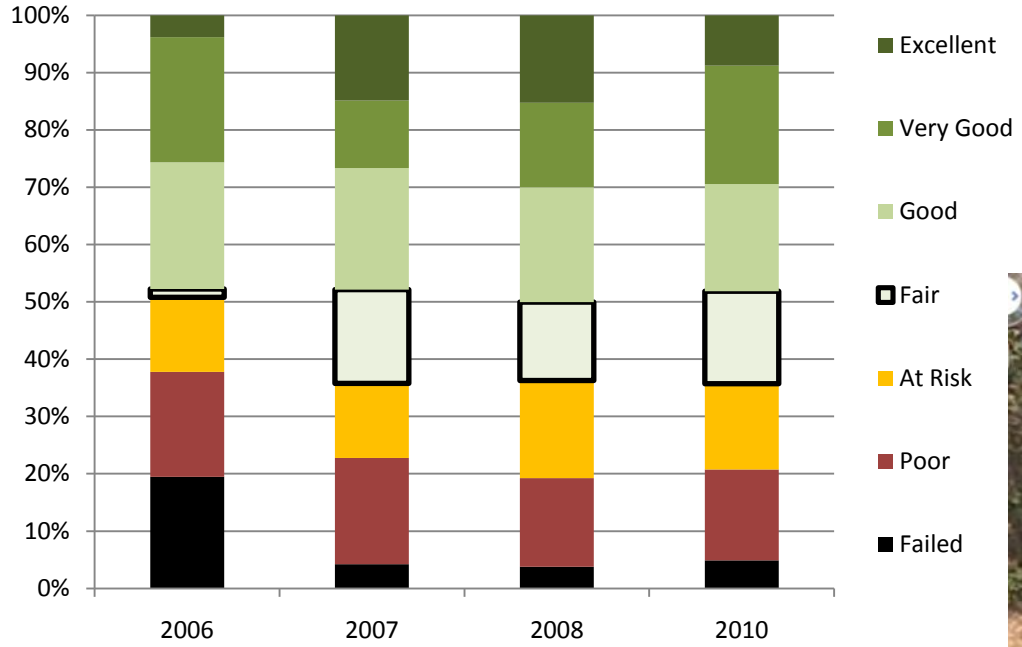
Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	54	54	53	53

County of Solano

Pavement Condition as a Percent of Total Lane Miles from 2006 to 2010



	2006	2007	2008	2010
PCI (3yr)	58	61	64	67

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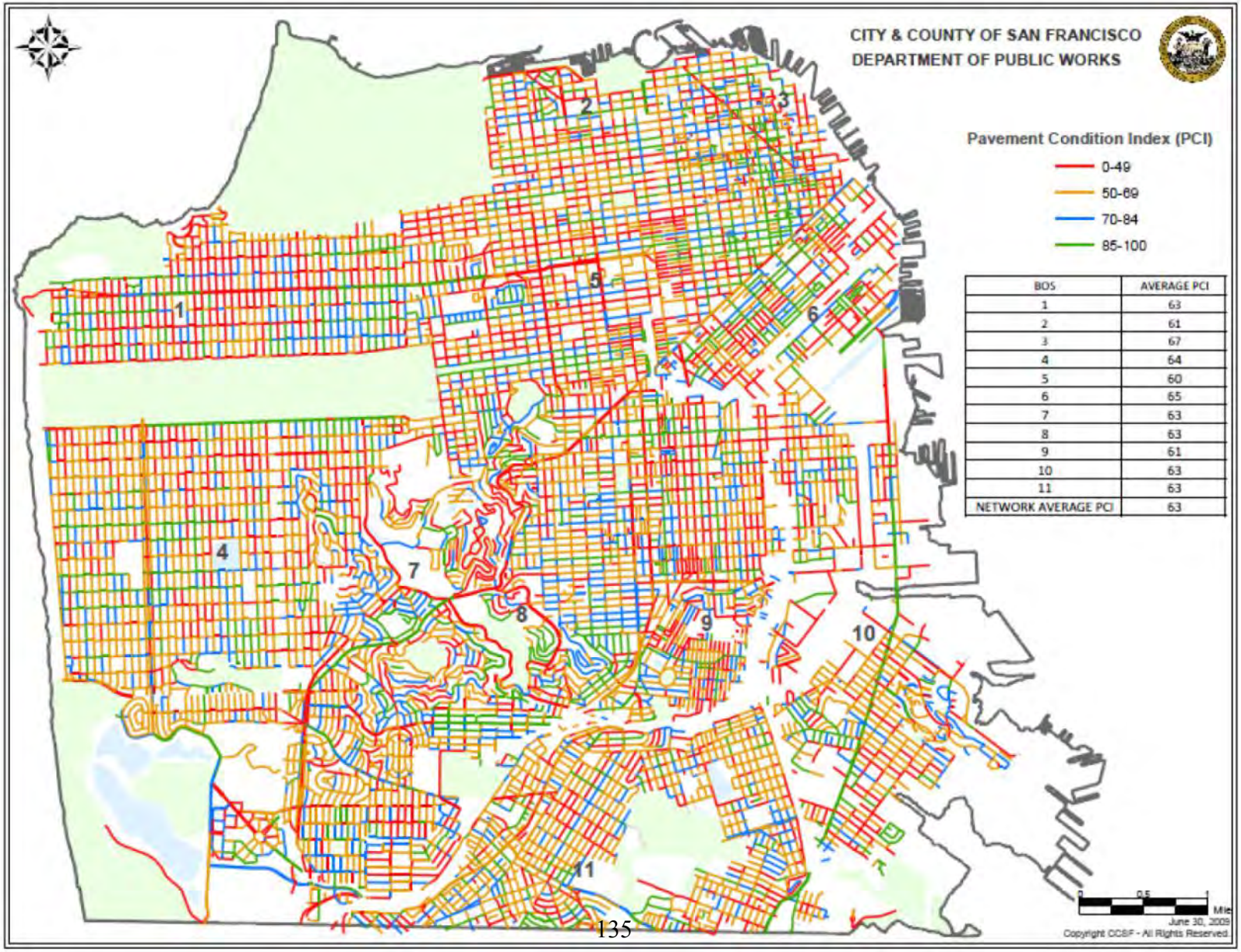
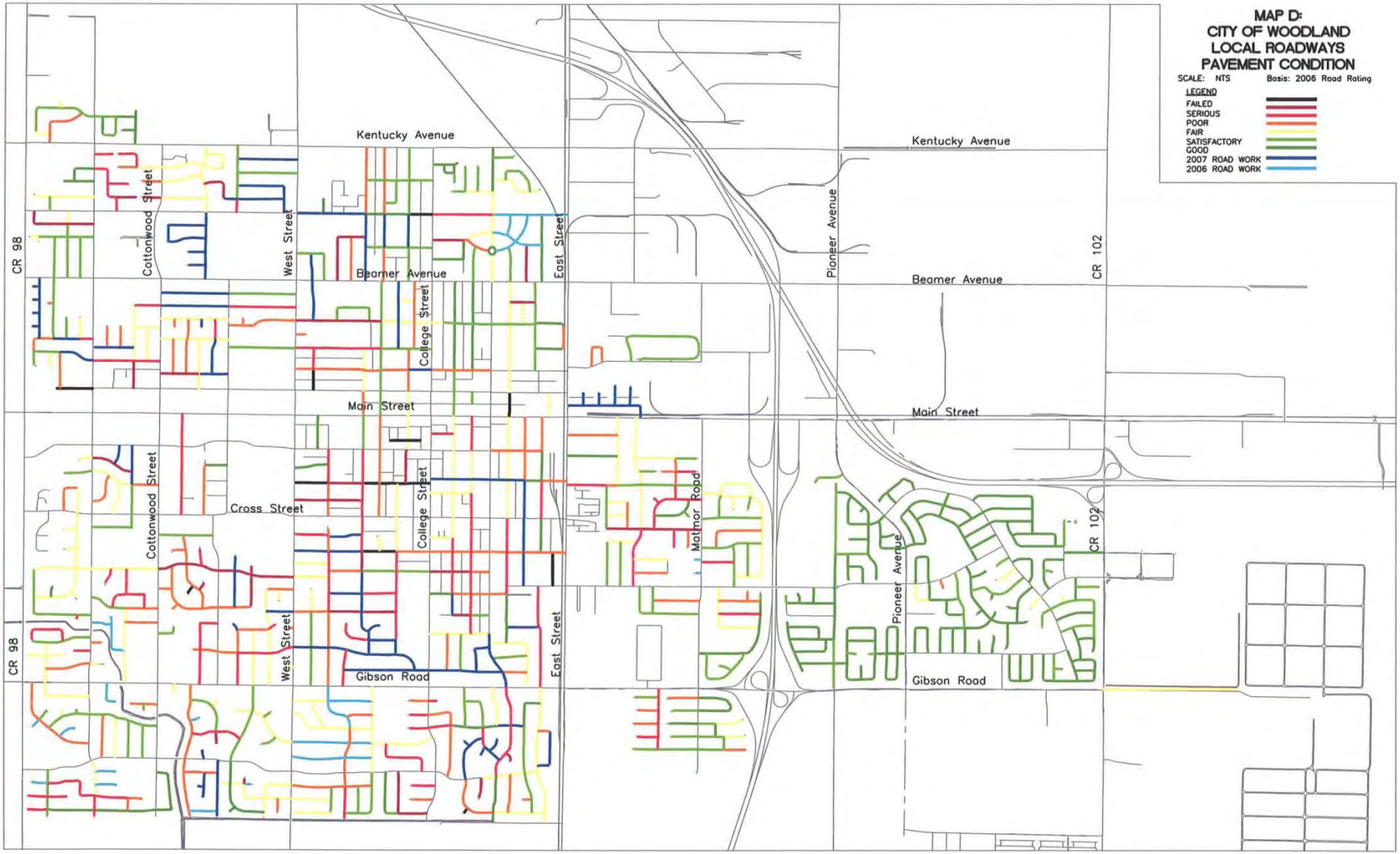
APPENDIX A: MAP OF SAN FRANCISCO STREETS AND PCI SCORES



BOS	AVERAGE PCI
1	63
2	61
3	67
4	64
5	60
6	65
7	63
8	63
9	61
10	63
11	63
NETWORK AVERAGE PCI	63


MAP D:
CITY OF WOODLAND
LOCAL ROADWAYS
PAVEMENT CONDITION
SCALE: NTS
Basis: 2006 Road Rating
LEGEND
FAILED
SERIOUS
POOR
FAIR
SATISFACTORY
GOOD
2007 ROAD WORK
2006 ROAD WORK
Kentucky Avenue
Beamer Avenue
Main Street
Cross Street
Gibson Road
CR 98
Cottonwood Street
West Street
College Street
East Street
Matmor Road
Pioneer Avenue
CR 102

The Pothole Report:

Can the Bay Area Have Better Roads?

May 2011

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

May 2011

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Executive Summary

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

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

Fresh Data, New Developments

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

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

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

Scarce Funding Puts Premium on Prevention Practices

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

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

Fixing the Fiscal Pothole

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

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

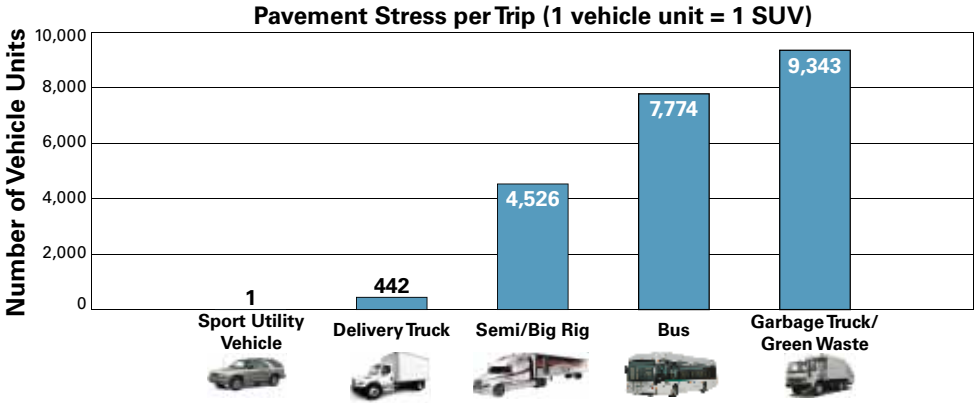
Pavement Preservation and Pavement Management

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

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

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

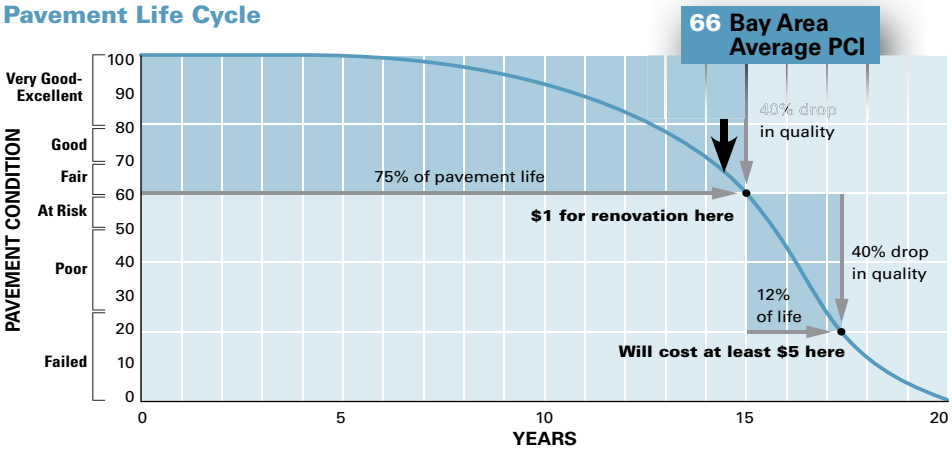
Relative Impact of Vehicle Types on Pavement Conditions



Source: Pavement Engineering, Inc.

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

Pavement Life Cycle



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

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

The Importance of Early Intervention

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

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

Best and Worst Bay Area Roads

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

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

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

*Unincorporated area

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- Available online anytime, and anywhere with Internet access
- 30-day free demo at www.streetsaveronline.com

Jerry Bradshaw

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

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

El Cerrito: A Pavement Success Story

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

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

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

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

Pavement Management Boosts Preservation Returns

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

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

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

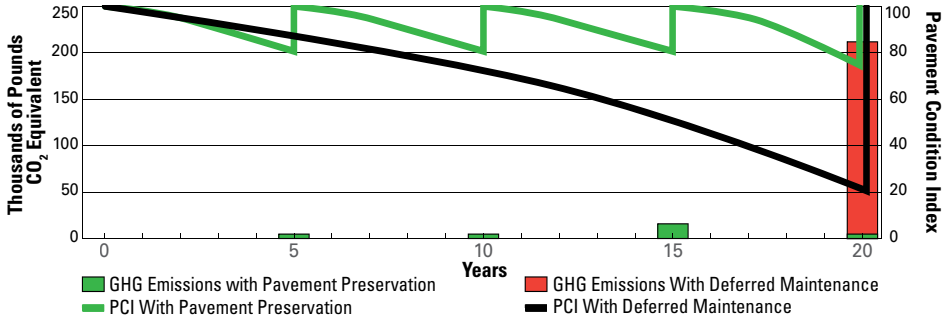
As with any other software package, StreetSaver®'s effectiveness depends on the input of reliable data. So for StreetSaver® to work, public works staff must promptly enter updated information about maintenance treatments once the treatments have been applied.

Reduced Greenhouse Gas Emissions

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

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

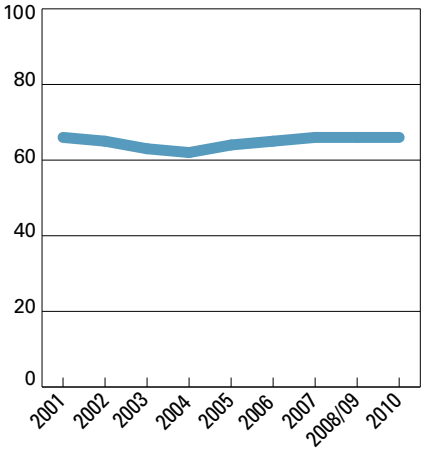
GHG Emissions With Pavement Preservation vs. Deferred Maintenance[3]



Benefits of a Pavement Management System

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

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



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

Regional Pavement Condition Summary

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

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

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

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

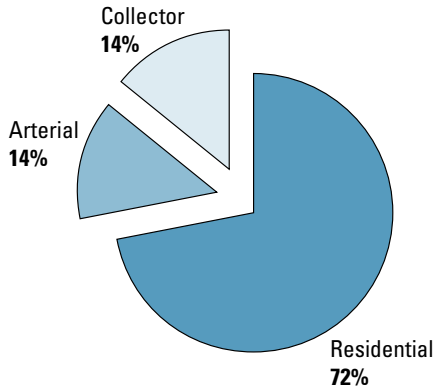
Functional Classifications

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

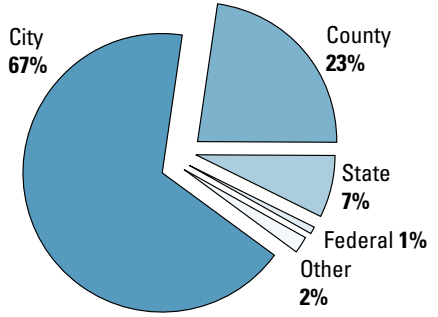
Local streets and roads, which are owned and maintained by cities or counties, account for 90 percent of the Bay Area's total lane mileage. State highways (including interstate highways) are maintained by Caltrans and comprise about 7 percent of total mileage. Roadways that fall under the responsibility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

Bay Area Local Roadway Characteristics

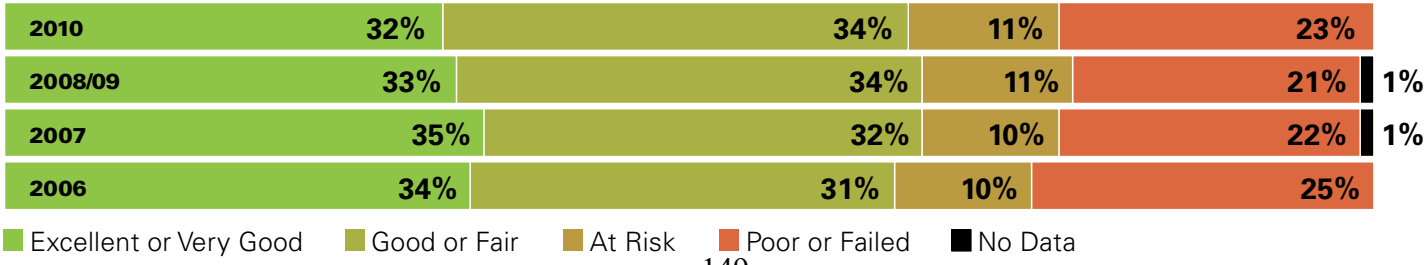
Functional Classification of Local Street and Road Network, by Percentage of Mileage



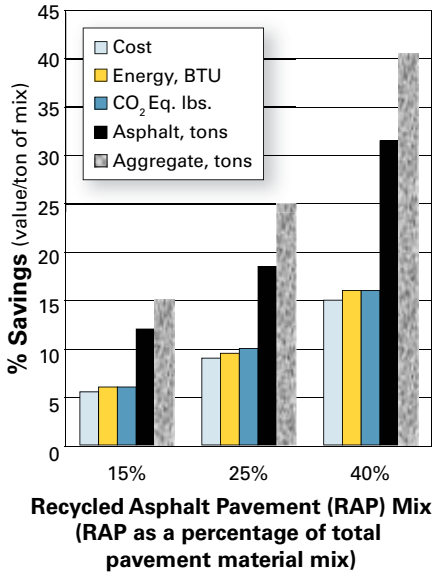
Ownership of Maintained Roads in Bay Area, by Percentage of Mileage (2008)



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



Cost, Energy, Materials and Greenhouse Gas Reduction Associated with Recycled Asphalt Pavement (RAP)[4]



Pavement Recycling: Seeing Green in New Technology

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

Cold In-Place Recycling

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete (the main material in pavement resurfacing). On average, each lane mile paved with CIR instead of conventional hot-mix asphalt reduces CO_2 emissions by 131,000 pounds — or more than 400 percent — at a cost 20 to 40 percent below that of conventional techniques.

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

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

Off-Site Recycling

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

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

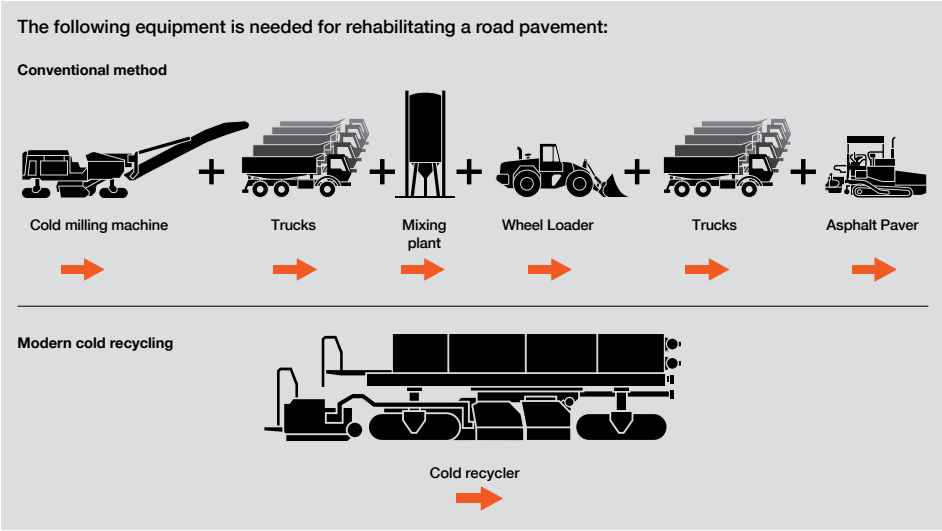


Illustration courtesy of Wirtgen Group

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

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

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

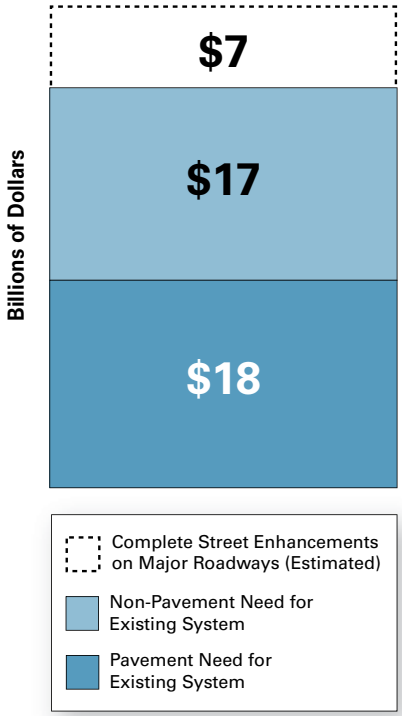
The state of California launched a Rubberized Asphalt Concrete (RAC) Grant Program through its CalRecycle initiative to decrease the environmental impacts from the illegal disposal and stockpiling of waste tires. Any California city or county is eligible to apply for a RAC grant through CalRecycle.[5]

Rubberized Asphalt Concrete

Photos courtesy of CalRecycle

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

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



Complete Streets: Safer, More Livable

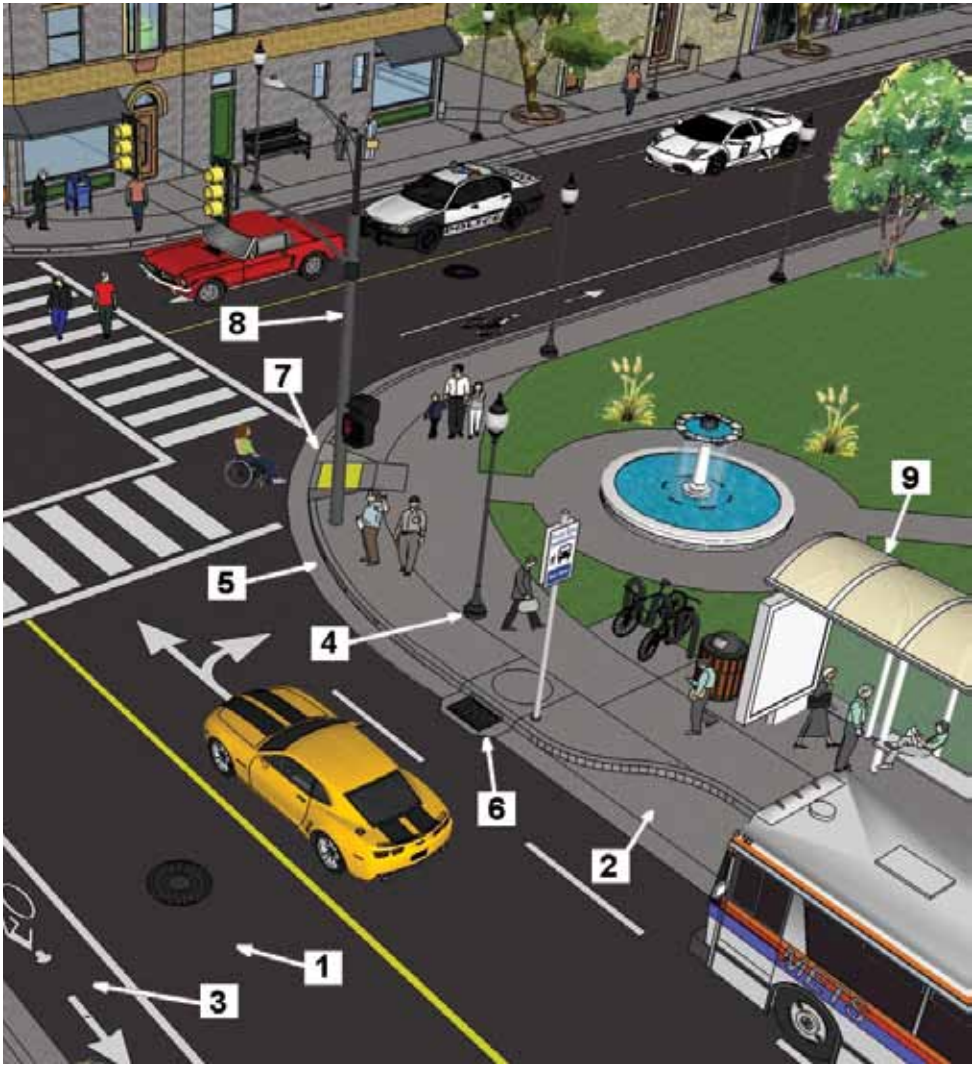
Pedestrians and bicyclists share the Bay Area's streets and roads with cars, trucks and buses. To make roadways — particularly those in urban areas — more pedestrian- and bicycle-friendly, a new design approach known as Complete Streets has emerged in recent years. While there is no standard template,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

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

Investing in Complete Streets

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

Elements of an Urban Complete Street[8]



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

Example: Estimated Construction Costs for Urban Complete Street*

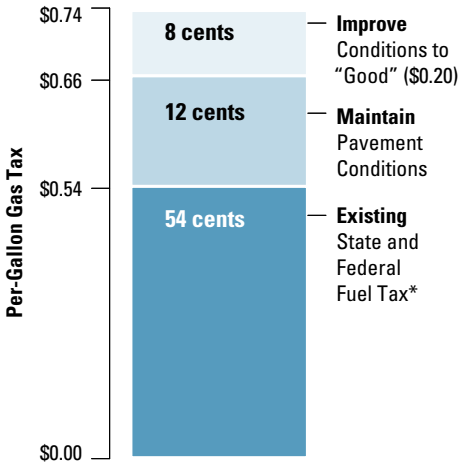
	Item	Total Cost Per Block Conventional Street	Total Cost Per Block Complete Street
1	Pavement Costs Attributed to Cars	$152,533	$152,533
2	Pavement Costs Attributed to Buses/Trucks	$238,333	$238,333
3	Pavement Costs Attributed to Bicycles		$47,667
	Subtotal Pavement Costs	***$390,866***	***$438,533***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

* Estimate provided by city of Santa Rosa.

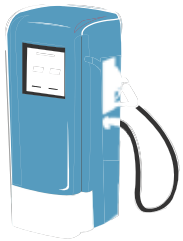
** Street Furniture and Plantings includes bike racks, street trees, lighted bus shelters and pads, trash and recycle bins, benches and plant pots.

What Will It Take?

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



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



Looking Forward: The Funding Picture

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

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

Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:
Where "NA" is indicated, the jurisdiction uses a pavement management software that does not use PCI scale.

[1] Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC has decided not to separately report 2008 data, electing instead to bring all PCI data up to date as of 2009. The reported 2009 three-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.

[2] PCI has been correlated from an alternative condition scale to the PCI scale.

* 3-year moving average score is an estimate based on inspections done in 2008.

** 3-year moving average score is an estimate based on inspections done in 2007.

*** 3-year moving average score is an estimate based on inspections done in 2006.

Footnotes/ Citations

[1] **(Page 5)** Press release reference: **www.tripnet.org/national/Urban_Roads_PR_092210.pdf**

[2] **(Page 6) Pavement Preservation:** a program employing a network-level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations. (FHWA Pavement Preservation Expert Task Group; see Federal Highway Administration website: **www.fhwa.dot.gov/pavement/preservation/091205.cfm**)

[3] **(Page 7)** Jim Chehovits & Larry Galehouse, "Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements," *Proceedings of the International Conference for Pavement Preservation,* 2010

[4] **(Page 10)** Source: Meyer, Wendall L., FHWA Update, *Proceedings of the North Dakota Asphalt Conference,* 2010. Based on data from: Robinette, C. and J. Epps, "Energy, Emissions, Material Conservation and Prices Associated with Construction, Rehabilitation and Materials Alternatives for Flexible Pavement," *Proceedings of the 89th Annual TRB Meeting,* 2010

[5] **(Page 11)** More information about Cal Recycle and the Rubberized Asphalt Concrete Grant Program is available at **www.calrecycle.ca.gov**

[6] **(Page 12)** Federal Highway Administration website: **safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch3.cfm**

[7] **(page 12)** National Complete Streets Coalition, **www.completestreets.org/complete-streets-fundamentals/factsheets/safety**

[8] **(Page 13)** Urban Complete Streets graphic courtesy of Pavement Engineering, Inc., CA

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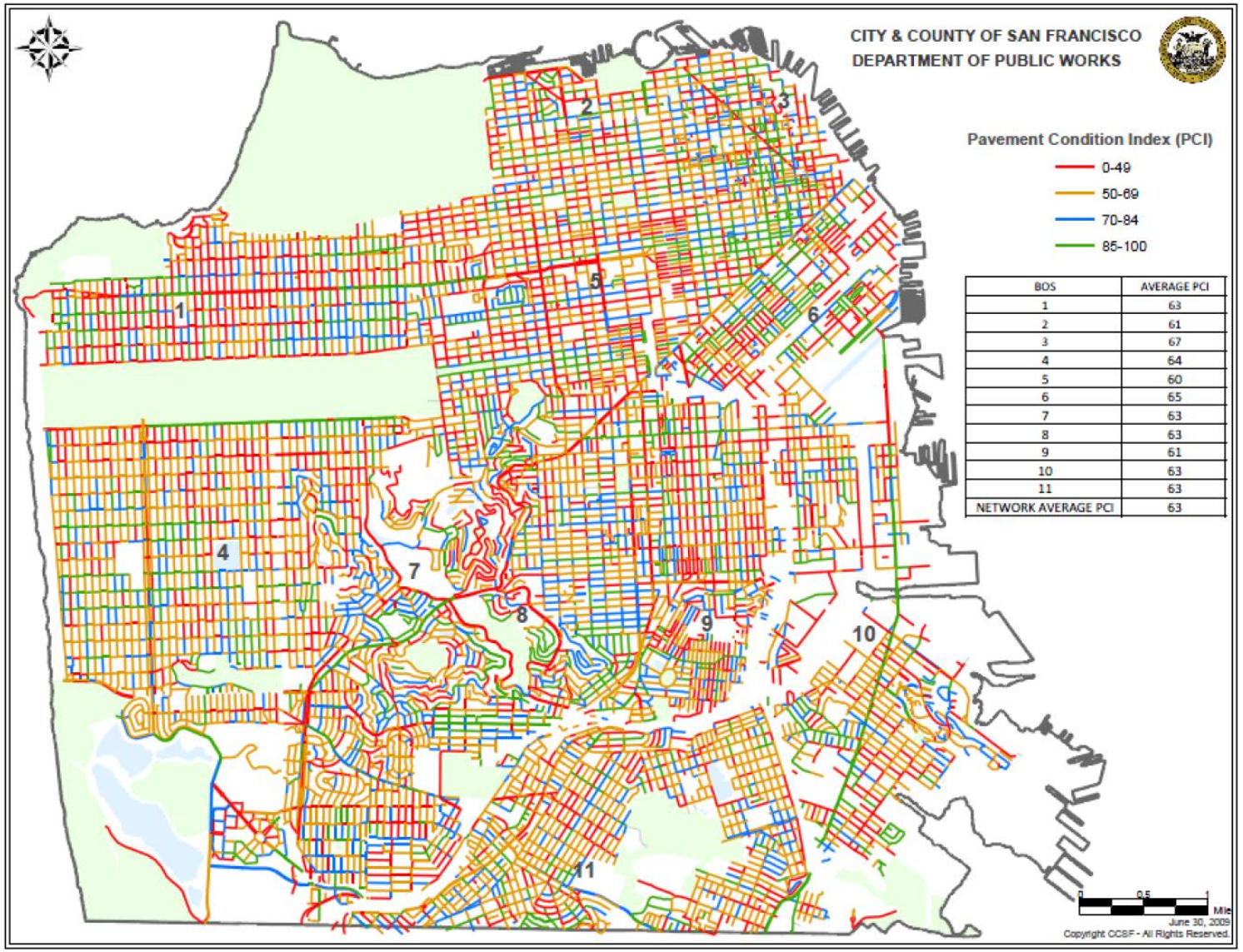

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Metropolitan Transportation Commission

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ATTN: Mr. Sui Tan

Order Acknowledgment

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Sam Shelton	Solano County, Benicia, Dixon, Fairfield, Rio Vista, Suisun
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Solano Transportation Authority	Agency
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E-mail:sshelton@sta-snci.com	**E-mail:**
Phone No. (707) 399-3211	**Phone No.**:( )

QTY	DESCRIPTION	UNIT PRICE	AMOUNT
1	Technical Service Plan – Solano Countywide GIS Mapping Integration		$ 10,000

Provide GIS mapping integration to StreetSaver for 8 jurisdictions within Solano County. User will fill out a StreetSaver GIS Toolbox Custom Shapefile Worksheet. The scope of work includes:

1) Integrate agency's Centerline shapefile (basemap) to StreetSaver.
2) Provide integration of up to four (4) additional layers of shapefiles besides the basemap.
3) Upon notification of the map is ready, user has two (2) weeks to review and accept the GIS map. After that, any modification to the GIS map will require a technical service plan.

Scope of work excludes:
- Link individual pavement sections to GIS basemap. User is required to link sections using tools provided in StreetSaver's GIS Toolbox.
- This is a one-time GIS mapping integration charges and does not cover subsequent updates of new streets to the GIS shapefile. MTC will provide link to download shapefile from StreetSaver for update if needed.

Notes:
- Exact matching (i.e. fully linked) of the StreetSaver data to the agency's shapefile cannot be guaranteed.
- Agency's Centerline shapefile needs to include a Unique ID field with a data type of Integer. If it does not, one will be created. These ID values must be maintained by the Agency for subsequent updates of new streets unless the Centerline shapefile has StreetID and SectionID information included.

SUBTOTAL	$ 10,000
(Applicable for California Agencies only – use your County's Sale Tax) SALES TAX (%)	
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TOTAL	**$ 10,000**

Please mail the completed Order Form along with a check made payable to **Metropolitan Transportation Commission**, or include a Purchase Order Number (applicable for public agencies) with your order. You may also fax completed form to MTC, fax number 510-817-5848. Sorry we do not accept credit cards. If you have any questions please call 510-817-5844.

APPROVAL: _____ **Date:** _____
(Authorized Signature)

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DATE: August 19, 2011
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano County Alternative Fuels and Infrastructure Plan

Background:
The 2006 California Global Warming Solutions Act- Assembly Bill 32 (AB 32) requires emission reductions to the 1990 levels by 2020. The regional transportation and planning agencies are working with the nine Bay Area counties to comply with AB 32.

The Solano Transportation Authority (STA) has strategies in place that provide transportation options that reduce vehicle emissions in Solano County. These include investments in Transit Oriented Development, bicycle and pedestrian facilities, transit, and vanpool and rideshare incentives. The STA is also the lead agency in programming clean air funds through the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds. In addition, the STA partners with the Yolo Solano Air Quality Management District (YSAQMD) in programming Clean Air grant funding. Both fund programs are focused on reducing motor vehicle air emissions through vehicle replacements, educational incentives, transit service and engine retrofits.

The STA has another opportunity to reduce harmful motor vehicle air emissions by coordinating with local agencies to develop a comprehensive countywide alternative fuels strategy. The strategy will encourage the use of alternative fuels for transit and city vehicle fleets as well as the public. An alternative fuel can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local air districts include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

The idea of encouraging alternative fuel use is not new to Solano County, as demonstrated by past efforts by individual agencies. The City of Vacaville is renowned for its electric vehicle incentive programs. Other cities converted some of their fleet vehicles and buses to compressed natural gas or electric hybrid vehicles. Between 2000-2005, the STA provided clean air funds to the cities and the County of Solano to create a network of electric charging stations throughout the county. Many of the stations still exist; however, use has declined as electric vehicle purchasing and leasing options became more restricted.

These past efforts to encourage alternative fuel uses were done relatively independent of each other. There are opportunities for a strategic alternative fuels implementation plan, particularly for transit, in order to provide a unifying approach to alternative fuel vehicles and infrastructure acquisition. The STA's Transit Fleet Plan highlights the need for more than half of the total bus fleet in Solano County to be replaced in the next eight years.

Discussion:
STA staff is recommending the development of an Alternative Fuels and Infrastructure Plan for Solano County. STA staff is proposes that the plan include the following draft scope:

- Vision for Solano County: Alternative Fuel Purpose Statement, Goals and Policies
- Definition of Alternative Fuels for Solano County
- Report on California Air Resource Board (CARB) vehicle emission mandates and regulations (including monitoring requirements)
- Solano County inventory of alternative fuel vehicles and existing infrastructure
- Opportunities for public and private partnership
- Implementation Strategies: 5 year; 10 year, 25 year capital improvement plan
- Report on available funding programs

In July 2011, STA staff conducted a series of individual meetings with city and county public works, transit and fleet manager staff to discuss the scope. Participants were interested and it was clear that there was support to develop a Countywide Alternative Fuels and Infrastructure Plan at staff level. Participants at these meetings have reviewed and supported the draft scope. STA staff proposes to obtain consultant services to assist in developing the plan and to invite the staff participants to continue helping to develop the plan through a technical working group.

Fiscal Impact:
STA staff proposed to budget $75,000 in State Transit Assistance Funds (STAF) funds to conduct the Alternative Fuels and Infrastructure Plan for Solano County.

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County with a budget not-to-exceed $75,000.

Solano Transportation Authority

DATE: August 18, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Initiation Document (PID) Budgeting and Selection Process

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Background:
A Project Initiation Document (PID), typically a Project Study Report (PSR), is a preliminary engineering report that documents Caltrans and project sponsor approval 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.

What are Project Study Reports (PSR)?
Since 1991, the California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design. The PSR must also 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.

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

What Project Will Receive Priority PSR funding?
The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority for PSR resources before local projects given Caltrans' mission for preservation of the State Highway System.

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13.

For Solano County, the following work was in the PID 3-Year Plan as of FY 2010-11:

FY 2010-11	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

FY 2011-12	
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

What is Happening to PSR Funding?
While having a project in the 3-Year Work Plan was required for a local agency to begin work with Caltrans oversight, it was not a guarantee that the oversight work would have resources from Caltrans allocated. Over the last 4 years, Caltrans has seen a sharp reduction in the amount of resources that are provided for all preliminary engineering work or Project Initiation Documents. This year, the trend is continuing. A Governors line item veto (Attachment A) in the State Budget included provisions that the local projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out.

Although what is clear, is that the local project sponsor will be required to enter into a Cooperative Agreement with Caltrans to provide for this oversight cost. Also part of the Governors; veto, was a further reduction of the state resources available to complete this PID work. As a result, even if the project sponsor intends to move forward with the Cooperative Agreement, the Caltrans may not be able to resource the oversight work.

Discussion:
Less State Funding for PIDs Means Local Project Sponsors Pay
With less funding for PIDs from Caltrans, local project sponsors will be required to pay for Caltrans-required PIDs through Cooperative Work Agreements (CWA) for projects over $3 million on the state-highway system or as a requirement prior to projects being programmed in the STIP. Since November 2010, transportation agencies are scrambling to budget for priority PIDs for their projects, attempting to lobby Caltrans for the small amount of funding remaining, and developing proposals to change the PID process

ranging from drafting new PID guidelines & selection procedures to sponsoring legislation.

Immediate Budgeting Steps by Caltrans Headquarters
On December 21, 2010, the STA received an urgent request from Caltrans District 4 Advanced Planning staff asking STA staff to review the PID 3-Year Plan as part of Caltrans Headquarters' FY 2011-12 PID budgeting process before December 31st. . Caltrans informed the STA that FY 2010-11 projects were currently on hold due to "the unexpected line item veto of Caltrans Advance Planning Budget resources". Caltrans recommended carrying over FY 2010-11 projects into FY 2011-12.

Based on this, the Solano County 3-Year PID Plan assumed that FY 2010-11 projects were on hold and included only funded and priority projects in FY 2011-12. Below is projects taken from the STA's PID 3-Year Plan and recommended to Caltrans for FY 2011-12 back in December 2010:

FY 2010-11		
FY 2011-12	SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
FY 2012-13	SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
FY 2012-13	SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
FY 2011-12	SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
FY 2012-13	SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
FY 2011-12	Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

FY 2011-12		
FY 2011-12	SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
FY 2011-12	SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13		
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
FY 2013-14	SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Due to the need to focus on real projects that are funded and ready to move forward, here is the current the FY 2011-12 Solano County PID Plan:

FY 2011-12		
	Carryover from FY 2010-11	
FY 2011-12	SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville ($3M)
FY 2012-13	SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke ($3.4M)
	Proposed New Projects	
FY 2012-13	SOL I-80	Express Lanes from Red Top to I-505 ($94.9M)
FY 2011-12	SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville (>$3M)
FY 2011-12	SOL-780	Transit Center at Curtola Pkwy & Lemon St. ($66M)

Opportunities for Changing PID Guidelines & Funding
Over the last 8 months, there have been Statewide discussions on Streamlining the PID process. This remains a non-going process with the statewide CMA's working developments of opportunities to deal with these problems. The ideas include:

- Sponsor legislation to clarify PID scope and funding roles & responsibilities.
- Reduce the scope of PIDs back to concept documents to save money.
- Move scoping risk to local projects sponsors for projects with no state or federal funds.

STA staff will inform STA TAC members as more information becomes available on these efforts.

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

Recommendation:
Informational.

Attachment:
A. Caltrans Letter of July 14, 2011

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

ATTACHMENT A

Flex your power!
Be energy efficient!

July 14, 2011

To: Regional and Local Agencies

Dear Executive Directors:

Under the State Budget Act, the resources allocated to the Department of Transportation (Department) for performing local PID work on the State Highway System (SHS) were eliminated (see Attachment 1 for the veto language). The veto language specifically states that "State funds should be reserved to fund state projects and not to subsidize locally funded projects on the state highway system." As a result, the Department can only review and approve local PID work on the SHS by charging local agencies for the services it renders. Based on the commitments from local agencies to reimburse the review of PIDs, the Department will seek the appropriate staffing levels and reimbursement authority from the Department of Finance (DOF) to perform this work.

In order to justify to DOF the request for staff and reimbursed authority, the Department will verify the existing list of locally-funded projects that local agencies requested from the Department for FY 2011-12. Within the next week, the districts will coordinate with local agencies willing to reimburse the Department for PID work, and ultimately cooperative agreements for PID reimbursement work will be developed and executed.

The Department will hold a statewide teleconference to discuss the FY 2011-12 PID budget and local PID work. The teleconference is scheduled for July 21, 2011 from 10:00 am to 11:00 am. If you would like to participate, please call into (866) 556-4046 (passcode 9969362) at the scheduled time. In the meantime, if you have any questions regarding this letter, please feel free to contact your district contact (see Attachment 2).

Sincerely,

for MALCOLM DOUGHERTY
Acting Director

Enclosures:
(1) SB 0087 Veto
(2) District Contact List

I am reducing this appropriation because bond funding is not an appropriate or legal funding source to support on an ongoing basis the Regional Housing Needs Assessment process and housing element review.

Item 2240-001-6038—For support of the Department of Housing and Community Development. I reduce this item from $1,295,000 to $295,000.

I am reducing this item by $1,000,000 to conform to the action I have taken in Item 2240-001-0648.

Item 2660-001-0042—For support of Department of Transportation, payable from the State Highway Account, State Transportation Fund. I reduce this item from $2,722,594,000 to $2,716,186,000 by reducing:

(9) 40-Transportation Planning from $114,454,000 to $108,046,000.

I am reducing this item by $6,408,000 to reduce personnel years by 47.5. State funds should be reserved to fund state projects and not to subsidize locally funded projects on the state highway system.

Item 2660-104-6043—For local assistance, Department of Transportation. I reduce this item from $154,261,000 to $7,000,000 by reducing:

(1) 30.10-Mass Transportation from $154,261,000 to $7,000,000.

While I am sustaining $7,000,000 to fund positive train control safety projects in various local rail corridors, I am reducing this item by $147,261,000. These funds are available from Proposition 1A bond proceeds to enhance local transit lines as feeder routes to the high-speed rail system. The High-Speed Rail Authority (Authority), the Department of Transportation (Caltrans), and local jurisdictions should work together to develop a comprehensive statewide rail plan. The projects identified for funding by Caltrans and the California Transportation Commission appear unrelated to the high-speed rail project or an integrated rail plan. As plans for the high speed route are further developed, the Authority should work with local agencies to build mutually beneficial projects.

Item 2660-304-6043—For capital outlay, Department of Transportation. I reduce this item from $108,110,000 to $20,810,000 by reducing:

(1) 30.10-Mass Transportation from $108,110,000 to $20,810,000.

While I am sustaining $20,810,000 to fund positive train control safety projects on various state intercity rail corridors, I am reducing this item by $87,300,000, consistent with the action taken in Item 2660-104-6043.

Item 2665-004-6043—For support of High-Speed Rail Authority. I reduce this item from $17,682,000 to $16,582,000 by reducing:

(4) 40-Fiscal and Other External Contracts from $3,100,000 to $2,000,000.

Solano Transportation Authority

DATE: August 31, 2011
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Jepson Parkway Project Update

Background:
The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The project proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

Discussion:
The remaining segments of the Jepson Parkway Project recently obtained environmental clearance as one project with the Record of Decision completed in late June 2011. The overall estimated construction cost of the remaining segments is $185 million.

There is $36.7 million of State Transportation Improvement Program (STIP) programmed for this project as part of the regional commitment. $2.4 million were allocated for Plans, Specifications & Estimate (PS&E) last year. $3.8 million was allocated for Right-of-Way funds in Fiscal Year (FY) 2010-11 at the August 2011 California Transportation Commission (CTC) meeting. $30.5 million in construction funding is programmed for FY 2014-15.

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

The City of Fairfield has adopted the Train Station Specific Plan (TSSP) in July 2011, which affects the central portion of the Jepson Parkway Project area. It will be important to coordinate the projects. The coordination needs to consider, access points along Leisure

Town and Vanden Roads, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging.

In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor LOS operating agreement.

The Cities, County and STA have entered into the Jepson Parkway Memorandum of Understanding (MOU) that defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor. It also establishes the Guiding Principals from which to select and prioritize project phases. The MOU also codifies the commitment that the Cities have agreed to responsible for development of the portion of the Parkway that would fall within future City limits after the anticipated annexations occur.

The City of Vacaville and STA have entered into a Funding Agreement for the delivery of segments 8 thru 11, Leisure Town Road from south of the Vanden Road / Leisure Town Road Intersection to Elmira Road. The City has issued a Request for Proposals (RFPs) for surveying services that will enable the start of design once completed (Attachment A).

STA, City of Fairfield and Solano County Funding Agreements- The STA, the City of Fairfield and Solano County have finalized the terms of the agreement on the three-way Funding Agreement for the design of a portion of Segment 5 and Segments 6 and 7; Vanden Road from the Cement Hill/Peabody Road /Vanden Road Intersection to south of the Vanden Road/ Leisure Town Road. The Agreement language is attached for your information. The City has already received approval from the City Council to execute the Agreement once the language is finalized. The County will be taking it to the Board of Supervisors in September 2011 for authorization to execute the agreement.

Right of Way Services Request for Proposal- The STA will be requesting the STA Board authority to issue a RPF for Right of Way (R/W)Appraisals for all parcels being acquired (acquisitions or dedications). Additionally, those needed parcels that are unable to be provided through development agreement dedications, will need acquisition services. The total number of parcels requiring these services is not fully defined at this time; therefore the contract would to be structured with task orders issued as the need arises. The funding for these services will be from the $3.8 million R/W STIP authorization.

Schedule-

- Design has commenced for the Vacaville portion.
- Design will be initiated for the Fairfield portion as soon as their Funding Agreement is executed. Consultant selection for design services should begin in October as the City's Plan Line Study is being concluded.
- Design for both projects should be completed in early 2013 **(**design funds must be utilized by June 30, 2013).

- R/W Funds have been authorized. STA will issue a Request for Proposal in September 2011 for appraisal and acquisition services. R/W funds must be utilized by June 30, 2013.
- Construction funding is programmed in FY 2014-15, thus construction could commence in late Summer 2014.

Local monthly Project Delivery Team meeting for the Project will be initiated in October and led by the STA Project Manager, Alan Glen, Quincy Engineering.

Fiscal Impact:
The STIP funds for the Design and R/W services have been allocated to the project.

Recommendation:
Informational.

Attachment:
A. Jepson Segment Map
B. Draft Funding Agreement STA/City of Fairfield/Solano County

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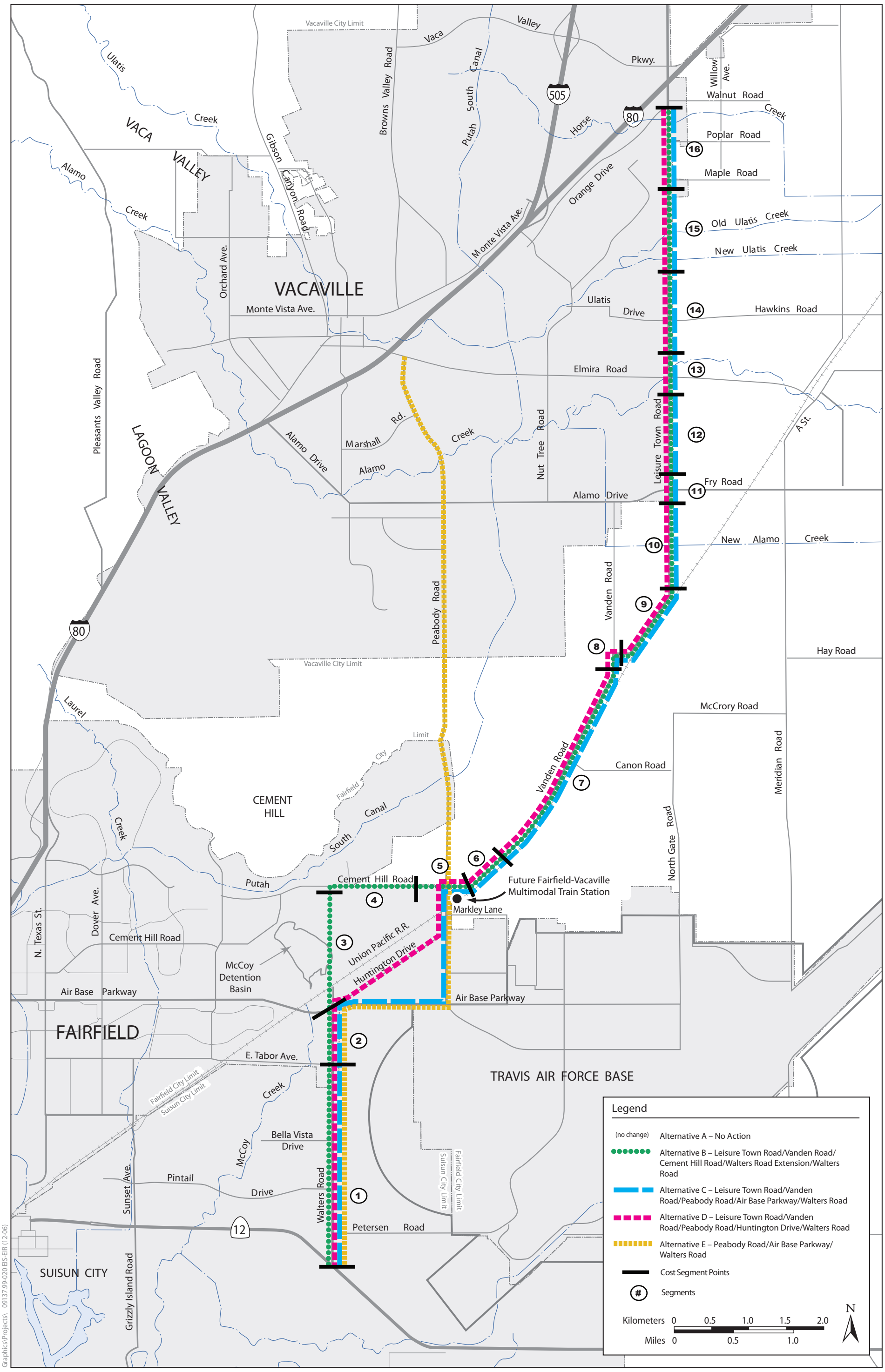

Source: Jones & Stokes, 2006.

Figure
Jepson Parkway Project Location and Cost Segments

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FUNDING AGREEMENT
among the
SOLANO TRANSPORTATION AUTHORITY,
THE COUNTY OF SOLANO
and
THE CITY OF FAIRFIELD
FOR THE DESIGN AND CONSTRUCTION OF THE
VANDEN ROAD SEGMENT OF THE JEPSON PARKWAY PROJECT

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

RECITALS

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

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

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

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

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

WHEREAS, STA, the County of Solano and the cities of Vacaville and Fairfield have entered into a Memorandum of Understanding (“MOU”) in order to promote the collective implementation of the Jepson Parkway Concept Plan; and

WHEREAS, early segments of the Jepson Parkway Corridor have been successfully funded and constructed through the collaborative efforts of the parties in Suisun City (Walters Road),

Fairfield and Solano County (Peabody Road – Vanden Road – Cement Hill Road intersection) and Vacaville (Leisure Town Road Interchange and Leisure Town Road Extension); and

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

WHEREAS, the City has prepared an estimated budget for the delivery of the portion of the Jepson Parkway between Peabody Road and approximately 500 feet south of Leisure Town Road in Vacaville identified as "a portion of Project Segment 5 and the entirety of segments 6 and 7" (the "Project") ; and

WHEREAS, the City has agreed to include the portion of Segment 7 which may remain in County jurisdiction (the "County Segment") in the City's scope of services under this Agreement; provided that Fairfield has no financial responsibility for the delivery of said County section, except for the triggered environmental mitigation required for this phase and any betterments beyond the baseline project as defined by the Updated Concept Plan to be prepared by STA in accordance with Section A below; and

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

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

AGREEMENT

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

A. STA's Role and Responsibilities.

STA shall provide the following for the Project:

1. Design oversight of this Project.
2. Review construction plans for quality assurance and compliance with Jepson Parkway Concept Plan.
3. Prepare an update to the Jepson Parkway Concept Plan (the "Updated Concept Plan") in cooperation with the Parties in accordance with the MOU.
4. Right of way engineering (plats and legal descriptions) for those parcels acquired through negotiated purchase agreements.
5. Right of way appraisals for all parcels acquired as part of this Project.

6. Right of way acquisitions either through fee takes and/or temporary construction easements for those parcels not acquired through dedication to the City by developers. Note that these acquisitions would be with willing property owners only as the City would handle any required condemnations.
7. Secure environmental mitigation credits prior to the start of construction of this project to the extent that the City is unable to provide all required credits. See Section F for additional details.
8. Assist City with consultant selection and participate in the selection process.
9. Payment of costs allocated to STA as its share of the Project.
10. Review and approve City invoices for reimbursement through the federal grant.
11. Complete project management and coordination with Caltrans Local Assistance including, but not limited to, processing reimbursements through Caltrans Local Assistance, requests for authorization, reporting, right of way certification, and environmental certification.
12. Transfer City portion of Caltrans reimbursement to City upon receipt from Caltrans.
13. Work cooperatively with City to determine the timing of construction and project limits based upon cash flow and bid prices (the project limits will be adjusted to a baseline project with additive alternates bid to maximize available funding).
14. Advance funding for the Project above and beyond STA's required 50% contribution as outlined in Section I below with the City and or County providing reimbursement in accordance with Sections B and C below.

B. City's Role and Responsibilities.

City shall provide the following for the Project:

1. Roadway plans, specifications and estimates.
2. Right of way engineering (plats and legal descriptions) for all parcels acquired or received via dedication.
3. Hire any consultants required as part of the design process in accordance with appropriate federal procedures.
4. Coordinate required relocations of utilities with private utility companies.
5. Secure resource agency and local agency permits needed for construction.
6. Secure environmental mitigation credits within the guidelines in Section F below for this project.
7. Construction contract administration (construction management and inspection) including the advertising and award of the contract(s).
8. Reimbursement to STA of costs assigned to City as further described in Section I of this Agreement. Cost sharing shall be based upon an overall 50% City share of the project costs. A portion of the City share will be paid back over a 5 year period starting from initiation of construction (payments will commence on August 1st in the fiscal year following the start of construction and would follow each subsequent August 1st), as shown in the table in Section I. The annual payback amount will be set at an average based upon the remaining years of the original five year term; however the City will not be obligated to pay more than 50% of Fairfield's Annual Traffic Impact Fees collected

during the preceding year.

9. Should the City annex all or a portion of the County's segment of Vanden Road, the City shall be responsible for all remaining reimbursement of costs assigned to the County for that annexed segment.
10. Payment of 100% of design and construction costs associated with betterments and future utility needs not otherwise required for the Jepson Parkway roadway improvements as defined in the Updated Concept Plan; such as embellishments to landscaping or other project features; installation of soundwalls and utilities required to serve or mitigate for adjacent planned development, etc. Said payment shall be made as costs are incurred.

C. County's Role and Responsibilities.

County shall provide the following for the Project:

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

D. Mutual Responsibilities.

All Parties agree as follows:

1. The design of this Project will comply with all aspects of the updated Jepson Parkway Concept Plan.
2. Costs will be updated at each major milestone including award of all consultant contracts needed for delivery, 30% design, 65% design, 95% design, bid opening, and completion of the project. The cost allocation and the payment plan shall be adjusted accordingly.
3. Each Party's share may increase as a result of unforeseen conditions and/or circumstances.
4. If either the City or County fails to timely reimburse STA pursuant to this Agreement and does not cure such failure within thirty (30) days of written notice from STA, the City's

or County's "Federal Cycle Funding" allocated by STA may be suspended at STA's discretion and be utilized to cover the City's or County's payment toward the project.

5. All parties shall have the right to review and approve bids before the construction contract is awarded.
6. All parties shall have the right to review other parties' expenses that are covered by this agreement.
7. Upon completion of the design and prior to the award of a construction contract, the parties agree to reconvene to review all the costs to date and the project construction costs. As a result, this Agreement may need to be amended and the Parties agree to negotiate in good faith to effect such amendment.

~~6.~~8. Parties acknowledge that additional environmental mitigation credits will be required to construct Phase 2 and 3 of the Jepson Parkway project as described in "Biological Opinion for the Proposed Jepson Parkway Project, Solano County, California (District 4-SOL-0-STA)" issued by United States Fish and Wildlife Service dated May 27, 2010. The Parties agree to work together to the extent possible to secure these additional credits; although these credits are not subject of this Funding Agreement. To the extent that Parties secure needed environmental credits for other project phases not subject of this agreement, the providing party can receive compensation credit against other obligations upon the Parties executing an amendment to this Agreement.

E. Design Services Cost Reimbursement:

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

1. STA and the City have agreed upon a Budget for the City to deliver Design Services as reflected in the City's "Proposal" for this Project at a cost of $2.0 million. It is noted that this budget amount may require adjustment after the consultant costs are known. The costs shall be based upon actual consultant costs plus 5% markup to cover all of the City's oversight expenses as described further below. The table in Section I of this Agreement indicates a total design cost of $2.2 million which is comprised of the agreed upon $2.0 million design budget plus a $200,000 reserve for additional scope of services (see below).
2. It is acknowledged by all Parties that there may be unforeseen scope changes related to the design of the Project. It is further acknowledged that any changes to the design scope of work shall be approved by all Parties through a written amendment to this Agreement. STA will reserve the stated $200,000 of budget authority as contingency to cover these unforeseen scope changes. These contingency funds will be managed by STA's Project Manager and will require written authorization by the STA Project Manager before out of scope design work shall commence.
3. It is acknowledged by all Parties that STA agrees to reimburse the City up to a maximum of $1.15 million utilizing STIP design funds as shown in Section I of this Agreement for providing design services based upon actual expenditures by the City for those services identified in the Proposal. STA shall exhaust the entirety of its design phase share ($1.15 million), including reimbursement for any approved scope changes, prior to the City

contributing design phase funding. Additionally, Solano County will contribute $793,000 to the design phase through the use of the federal demonstration funds. These demonstration funds will be exhausted prior to the City contributing design phase funding. Any design costs exceeding $1.943 million (STA and County contributions) shall be contributed by the City; and for the purposes of this Agreement, that amount is estimated to be up to $257,000.

4. The City acknowledges that the budget will not be increased over the authorized amount unless additional scope of services is authorized. However, it is acknowledged by all parties that this budget may require adjustment up or down after the consultant selection process has been completed.
5. Work identified in the approved scope and budget, but no longer deemed necessary, shall be deleted by mutual written consent of the parties and the agreed upon scope of services and budget adjusted accordingly.
6. The City shall submit monthly invoices presented by the consultants showing hours worked per person in each task utilizing approved hourly rates. The hourly rates will be established in each consultant contract for each classification. Each invoice shall be accompanied by a project status report describing the work that was accomplished during the invoice period and the anticipated work that is to be accomplished during the following month. The City may add 5% markup to consultant invoices to cover all of the City's "in-kind contributions" and oversight of said contracts and other activities covered by this Agreement. STA will review and approve each invoice prepared by the City before requesting reimbursement from Caltrans utilizing authorized STIP funds for design. STA will make timely submittals of invoices to Caltrans for payment based upon City prepared invoices.
7. Upon receipt of Caltrans reimbursement for STIP design funds, STA will process payment to City within 30 days.
8. All Parties acknowledge that currently authorized STIP funds for design must be expended by June 30, 2013. Since the construction portion of the funding for the Project is not available until July 2014, it is likely that reimbursement for the cost to "advertise for construction bids" will not be available until after July 1, 2014 and will come from other than the STIP design funds.
9. ~~—~~

The Parties agree that to the extent additional requirements are associated with funding for future phases, e.g., right of way acquisition or construction, this Agreement may need to be amended and the Parties agree to negotiate in good faith to effect such amendment.

F. Environmental Mitigation

The Record of Decision for the Jepson Parkway Project adopted Mitigation Measures to minimize the potential project impacts. Most of these measures will be directly incorporated into the construction documents for each project phase. However, there are identified mitigations that will be accomplished in advance of each construction contract being advertised. This section addresses the commitments of the Biological Opinion for the Proposed Jepson Parkway

Project, Solano County, California (District 4-SOL-0-STA)" issued by United States Fish and Wildlife Service dated May 27, 2010. STA and the City have agreed to work cooperatively in achieving the compensations required for the Phase 1 project as follows:

	Phase 1- Vanden Road Project	
	Construct	Preserve
Vernal Pool Habitat		2.64 acres
Goldfields Habitat	1.98 acres	9.54 acres
California Tiger Salamander Habitat		68.1 acres

1. As part of the City's Canon Station Development Agreement, the City has obligated the developer to provide the required environmental credits shown above. The City will secure approvals from the U.S Fish and Wildlife Service that the credits being presented satisfy the Biological Opinion obligations for the Phase 1 project prior to advertising the project for construction.
2. STA will issue a Request For Proposal (specification package) to competitively bid for the purchase of these environmental credits for other project phases not subject of this Agreement. The required credits for the project phase that is subject of this Agreement will be included in this RFP, as an optional purchase, in the event that the City is unable to provide the approved credits. The Parties agree that the prices received from the lowest responsive proposal to provide each type of required credit will be utilized as the valuation for the City's credit against their obligations of this Agreement, regardless of the value granted by the City in the Canon Station Development Agreement.

~~F~~G. Term

This Agreement shall remain in effect through the filing of the Notice of Completion on the Project Segments 5-7 or the completion of the reimbursement by City and County pursuant to Sections B and C above, whichever is later, unless it is terminated or amended earlier as stipulated in this Agreement.

~~G~~H. Anticipated Schedule:

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

1. City shall begin the design work for Project Segments 5-7 upon mutual consent to award consultant contracts for the Project.
2. City will endeavor to complete the Plans, Specifications and Construction Estimate by June 30, 2013. Design Funds are approved and must be utilized by June 30, 2013.
3. Right of Way Funds are anticipated to be available for expenditure in early Fall 2011and must be utilized within two years of receipt of funds.
4. STA shall engage a consultant for Right of Way Services and Engineering Support in Summer 2011. Right of Way appraisals and acquisitions shall begin upon completion of plats and legal descriptions for parcels to be acquired and must be completed by June 30, 2013. Notwithstanding the foregoing, the Parties acknowledge that in the event that acquisition is delayed and a condemnation results, the completion date may be extended.

Construction funding is programmed in Fiscal Year 2014/15 which would allow construction to commence in late summer 2014.

~~H~~I. Termination:

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

~~I~~J. Estimated Project Costs and Allocation of Cost Sharing By Component

The costs used in the chart below are based on the Jepson Parkway Project Technical Report dated February 2009 and the agreed upon design services cost estimates as outlined above. Actual costs for construction, utilities, right of way, mitigation, landscaping and engineering will be determined upon the final costs or from the actual bid amounts and any adjustments to which all Parties agree.

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

Net Totals	$38.0 million	$19.0 million	$17.171 million	$1.829 million

*5 year payback is as further defined in Section B above of this Agreement
**Refer to Section E, "Design Services Cost Reimbursement" for specifics of design reimbursement

~~J~~K. Mutual Indemnification:

1. STA to indemnify City and County

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

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

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

2. City to indemnify STA and County

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

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

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

3. County to indemnify STA and City

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

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

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

4. Each Party to defend itself for concurrent claims

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

5. Joint Defense
Notwithstanding subparagraph 4 above, in cases where STA, City and County agree in writing to a joint defense, STA, City and County may appoint joint defense counsel to defend the claim, action or proceeding arising out of the negligent act or omission or willful misconduct of City, County and STA in the performance of this Agreement. Joint defense counsel shall be selected by mutual agreement of parties. Parties agree to share the costs of such joint defense and any agreed settlement in equal amounts, except as provided in subparagraph 5 below. Parties further agree that no individual Party may bind another to a settlement agreement without the written consent of all Parties.

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

~~K~~L. Insurance

1. Each Party agrees to maintain its status as a legally self-insured public entity for general liability insurance and will maintain insurance or be self-insured, with minimum limits of one million ($1,000,000) dollars per occurrence, for bodily injury, personal injury and property damage. If Commercial General Liability insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit. Excess liability coverage with limits of up to twenty-five million dollars ($25,000,000) may be provided. Each Party's insurance will be considered primary for all claims arising out of acts of that Party.

2. Each Party will maintain Workers' Compensation as required by law for all its employees. Neither Party's insurance shall be called upon to satisfy any claim for workers' compensation filed by an employee of the other Party.

3. Each Party will require all consultants, contractors, and subcontractors engaged to work on this Project to carry insurance in levels commensurate with the exposure of the respective work provided by the consultant, contractor or subcontractor.

~~L~~M. Dispute Resolution

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

~~M~~N. Subcontracts.

The Parties must follow federal procedures in selecting consultants.

~~N~~O. Notice

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give shall be addressed to the other Parties at the addresses set forth below. A Party may change its address by notifying the other Parties of the change of address. Any notice sent by mail in the manner prescribed by this Paragraph shall be deemed to have been received on the date noted on the return receipt or five (5) days following the date of deposit, whichever is earlier.

TO PROJECT SPONSOR:
Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Director of Projects

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

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

~~O~~P. No Waiver

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

~~P~~Q. Assignability

No Party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other Parties, and any attempt by any Party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

~~Q~~R. Governing Law and Venue

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

~~R~~S. Force Majeure

None of the Parties shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Parties.

~~S~~T. Prior Agreements and Amendments

This Agreement represent the entire agreement of the Parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the Parties.

~~T~~U. Severability

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

~~U~~V. Compliance with all Laws

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

~~V~~W. Non-Discrimination Clause

1. During the performance of this Agreement, the Parties and their subcontractors shall not deny any benefits or privileges to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification,

national origin, ancestry, disability, medical condition, marital status, age, sex or sexual orientation. Each Party shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

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

~~W~~X. Access to Records and Retention

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

~~X~~Y. Interpretation

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

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

"STA" Solano Transportation Authority	Approved as to form:
By_____ Daryl K. Halls, STA Executive Director	By_____ STA Legal Counsel
"CITY" City of Fairfield	Approved as to form:
By_____ Sean Quinn, City Manager	By_____ George Stepanicich, City Attorney

"COUNTY" County of Solano	Approved as to form:
By_____ Birgitta E. Corsello, County Administrator	By_____ Lori Mazzella, Deputy County Counsel

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Solano Transportation Authority

DATE: August 25, 2011
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Corridor Study Update

Background:
State Route (SR) 12, from I-80 east to the Solano-Sacramento county line, has been an area of significant concern to STA for a number of years. A Major Investment Study (MIS) for this roadway was adopted by STA in 2001. In 2006, STA re-activated its SR 12 Advisory Committee, consisting of the mayors of Rio Vista, Suisun City and Fairfield and the County Supervisors who's districts include SR 12.

In early 2007, after a series of fatal crashes on SR 12, the California Department of Transportation (Caltrans) accelerated the installation of both temporary and permanent improvements to portions of SR 12 in Solano County. STA, Caltrans, the Metropolitan Transportation Commission (MTC), San Joaquin County Council of Governments (SJCOG) and the Sacramento Area Council of Governments (SACOG) subsequently met to develop and fund a study of the SR 12 corridor from I-80 to I-5. The work onteh SR 12 Corridor Study is being conducted by Atkins Engineering, with a project development team of participating member agencies.

Discussion:
To date, the SR 12 Corridor Study has completed the following documents:

- Existing Conditions technical memo
- Environmental Scan technical memo
- Future Conditions technical memo

The most recently developed document is the Corridor Improvement Strategies technical memo, which is included as Attachment A. The Corridor Improvement Strategies memo lays out the three alternatives for the corridor that will be studied in detail over the next few months. They are:

- **Gap-fill Strategy**: This strategy involves a series of improvements that build upon the SHOPP/STIP projects currently underway in the corridor either by improving segments of SR-12 that are not part of the current projects included in the baseline, or addressing anticipated traffic, safety and operational problems that were identified in the analysis of existing and future conditions.

- **Barrier Separated Two-Lane Strategy**: This strategy defines and applies an enhanced two-lane cross section to the corridor along with strategically located passing lanes. The barrier separated two-lane cross section optimizes shoulder widths and includes a concrete median barrier.

- **Four-Lane Strategy**: This strategy evaluates widening all current two-lane sections to a four-lane divided highway and examines implementing an expressway option with limited access. In addition, re-alignments of the SR-12 Corridor at the Rio Vista, Mokelumne and Potato Slough bridges are addressed in order to provide four-lane, mid-level crossings over the waterways.

The draft evaluation of these three options will be completed in the fall of 2011. The Corridor Study will be completed in early 2012.

Fiscal Impact:
None. However, the Corridor Study will identify potential corridor improvements and available funding strategies that Caltrans and local jurisdictions will ultimately be able to draw from in making decision on corridor improvements.

Recommendation:
Informational.

Attachment:
A. SR 12 Corridor Improvement Strategies Technical Memo

ATKINS

July 19, 2011

SR-12 Comprehensive Corridor Evaluation and Corridor Management Plan, from SR-29 to I-5

Corridor Improvement Strategies
Draft Technical Memorandum

The purpose of the memorandum is to present recommendations for improvement strategies for the SR-12 Corridor. This is the fourth in a series of technical memoranda for the SR-12 Comprehensive Corridor Improvement Plan and builds upon information presented in the documents below. The prior documents are available on the project website and include:

- Final SR-12 Environmental Scan – April 2011
- Final SR-12 Existing Conditions Technical (ECT) Report – April 2011
- Draft SR-12 Future Conditions Technical (FCT) Report – April 2011

The draft strategies recommended in this technical memo were developed in a workshop fashion on April 14, 2011, with the members of the Project Development Team (PDT). The PDT workshop participants included transportation professionals representing Caltrans, Metropolitan Planning Organizations (MPOs), counties and the consulting team charged with preparing this study.

The draft corridor improvement strategies will be presented to the Technical Advisory Group (TAG), stakeholders and general public during outreach activities that will be held in the summer of 2011. Based on input received during the outreach, the corridor improvement strategies will be finalized and evaluated. The results of the evaluation, including recommendations for short and long-term improvement to SR-12, will be presented for review during a round of outreach planned in the fall of 2011.

Summary

This memorandum documents a baseline case against which the proposed strategies will be evaluated and recommends the corridor improvement strategies that will be carried forward for further evaluation by the project team and subsequent review by the PDT. The baseline case includes projects already planned, programmed or underway along SR-12 including the Jameson Canyon widening project, planned improvements to the I-80/I-680/SR-12 interchange, and five other Caltrans State Highway Operation and Protection Program (SHOPP) or State Transportation Improvements Program (STIP) projects.

Three draft corridor improvement strategies were developed in the PDT workshop to represent different conceptual approaches to improving SR-12. The strategies considered the existing and projected traffic conditions along the corridor along with the environmental characteristics of the corridor. The traffic conditions and environmental characteristics were documented in the prior technical memoranda referenced above.

While the draft improvement strategies represent distinctly different options for the SR-12 Corridor, it is anticipated that the final recommendations will draw from each of these concepts and will include elements of each strategy to present an overall short and long-term improvement plan. Each strategy includes context sensitive design and a common set of improvement elements. The three draft corridor improvement strategies described in the body of this document include:

- **Gap-fill Strategy**: This strategy involves a series of improvements that build upon the SHOPP/STIP projects currently underway in the corridor either by improving segments of SR-12 that are not part of the current projects included in the baseline, or addressing anticipated traffic, safety and operational problems that were identified in the analysis of existing and future conditions.
- **Barrier Separated Two-Lane Strategy**: This strategy defines and applies an enhanced two-lane cross section to the corridor along with strategically located passing lanes. The barrier separated two-lane cross section optimizes shoulder widths and includes a concrete median barrier.
- **Four-Lane Strategy**: This strategy evaluates widening all current two-lane sections to a four-lane divided highway and examines implementing an expressway option with limited access. In addition, re-alignments of the SR-12 Corridor at the Rio Vista, Mokelumne and Potato Slough bridges are addressed in order to provide four-lane, mid-level crossings over the waterways.

The first step in developing the proposed improvement strategies is defining a baseline scenario upon which all proposed improvements are overlaid and compared against to determine the benefits of each proposed strategy. Such a baseline case scenario is discussed in detail below.

1 Baseline Scenario

Substantial improvements have been implemented in the past years by the regional and local partners along the SR-12 Corridor. These improvements include the Jameson Canyon Road widening project, interchange improvements in the corridor, and the SHOPP/STIP projects that are implemented under the leadership of Caltrans. These improvements were only possible due to the diligent work of many professionals and the collaborative efforts of the various county and local jurisdictions, MPOs, Metropolitan Transportation Commission (MTC), Solano Transportation Authority (STA), and Caltrans Districts 3, 4 and 10. All of these projects will contribute to improving operations and safety on SR-12 and are a major accomplishment by the transportation partners especially considering the current economic climate.

The baseline scenario will be the "no-build scenario" for the SR-12 Comprehensive Corridor Improvement Plan and will serve as a basis against which all future strategies will be compared with to quantify the benefits of each proposed strategy. The baseline will specifically include the following key projects (see Exhibit 1):

- Jameson Canyon Road (current status: completed design)
- I-80/I-680/SR-12 interchange Phase I - Includes improvements to Green Valley Road, I-80/680 and the Suisun Valley Road interchanges along with the Beck Avenue interchange (current status: completing environmental clearance)
- SHOPP Project - SR-12 Roadway Rehabilitation Project (Walters Road to Currie Road) (current status: project complete)
- SHOPP Project - SR-12 Roadway Rehabilitation Project (West of Currie Road to Liberty Island Road) (current status: completed design)
- SHOPP Project - SR-12 and Church Road Intersection PSR (current status: environmental clearance needed)
- SHOPP Project - SR-12 Bouldin Island Project (Between Mokelumne Bridge and Potato Slough Bridge) (current status: completed design)
- STIP Project - SR-12 Improvement Project (from Bouldin Island to I-5) (current status: completed design)

The SHOPP and STIP projects involve rehabilitating pavement structural sections, construction of standard outside shoulder widths, implementation of intersection improvements, construction of a park and ride lot, provision of passing lanes, and ITS elements. The above projects are expected to be completed by 2015 which will change the physical configuration of SR-12 as compared to today's conditions.

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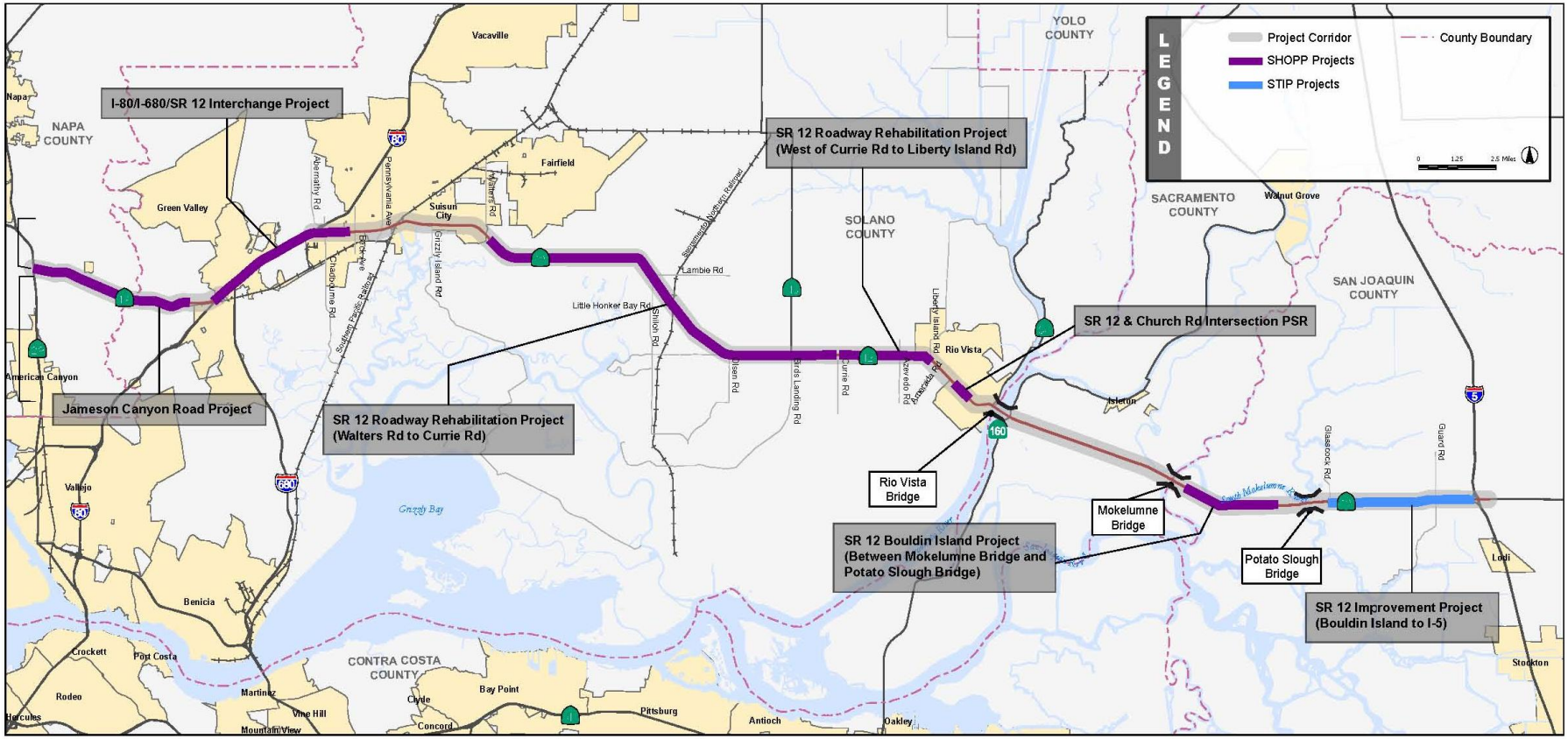
Exhibit 1: Location of SHOPP/STIP Baseline Projects



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2 Elements Common to All Strategies

Several transportation features were identified as essential elements for all strategies. These elements are designed to promote mobility and safety along the corridor. Common elements which will be included in each improvement strategy include pedestrian, bicycle and transit facilities, transit, ITS elements, bridge operations, alignments, sea level rise, soil conditions and agricultural access. A brief discussion of each element follows.

2.1 Pedestrian Facilities

Pedestrian facilities currently exist in the urbanized areas which include Fairfield/Suisun City and Rio Vista. Other segments of SR-12 do not serve land uses that attract or generate pedestrian traffic and do not include pedestrian facilities for baseline conditions.

Pedestrian facilities in Fairfield/Suisun City exist between Main Street and Woodlark Drive and generally consist of pedestrian pathways and sidewalks interconnected by pedestrian crossings at intersections in the residential areas. Pedestrian facilities, approximately five feet in width, exist on either side of the corridor within Rio Vista and provide access to surrounding businesses and residential communities. However, the pedestrian facility is discontinuous with no delineation such as curb and gutter to separate the pedestrian facility from the roadway. Sidewalk in this location also transitions frequently between a walkway and a shoulder.

The Rio Vista Bridge provides a five foot walkway on either side of the structure. Access to the walkway is obtained by a stairwell which leads to a parking lot adjacent to the bridge structure approach at the south west end. The walkway terminates at the east end of the bridge and ties into the existing shoulder of the corridor.

A pedestrian facility currently exists on the north side of the Mokelumne Bridge. It is approximately five feet wide and traverses along the length of bridge. The pedestrian facility is situated behind a concrete barrier which separates the facility from the westbound travel way and shoulder. The sidewalk transitions into the existing shoulder at both ends of the bridge.

The Potato Slough Bridge provides a five foot walkway on the south side of the structure. Access to the walkway is located adjacent to the eastbound shoulder with no pavement marking or signs to delineate the transition. The walkway terminates at the east end of the bridge and ties into the existing shoulder of the corridor. Proposed physical improvements to both bridge structures will be discussed further in bridge re-alignment alternatives developed in Section 3.3, Four-Lane Alternative Strategy.

Context sensitive design principles will be employed to enhance the pedestrian facilities in the vicinity of Rio Vista which will be accompanied by a better definition of the curb cuts and walkways in Rio Vista between Main Street and North Front Street.

2.2 Bicycle Facilities

SR-12 functions as a vital link between various bicycle routes and provides connectivity across various waterways in the region. Several bicycle facilities are planned for the corridor including a 20-mile Class II Bikeway (Bike Lane) or Class III Bikeway (Bike Route) between Walters Road and the Rio Vista Bridge, and a Class II bikeway along Jameson Canyon Road, from Red Top Road to the Napa County Line. It is to be noted that the 20-mile Class II facility is in its initial planning stages and is currently not identified as a high-priority project.

Several gaps in bike facilities will exist after the implementation of the planned baseline projects along SR-12. In addition, bicycle facilities included in the baseline conditions do not provide upgraded bicycle facilities on the Rio Vista, Mokelumne, and Potato Slough bridges. Bicyclists on SR-12 will have to use the existing sufficient width shoulders of the roadway to cross over the waterways.

For the gap-fill and barrier separated two-lane strategies being developed for SR-12, the improvements will accommodate bicycle traffic in the eight-foot wide outside shoulder area of the roadway. This typical roadway cross section is described in Highway Design Manual section 1003.2 (3) and shown in Exhibit 5, and bike lane signing will be supplemented with R25 (park off pavement) signs, or R26 (no parking) signs. However, existing bridge shoulders will not be widened. The proposed strategies will provide bicycle connectivity to cross delta routes by providing improved bike facilities in the shoulder of the roadway throughout the corridor.

The four-lane strategy will include widening the roadway cross section and bridges to four lanes with standard shoulder, which would accommodate bicycle traffic along SR-12. In addition, the four-lane strategy will bridge the existing gap in bike lanes at Travis Air Force Base.

2.3 Transit

Public transportation in the SR-12 Corridor currently provides options for additional travel modes. The major transit services operating in the corridor are bus routes provided by Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and South County Transit (SCT/LINK) in Galt. Travel forecasts for year 2035 indicate that the transit mode share in the corridor will be on the order of two percent[1], which is not a significant share.

Implementation of park and ride facilities will promote better transit utilization, relieve vehicular demand on over-subscribed segments of the corridor, and provide better connectivity and convenience for the transit user. All recommended strategies will evaluate the potential for a new park and ride lot in the vicinity of the Walters Road and SR-12 intersection. Implementation of a park and ride facility in this location may help reduce trips on the more congested parts of SR-12 through Suisun City/Fairfield and help existing transit routes to serve their patrons better.

The need for a park and ride facility in the vicinity of the SR-160 and SR-12 intersection will also be evaluated as part of all improvement strategies. A park and ride facility at this location is projected to offer better connectivity to other regional transit routes along SR-160. Capacity improvements to SR-12 as a part of all

[1] *State Route 12 Corridor Transit Study,* prepared for Solano Transportation Authority and Napa County Transportation Planning Agency by Urbitran Associates, January 2006, p. 55.

improvement strategies are also projected to provide better reliability and travel times for transit service vehicles that currently use SR-12.

2.4 Intelligent Transportation Systems (ITS)

Existing ITS infrastructure along the SR-12 Corridor is located in the western segment of the corridor, from I-80 to the Rio Vista Bridge. The existing ITS elements currently servicing the corridor include several Portable Changeable Message Signs (PCMS) and Speed Radar Signs (or Driver Feedback Signs). Additional ITS elements including extinguishable message signs and changeable message signs will be implemented in the near future for the easterly segments of SR-12, in the vicinity of I-5, and which are included in the baseline case scenario for SR-12. Use of portable changeable message signs and radar powered speed signs has helped increase driver compliance and safety in the recent past. Refer to the ECT report for additional details related to existing ITS elements.

Proposed improvement strategies for SR-12 will include implementation of ITS infrastructure and enhanced ITS coverage for segments of the corridor that do not have any ITS elements in the baseline case scenario. These segments are sections of SR-12 between Walters Road and Rio Vista and the sections of SR-12 between Mokelumne Bridge and North Guard Road. Proposed strategies for mainline SR-12 will include the implementation of ITS features such as:

- Extinguishable Message Signs (EMS) – that may help improve the operational characteristics of moveable bridges and advance warning;
- Changeable Message Signs (CMS) – at congested locations to improve communications with the driver, improve driver expectancy and safety; and
- Traffic Monitoring Station (TMS)

Addition of these new ITS elements will enhance traffic enforcement (e.g.: radar controlled speed limit signs), provide better driver information (e.g.: CMS and EMS) and promote safety (e.g.: advance warning signs). In addition to these features, advance warning signs and changeable message signs will be implemented upstream of the moveable bridge approaches as a part of the improvement strategies. These ITS elements will help warn drivers of the impending closures in advance and are anticipated to help improve bridge cycle times while enhancing safety for vehicles that have to stop abruptly for bridge openings on SR-12.

2.5 Bridge Operations

The moveable bridges at the Sacramento and the Mokelumne rivers on SR-12 impact traffic operations significantly by increasing travel times on SR-12 due to bridge opening operations. The equipment used to control the opening/closing cycles of both bridges are dated and inefficient. They currently operate with less than optimal efficiency resulting in longer cycle time which impacts vehicular traffic on SR-12 and the marine traffic crossing SR-12. Furthermore, breakdowns of bridge machinery, for as long as a week, have been reported in the past which lead to disruption of both vehicular and waterborne traffic flow.

The Rio Vista Bridge is frequently opened because of waterborne freight and goods movements, to and from the Port of Sacramento. A longer bridge opening duration is often needed due to the larger size vessels. Typical bridge opening/closure cycles exceed 13 minutes. In addition, during the summer months, there is an

increase in the need for openings due to recreational boating. The bridge openings lead to significant queues and delays on SR-12; delays which are documented in greater detail in the FCT report.

The Mokelumne Bridge is one of the most frequently opened bridges in the state. Due to maritime laws that give right-of-way priority to marine traffic, the bridge opens frequently and at various times of the day without regard to SR-12 traffic volumes. Heavy congestion and delay are a result of these frequent openings. Congestion at the Rio Vista and Mokelumne bridges is expected to increase by 2035 as a direct result of a projected increase in the number of openings for future conditions.

Two enhancement approaches will be considered to improve operations at the bridges. Bridge equipment upgrades and implementation of additional ITS elements will be considered for the gap-fill improvement strategy and the barrier separated two-lane strategy. Replacement of the existing bridge with a medium or high level non-movable bridge will be considered at both locations for the four-lane option.

Bridge improvements proposed for the barrier separated two-lane strategy including optimization of bridge operations, along with implementation of advance signage, ITS elements and signals, will help improve opening/closure cycle times. Upgrades to bridge control equipment along with enhanced ITS equipment will allow for more responsive traffic stoppage/release times which will in turn reduce delays for both vehicular and marine traffic.

Bridge improvements proposed in the four-lane strategy highway option entail re-construction along with re-alignment of the Rio Vista and Mokelumne bridges. The re-constructed bridges will provide a higher clearance from the water surface, which eliminates the need for a moveable bridge, and will also include a four-lane section which provides additional throughput capacity on SR-12.

2.6 New SR-12 Alignments

Several options that entailed re-alignment of SR-12 were considered as possible strategies. These strategies are designed to achieve reductions in impacts to the physical environment and/or improve safety by addressing non-standard geometry. In addition, the new SR-12 alignments would include constructing new four-lane bridges to improve mainline capacity. Constraints observed during the analysis of SR-12 alignments are shown in Exhibit 2 and discussed briefly below.

2.6.1 Section from I-80 to the Fairfield Area

In this section, SR-12 east of I-80 traverses built up urban areas and presents little to no opportunities for re-alignment. Re-alignment of SR-12 through Fairfield/Suisun City have extensive impacts to urbanized areas and offer little to no benefits in return. Re-alignment of SR-12 to the south of the current alignment would place the new route in the Suisun Marsh area where it would impact wetlands and sensitive species. Therefore, alignment of SR-12 in this area was not carried forward as a viable option since this would result in major impacts to the urbanized area to the north and significant impacts to the highly sensitive environmental resources to the south.

2.6.2 Section east of Fairfield to Rio Vista

In this section, several re-alignment options were considered but did not provide identifiable benefits. The segment of SR-12 from Walters Road to the Rio Vista River traverses areas with sensitive plant species and wetlands. Re-alignments that were designed to bypass these sensitive areas and route SR-12 to the north

were considered for this section from Fairfield to Rio Vista. Re-alignment of SR-12 did not help avoid impacts to any of the environmental resources. In addition, presence of the Travis Air Force Base precluded certain re-alignment options and placed significant constraints on most re-alignment options for this section. Therefore, re-alignment of SR-12 in this area was not carried forward as a viable option since this would result in major impacts to sensitive environmental resources and did not produce any benefits.

2.6.3 Rio Vista Bridge Area

Two realignments to the north and one realignment to the south of the existing SR-12 Corridor were considered in the Rio Vista Bridge study. The preferred alternative for a re-aligned four-lane Rio Vista Bridge will be consistent with the findings of the Rio Vista Bridge study recently completed by STA. Each realignment option will provide a four-lane cross section for the four-lane option (see Exhibit 8). The bridge will be a higher profile elevation and will eliminate the need for bridge openings to accommodate waterborne freight and goods movement.

2.6.4 Rio Vista Bridge to I-5

This 16 mile segment of SR-12 extends from just east of the Rio Vista Bridge to I-5, and includes the Mokelumne Bridge and the Potato Slough Bridge traversing the Sacramento-San Joaquin River Delta. Most of the SR-12 segments for this section traverse the Sacramento-San Joaquin River Delta. The Sacramento-San Joaquin River Delta is one of California's most important natural resources and is the largest estuary in the western United States extending far beyond the immediate vicinity of the corridor to the north and south as shown in Exhibit 2. This environmentally sensitive estuary also includes productive farmlands and recreational opportunities. Re-alignment of SR-12 will impact farmland, wetlands and areas with sensitive plant species.

As a result of these significant environmental impacts and the absence of potential benefits from re-aligning SR-12, any new alignments north or south of the existing SR-12 alignment are deemed less favorable than upgrading and improving the existing SR-12 alignment. Therefore, it was concluded that the baseline case should focus on improvements to SR-12 on its existing alignment or areas immediately adjacent to it.

Re-alignment of the Mokelumne Bridge and the Potato Slough Bridge locations will be considered. Similar to the Rio Vista Bridge, re-alignment of SR-12 at this location will consist of construction of new four-lane bridges over the waterway. Re-alignment of these bridges will be considered only for the four-lane strategy and is further described in Section 3.3.

For this section of SR-12, alternatives were explored that included improving the structural characteristics of the paved areas by surcharging the existing soils and constructing robust, sub-base on engineered fill with wick-drains. In addition, an option of elevating the roadway on viaduct (bridge structure) was also reviewed. In terms of realigning SR-12 through this area, no advantage was identified from an environmental perspective.

The general finding was that the robust at-grade pavement design that is being used by Caltrans for the Bouldin Island project built at, or adjacent to the existing SR-12 alignment, is a reasonable approach for the purposes of this study and no advantage could be identified for unilaterally raising SR-12 in this area on viaduct. Moreover, a viaduct section poses problems with access to parcels and farmlands, and in the extreme event these low-lying areas were inundated due to levy failure, there is no identifiable justification for preserving access via this section of SR-12. For these reasons, the Project Development Team concluded

that two-lane improvement scenarios should focus on generally at-grade improvements to SR-12 on its existing alignment or areas immediately adjacent to it.

In the case of the four-lane improvement scenarios, re-alignments of SR-12 in the areas of the Mokelumne and Potato Slough Bridges will be needed to adjust the bridge profiles to mid-level height to provide for four-lane crossing. In these areas, SR-12 will essentially be on elevated structure, or viaduct. Since the distance between the Mokelumne and Potato Slough Bridges is in the range of five miles, a continuous four-lane viaduct beginning west of the Mokelumne crossing to east of Potato Slough will be examined. This effectively would elevate SR-12 a distance of nearly seven miles through the Sacramento-San Joaquin River Delta.

2.7 Sea Level Rise

A growing concern in coastal communities is the potential impacts to infrastructure caused by projected sea level rise for future years. Caltrans has begun looking at infrastructure that could be threatened by sea level rise and is developing design approaches for new and reconstructed facilities in coastal areas that account for sea level rise and associated wave run-up. The low ground elevation areas in the SR-12 Corridor face the greatest threat from rising sea level, particularly during high storm tide events. The SR-12 Corridor, south of Travis Air Force Base and north of Suisun Marsh, is in a low-lying area.

As shown in Exhibit 2, projected impacts of sea level rise indicate that developed areas west of Rio Vista including Suisun City and Fairfield will be inundated. Also, inundation in this area is projected to impact segments of SR-12 between Rio Vista and the I-5 interchange and access to the Travis Air Force Base. However, there is no concrete policy guidance nor are there directives on definitive corridor enhancement measures for such a dire scenario.

Strategies that involve re-alignment of SR-12 or re-construction of bridges will include design options that provide adequate clearance to mitigate the impact of sea level rise. Given the anticipated extent of impact of sea level rise to surrounding communities far beyond the extents of SR-12, the PDT group felt that there was not sufficient policy guidance to formulate a corridor-wide mitigation plan and that the development of a region-wide mitigation plan was outside the scope of this study.

2.8 Soil Conditions

The geology and geotechnical conditions for a majority of the corridor, especially in the Sacramento-San Joaquin River Delta area, present many issues as the Delta soils, which consist of peat and clay layers, are highly compressible. Roadways built over these soil conditions are subject to settlement and require long-term maintenance to address pavement cracking, deterioration, and decreased service life.

Segments of SR-12 in the Sacramento-San Joaquin River Delta area are highly subject to flooding due to the aging levee system. Maintenance and repair of the levee system is critical to ensure the preservation of low-lying areas; however, obtaining the resources and funding has been and will continue to be a challenge. These levees were built over a century ago, when modern engineering analyses and techniques were not available, and they were built on top of poor organic soils that have compressed and displaced through the years. Significant subsiding of the levees has occurred in the past years, and they continue to be a highly expensive maintenance issue.

A strategy discussed to combat the poor soil consolidation and settlement concerns of the Delta marsh include installing a wick drain system and surcharging to speed up consolidation of underlying soils. This method entails placing embankment material over the proposed grade to surcharge the soil while the wick

drains, located underneath the pavement area, capture water and filter it through the channels within the wick drain core. A collector pipe will then feed the captured water into an existing drainage structure or ditch. The relevance of this option is to reduce settlement of the roadway.

Engineering mitigation techniques will be included as a part of the improvement for all strategies. These mitigation techniques, which could be used upon further analysis, include soil replacement with lightweight fills, soil stabilization, soil and pavement reinforcing and/or use of wick drains or material surcharging loading to accelerate soil consolidation. The Bouldin Island SHOPP project employed soil surcharge techniques combined with implementation of wick drains to address soil related issues. However, all of these techniques are costly engineering mitigation options that introduce additional complexity and demand careful construction staging.

2.9 Agricultural Access

Agricultural traffic often crosses SR-12 to access farmlands on either side of the corridor. This travel pattern is currently possible due to absence of any barriers in the median. While the implementation of median barriers as a part of future alternatives promotes corridor safety, the barriers will pose a hindrance to agricultural traffic wanting to cross SR-12. All future improvement strategies will consider the need for agricultural crossing.

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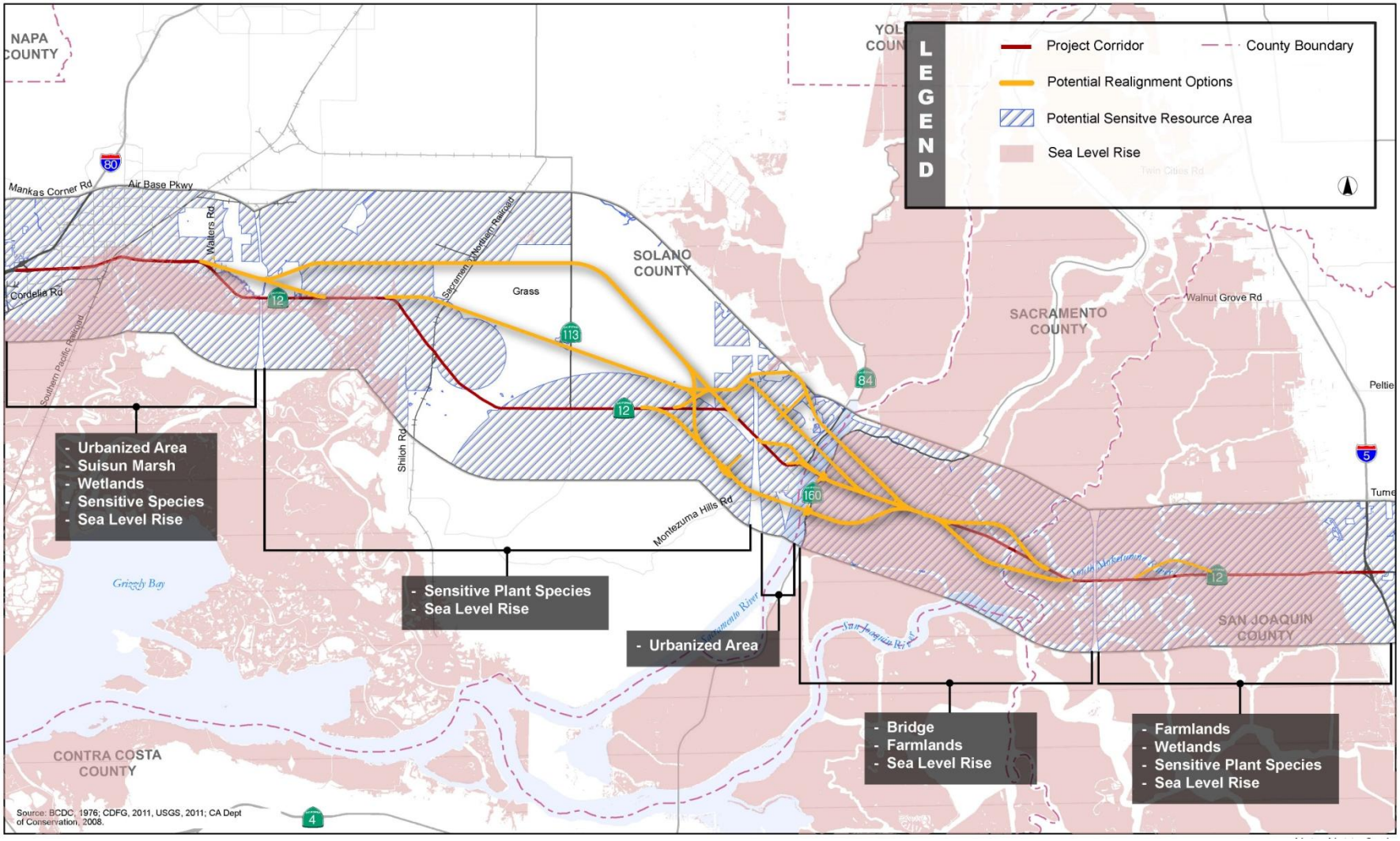
Exhibit 2: Location of Environmental Constraints for SR-12



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3 Recommended Corridor Improvement Strategies

A series of strategies was developed after review of historical data, consideration of corridor constraints and corridor needs. The strategies are classified into three broad categories based on the scope and extent of the proposed improvements. The strategies being considered for future years are a gap-fill strategy, the barrier separated two-lane strategy, and the four-lane strategy. Each strategy's construction requirement varies and results in a different cross-section for the corridor.

3.1 Gap-fill Strategy

The gap-fill strategy identifies improvements for spot locations throughout the corridor that have been identified as having deficiencies that are not addressed by the improvements in the baseline scenario. The objective of identifying these locations is to develop specific improvement strategies that further enhance the improvements generated by the programmed projects in the baseline scenario. These locations currently are not addressed as a part of the currently programmed improvements or SHOPP/STIP projects. These deficiencies include poor intersection configurations, non-standard shoulder widths, pavement and subgrade failure, and the frequency of bridge openings.

Each of these deficiencies has directly contributed to increased congestion and delays. These deficiencies can be categorized into the areas of operations, safety, roadway pavement and geometry. Gap-fill strategies have been identified to address these localized issues. The gap-fill strategy will build upon and supplement the planned SHOPP/STIP projects. Four specific areas have been identified as gap-fills within the corridor and are identified in Exhibit 3.

3.1.1 Location 1: Between Beck Avenue and Sunset Avenue

The first gap-fill location includes several intersections which are projected to experience heavy congestion and delays. These intersections are located just east of the SR-12/I-80 interchange on SR-12 and adjacent to the I-680/I-80/SR-12 interchange. Intersections that will be improved for this location include Chadbourne Avenue, Beck Avenue, Pennsylvania Avenue, Marina Avenue, Grizzly Island Road, and Walters Road., In addition to the spacing of these signalized intersections, absence of adequate capacity at these intersections combined with a significant proportion of truck traffic has led to deterioration in operating speeds during peak times. Additional time required by heavy vehicles to reach cruising speeds has led to uneven lane usage and queuing issues. Each of the existing intersections are at-grade with the exception of Marina Avenue which is grade separated.

Potential improvements to address the intersections listed above include converting the mixed use section of the corridor to a six-lane expressway. This strategy includes consideration for grade separated intersections while also controlling access from SR-12. A frontage roads system would be provided to maintain existing access to properties impacted by access consolidation. Impacts resulting from these improvements include acquiring additional right-of-way which in turn impacts residential and commercial properties, wetlands, sensitive species, as well as protected areas adjacent to the roadway. In addition, capacity improvements to these segments will result in elimination of bottlenecks that store traffic demand. Elimination of bottlenecks in this segment of the corridor will result in higher demand arriving at downstream intersections which could lead to yet unrealized operational issues at downstream locations.

3.1.2 Location 2: Between Liberty Island Road and Drouin Drive

The second location consists of segments of SR-12 between Liberty Island Road and Drouin Drive just west of Rio Vista. These roadway segments currently have narrow shoulders and inadequate sight-distance on both the eastbound and westbound approaches. Potential improvements to address these issues include provision of standard width shoulders and additional earth work to ensure that adequate sight distances are maintained. These enhancements will improve safety, pavement and ride quality through this segment.

3.1.3 Location 3: Rio Vista Bridge

Operational issues experienced at the Rio Vista Bridge are discussed under section 2.5. Bridge related improvements include optimizing bridge openings through a series of ITS elements along with advance warning signs. Advance warning or variable message signs alerting motorist of closures are recommended approximately half mile upstream of the bridge approaches. These message boards will be inter-connected to the signal timer at the bridge crossing as well as the bridge operations tower to ensure lines of communication between all devices. The implementation of these devices will ensure a safe and efficient stoppage of mainline SR-12 traffic and expedite the opening/closure of the bridge for marine traffic. As a part of the gap-fill strategy, additional safety improvements in the form of channelizers and shoulders improvements will be performed for the bridge approach from Drouin Drive to Rio Vista Bridge.

3.1.4 Location 4: Rio Vista to Mokelumne Bridge

This location consists of the approaches to both the Rio Vista and Mokelumne bridges. Segments of SR-12 in this location experience significant congestion during bridge opening/closure cycles and are often accompanied by sluggish queue recovery cycles. Review of traffic demand for future conditions indicates that available capacity for baseline conditions may not be adequate to accommodate projected demand. This absence of projected capacity will further intensify the congestion related issues at both bridges. The intersection of SR-12 and SR-160 currently experiences operational issues related to merging maneuvers mainly because the two lane transition at the departure legs are too short to allow faster moving vehicles to pass slower vehicles.

In addition to these operational issues, additional pavement deficiencies exist at this location. Poor underlying soils, peat and clay soils, between the Rio Vista Bridge and Mokelumne Bridge have severely eroded the pavement sections causing cracking, humps, and differential settlement. This is a direct result of the highly compressible nature of the underlying soil and has compromised the pavement life expectancy and increased the maintenance cost for Caltrans since frequent patches and repairs are required. Safety has also been an issue as two head-on collisions have been reported in prior years.

Improvements to address these issues include extending the two-lane cross-section for eastbound and westbound departure legs for the intersection of SR-12 and SR-160 to allow for better passing opportunities and to ensure safe merging operations; developing a structural engineered pavement section to combat the easily eroded soil and subgrade, similar to the SR-12 Bouldin Island SHOPP project; and installing a median barrier or channelizers to reduce the potential for a motorist encroaching into the opposing lane. Impacts from the proposed strategy may include purchasing right-of-way which would in-turn impact wetlands, sensitive species, and prime farmland areas.

3.1.5 Location 5: Mokelumne Bridge

The Mokelumne Bridge experiences operational issues as discussed under section 2.5. Gap-fill improvements, including optimizing bridge openings through a series of ITS elements similar to the improvements listed for Location 3, will help improve the operational characteristics of these bridges by reducing opening and closing times.

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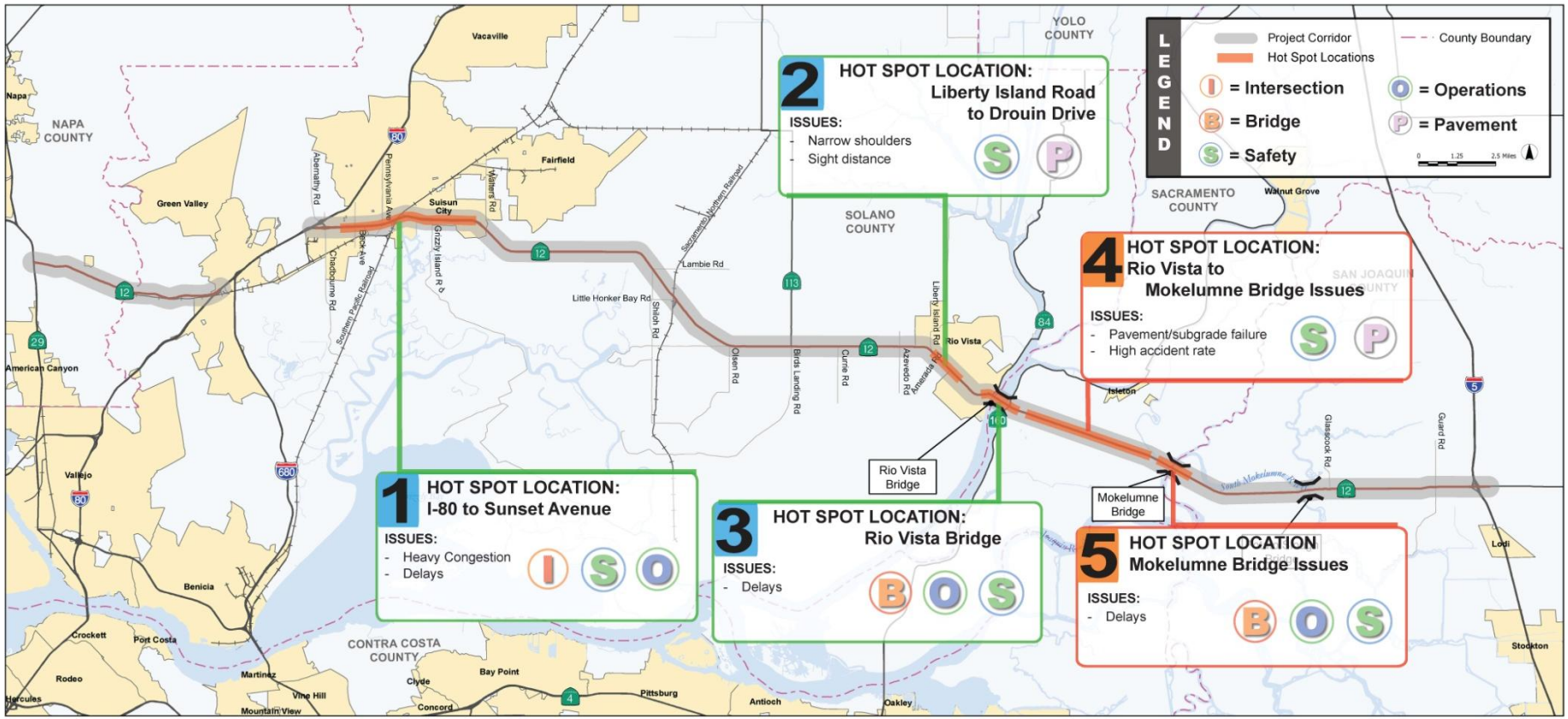
Exhibit 3: Gap-fill Locations



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3.2 Barrier Separated Two-Lane Strategy

The barrier separated two-lane strategy includes maintaining a two-lane highway (on its existing alignment) with strategically located passing lanes that allow for completion of passing maneuvers – thus reducing delays and improving safety on SR-12. This strategy is supplemented by inclusion of design elements such as concrete barriers, standard outside and inside shoulders, rumble strips, and addition of clear zone areas to improve overall safety and traffic operations. In addition, this strategy promotes corridor safety through better control of access points (e.g.: segments of SR-12 between Virginia Way and Hillside Terrace in Rio Vista), enhanced advisory signage and ITS elements that allow for better communication with drivers.

This strategy maximizes the full use of the existing cross section. The existing baseline cross section for the study corridor is shown in Exhibit 4. This option balances cost consideration and long-term maintenance needs while minimizing right-of-way impacts, if any. The design elements for the barrier separated two-lane strategy are based on design speeds that are at least 10 mph above current posted speed and include:

- Two 12-foot travel lanes
- 12-foot median area with:
    - 2-foot wide concrete barrier
    - Two 5-foot inside shoulders
- 8-foot outside shoulders with rumble strips
- Strategically placed 12-foot passing lanes

The median area will consist of concrete median barrier and inside shoulders. Median barrier will be installed to reduce the severity of accidents for errant vehicles and inside shoulders will be upgraded to be consistent with Caltrans design standards for a two-lane conventional highway. The outside shoulders, per Caltrans standards, may be designated to accommodate bicyclists and serve as a route for emergency response transport in the event of an incident. The resultant cross section for the barrier separated two-lane strategy is shown in Exhibit 5.

Exhibit 6 shows the sections of the SR-12 Corridor where the barrier separated two-lane strategy is being considered. The barrier separated two-lane strategy includes strategic placement of passing lanes. Passing lanes will be located adjacent to intersections to minimize the impact of slowing vehicles on a roadway section near locations with major traffic attractor and generators or at locations where a lane-drop or lane-add is present. Sections for consideration include the following:

- Sections east and west of the SR-113/SR-160 intersections in the eastbound and westbound directions respectively
- Sections east and west of the Rio Vista Bridge and the Mokelumne Bridge intersections in the eastbound and westbound directions respectively
- Sections east of the Walters Road and SR-12 intersection in the eastbound direction
- Sections west of the Walters Road and SR-12 intersection in the westbound direction where it will provide for separation of slow moving vehicles entering and leaving heavily congested segments of SR-12

Implementation of barriers may limit the ability of vehicles to cross SR-12 to access properties. Such movements will be accommodated through wide turn lanes that allow U-turns at intersections. Exhibit 7 shows the sections where implementation of passing lanes is being considered. These improvements are projected to improve travel speeds on SR-12 at key locations in the corridor. Comparison of proposed roadway enhancements for the barrier separated two-lane strategy against projected demand for SR-12 (refer to the FCT for a detailed discussion) indicates that the barrier separated two-lane strategy may not offer required capacity for several segments. These segments include:

- SR-12 from Beck Avenue to Walters Road: Requires one additional lane in each direction combined with grade separated intersections in addition to the barrier separated two-lane improvements

- SR-12 from SR 113 to Hillside Terrace: Requires one additional lane in each direction in addition to the barrier separated two-lane improvements

- Rio Vista and Mokelumne bridges: Requires elimination of bridge openings

- SR-12 from Mokelumne Bridge to Glasscock Road: Requires one additional lane in each direction in addition to the barrier separated two-lane improvements

Provision of passing lanes for some of these locations as a part of the barrier separated two-lane option along with presence of bottlenecks in the west end of the corridor (SR-12 from Beck Avenue to Walters Road) is expected to help reduce the duration and intensity of congestion due to slow moving vehicles.

Exhibit 4: Typical Cross Section – Baseline Conditions

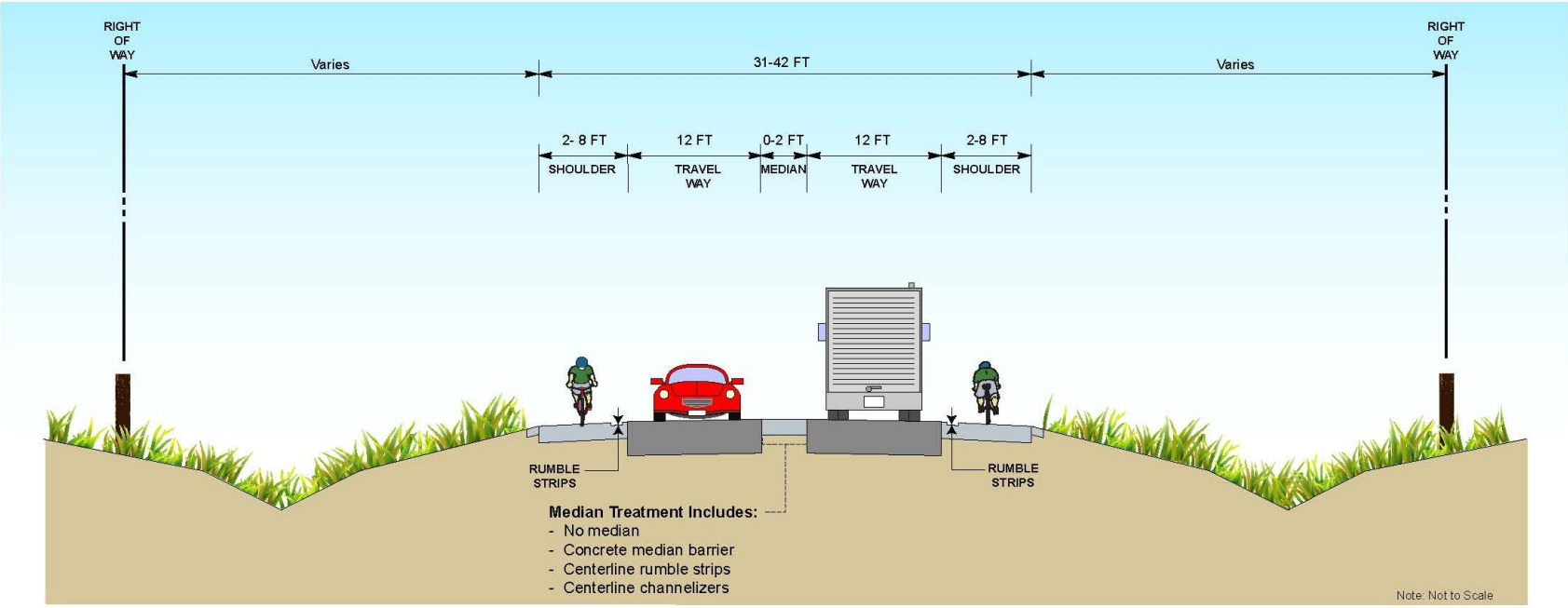


Exhibit 5: Typical Cross Section – Barrier Separated Two-Lane Strategy

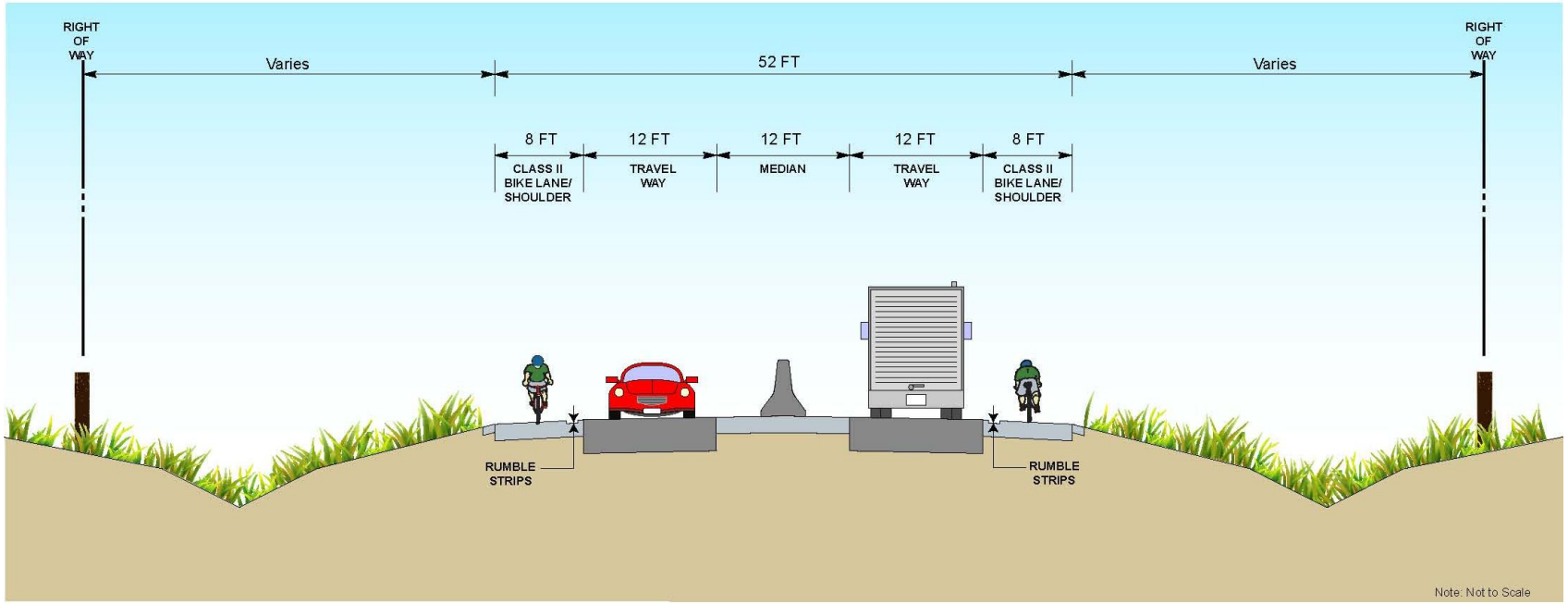


Exhibit 6: Barrier Separated Two-Lane Strategy

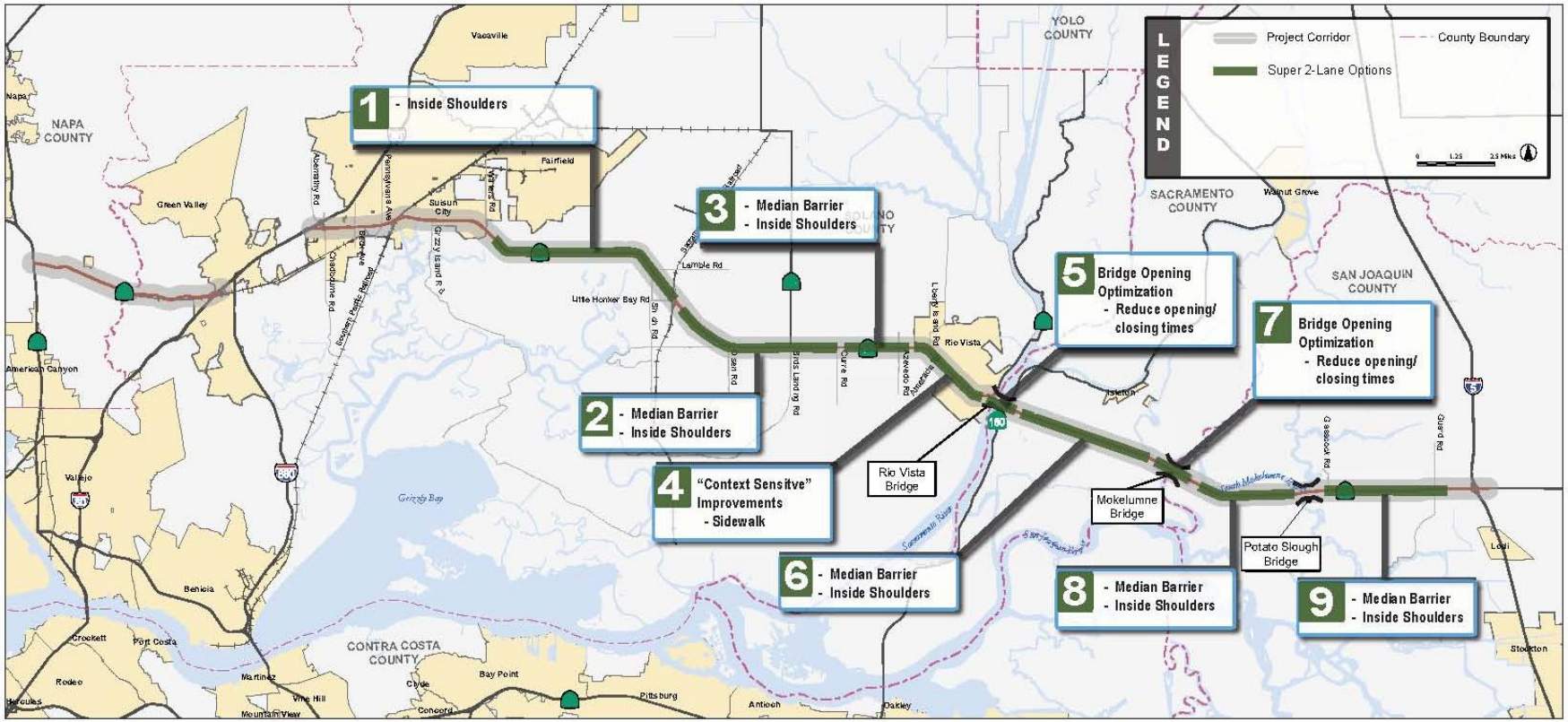
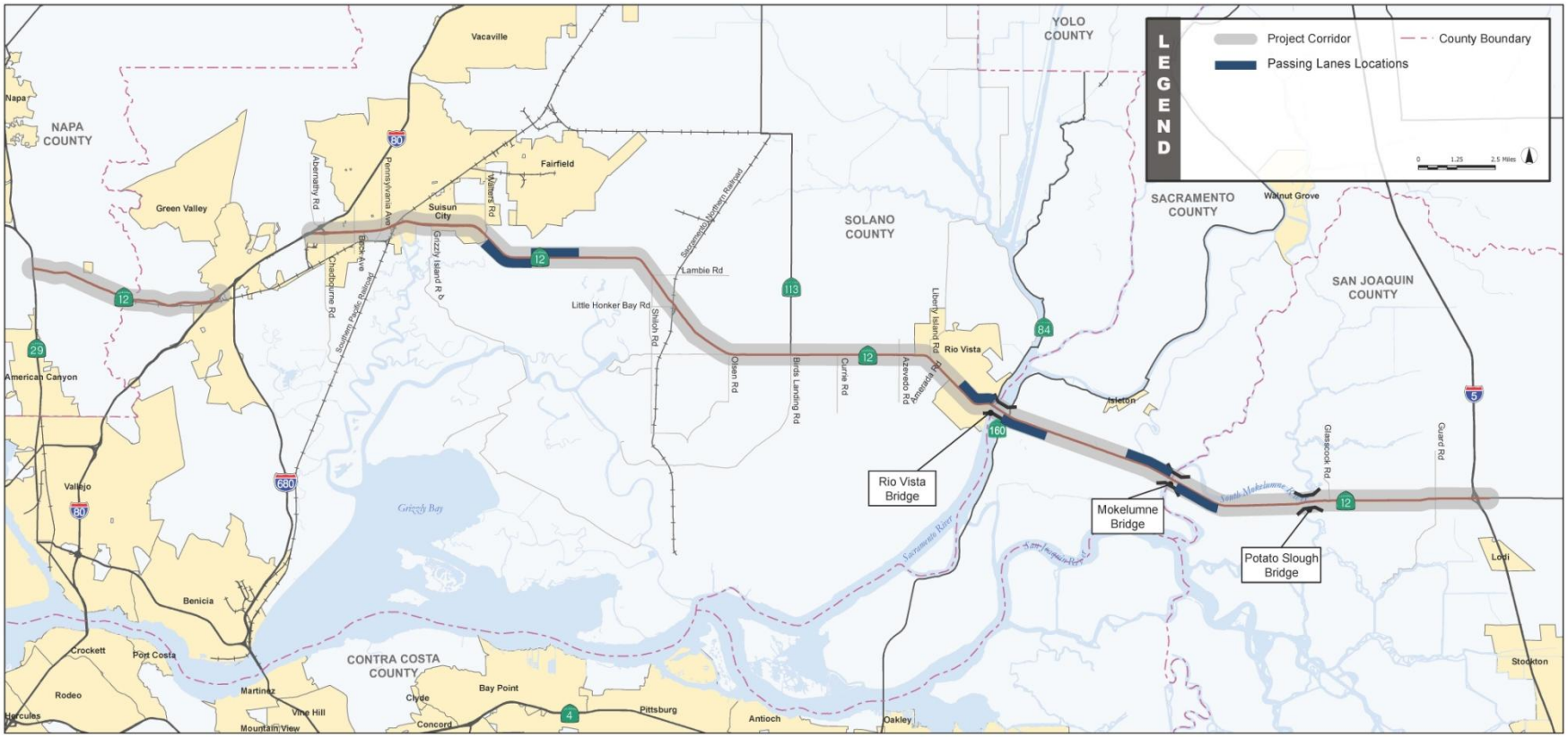


Exhibit 7: Location of Passing Lanes



3.3 Four-Lane Alternative Strategy

This strategy offers the highest capacity for SR-12 when compared to other improvement strategies. This strategy will improve operational capacity on SR-12 by converting the two-lane conventional highway to a four-lane conventional highway on its existing alignment for all segments of SR-12 except the Rio Vista and Mokelumne bridges. Re-alignment and re-construction of the Rio Vista and Mokelumne bridges is also included in this strategy. The implication of a four-lane expressway will be examined in detail as a variant to the conventional highway.

Design elements for this strategy include concrete barriers, standard outside and inside shoulders, rumble strips, and clear zones. The proposed typical section items for a four-lane strategy are based on design criteria for a four-lane rural conventional highway and include:

- Four 12-foot travel lanes
- 12-foot median area with:
    - Provision of rumble strips for the left shoulder as an initial step
    - Implementation of a 2-foot wide concrete barrier as a subsequent mitigation when warranted
    - Two 5-foot inside shoulders
- 8-foot outside shoulders with rumble strips

Median barrier as well as inside shoulders will be provided to be consistent with Caltrans design standards and to address safety issues observed during the safety analysis of the corridor. In addition, rumble strips will be provided on the shoulders to enhance safety for the corridor. The outside shoulders, per Caltrans standards, will accommodate bicyclists and also serve as a route for emergency response transport in the event of an incident. A typical cross section for a conventional four-lane highway is shown in Exhibit 8.

The four-lane strategy will also evaluate the potential for re-alignment of the existing two-lane Rio Vista, Mokelumne and Potato Slough bridges. Refer to Exhibit 9 for re-alignment locations. Re-alignment of the bridges was evaluated due to three primary considerations:

1.) The continuous four-lane section, cross section of the corridor, and the need for the bridges to match the overall design template of the rest of the corridor

2.) Construction of a bridge would require re-alignment because it cannot widen over the existing structure nor may it maintain traffic operations during the construction period

3.) Delays caused by bridge openings

Re-alignment strategies for the Rio Vista Bridge will build upon alternatives developed in the Rio Vista Bridge Study. These alternatives included:

- Mid-level moveable bridge adjacent to existing bridge
- Tunnel option underneath Sacramento River
- High level crossing north of Rio Vista
- High level crossing south of Rio Vista

Re-alignment options at the Mokelumne Bridge include options to shift the bridge north or south of its current location. The Potato Slough Bridge option examined re-aligning the bridge north of its existing location. In an effort to minimize impacts to the surrounding developments, the bridge strategies weighed efforts to minimize impacts to surrounding businesses and farmland while also providing necessary lateral clearance to account for the swinging span during the construction phase. To mitigate items listed above, proposed structures should examine implementation of a mid to high level bridge and these structures should provide adequate clearance over the river beds to minimize the number of openings. Consideration for clearance above the river beds should also account for sea level rise. Improvements to the horizontal and vertical geometry will need to account for approach grades into the bridge as well as horizontal curvature to tie-in to the existing alignment corridor. Adequate sight distances should also be provided.

Comparison of proposed roadway enhancements for the four-lane strategy against projected demand for SR-12 (refer to the FCT for a detailed discussion) indicates that the four-lane strategy may not offer required capacity for certain segments of SR-12 such as segments between Beck Avenue and Walters Road. Additional mitigation measures for such areas may be identified during the next phase of the design task.

Exhibit 8: Typical Cross Section – Four-Lane Highway Strategy

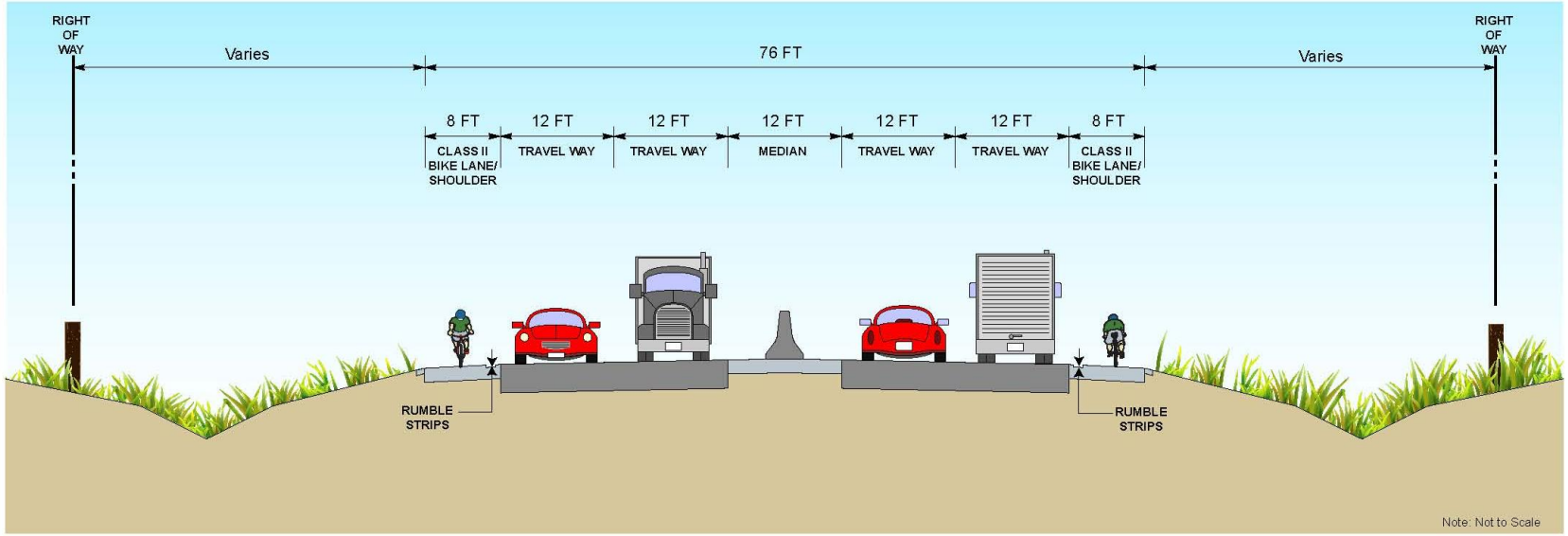
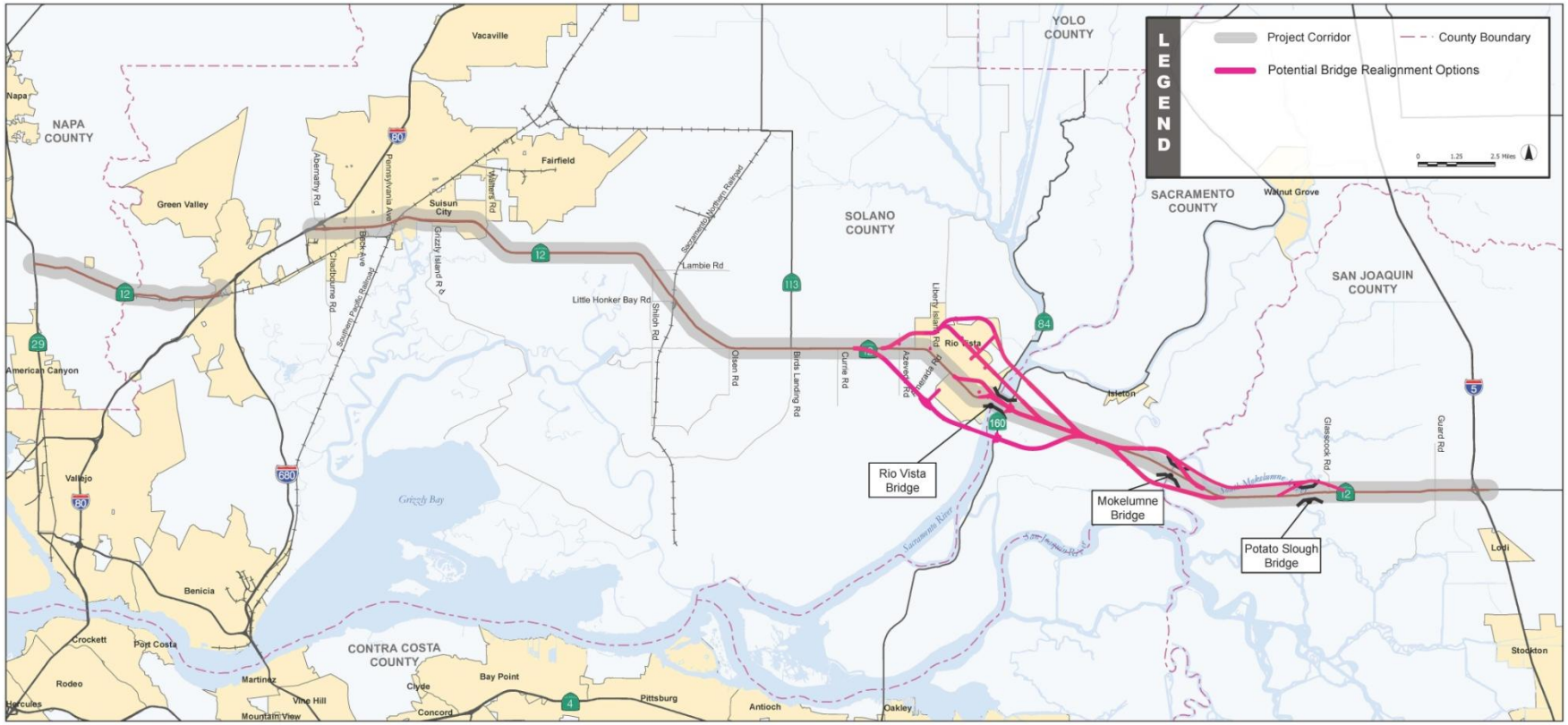


Exhibit 9: Potential Bridge Re-Alignment Options



3.3.1 Expressway Standards Variant

An expressway strategy was examined to identify the type of improvements needed on SR-12 if it were to be upgraded to an expressway. The primary components which differentiate an expressway from a conventional highway are design speeds and control of access. Exhibit 10 provides a comparison of the various design element dimensions between the conventional highway and the expressway templates.

Exhibit 10: Comparison of Design Elements for a Four-Lane Strategy

Design Element	Conventional Highway	Expressway
Design Speeds	Maintain existing design speeds	Higher design speeds – up to 70 mph
Centerline Alignment	Maintain baseline horizontal and vertical alignment	Modified horizontal and vertical alignments
Shoulders	8-foot outside shoulders	10-foot outside shoulders
Access Control	Limited access control	Extensive control of access
Right-of-way	Minor right-of-way acquisition	Moderate to high impacts to properties

Exhibit 11 shows the typical cross section for a four-lane strategy designed with expressway standards.

The expressway option introduces additional geometric, design, access control, and right-of-way requirements. Expressway standards require consolidation of closely spaced access points in order to maintain adequate intersection spacing. The decision to adopt an expressway template as compared to a conventional four-lane highway template needs to weigh the costs associated with access consolidation and right-of-way requirements against projected benefits.

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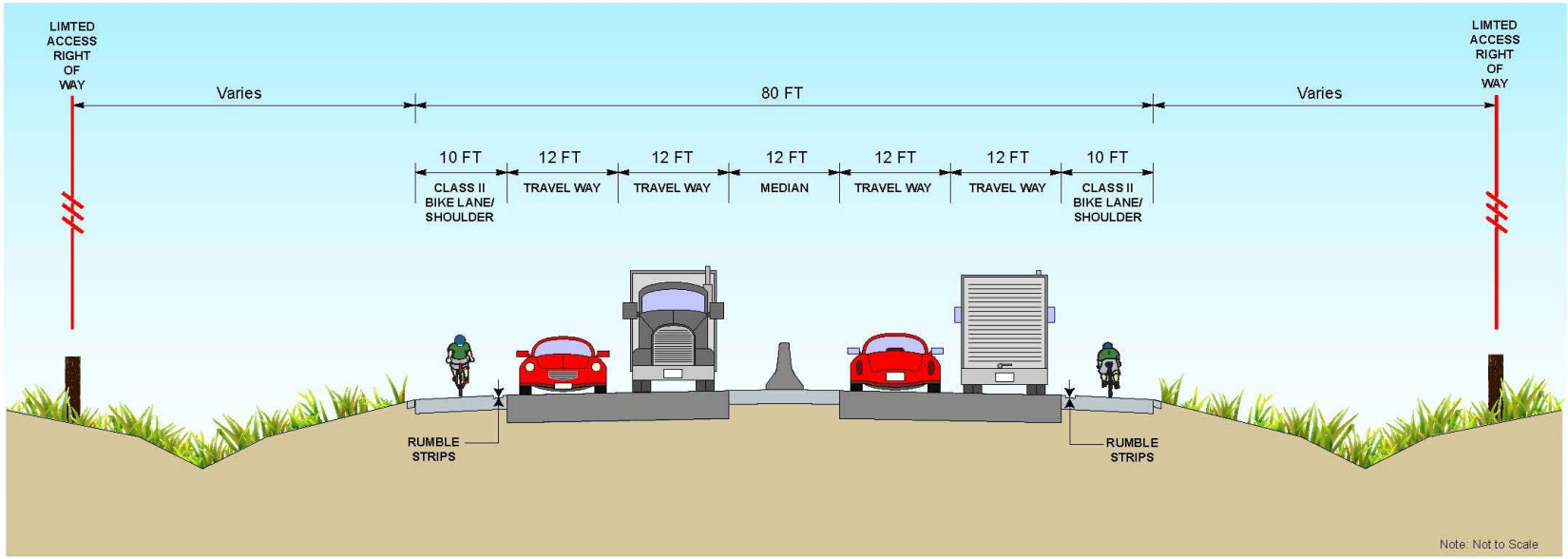
Exhibit 11: Typical Cross Section – Four-Lane Highway Strategy with Expressway Standards



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4 Criteria for Evaluation of Strategies

The above strategies have been analyzed and the next step is to evaluate the strategies using a wide range of evaluation criteria, both quantitative and qualitative, that capture a broad range of corridor goals. Such criteria will support the regions' Sustainable Communities Strategy initiative. Potential evaluation criteria include several quantitative factors such as:

- **Mobility Metrics:** All mobility benefits are measured in terms of vehicular miles of travel and hours of delay and travel. Vehicular miles of travel is a measure of the corridor's ability to accommodate travel demand for the corridor. Vehicular hours of travel and vehicular hours of delay indicate the ability of the corridor to process demand without delays. In addition, maximum delay and queue length will be quantified at bottleneck locations. Vehicular metrics will be translated to obtain person metrics for all analysis locations. Comparative analysis of these metrics between improvement strategies and the baseline scenario will be used to rank the various strategies. For example, a lower vehicle miles of travel value accompanied by a higher vehicular hours of travel for a strategy (when compared to the baseline scenario) represents the presence of noticeable delay on a corridor for that strategy. Average vehicle occupancy rates will then be applied to the above metrics to obtain person measures of effectiveness.
- **Air Quality:** Average operating characteristics including travel speeds, travel flow and queuing information will be used to calculate vehicular emissions for various strategies. These emission values will be then be compared to the baseline scenario to determine the influence of each strategy on vehicular emissions.
- **Cost:** Summary of costs for the various improvement strategies will include capital costs and construction costs along with operations and maintenance costs. Capital costs include the construction, right-of-way acquisition, vehicle procurement (transit), and mitigation costs. Construction costs include mainline, ramps, intersections, bridges, signalization, erosion control, drainage, maintenance of traffic, and mobilization. Operations and maintenance costs include labor and materials for maintenance and repairs, utilities, financing, etc.

Qualitative measures of effectiveness that will be reviewed to assess the viability and benefits of each strategy include:

- **Transportation System Effectiveness:** Ability of the strategies to decrease distressed lane-miles of state highways.
- **Safety**: Ability of the strategies to enhance safety for all modes of travel including mitigation of any safety issues for identified baseline conditions.
- **Economic Vitality:** This criterion will discuss benefits offered by the various alternatives in improving regional connectivity, improved reliability for people and goods along with improved travel times.
- **Environmental Impact:** Ability of the strategies to avoid or minimize impacts to threatened and endangered species, critical habitat, wetlands and waters, farmlands and protected areas.
- **Healthy and Safe Communities**: Ability of the strategies to increase average daily walking or biking per person for transportation purposes.

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Solano Transportation Authority

DATE: August 19, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Management Assistant for Projects in Solano (MAPS) Pilot Project

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Background:
The STA's Project Delivery Department is responsible for the delivery of a variety of STA led projects (e.g., I-80/I-680/State Route (SR) 12 Interchange Project, SR 12 Jameson Canyon Project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over $400 million in active federal, state, regional, and locally funded transportation projects countywide.

STA staff also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

On December 8, 2010, the STA Board authorized the Executive Director to enter into an agreement with the County of Solano to develop the "Management Assistant for Projects in Solano (MAPS)" Pilot project, as described in the scope of work in Attachment A.

Discussion:
After federal funding approval for the MAPS pilot project in the Spring of 2011, STA staff, Solano County staff, and Vallejo staff have begun work on the first deliverables of the MAPS project. Solano County Geographic Information Systems (GIS) staff will present to the TAC their draft deliverables related to the MAPS project under development with Vallejo Public Works staff.

Recommendation:
Informational.

Attachment:
A. MAPS Scope of Work

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Solano County GIS
2011-08-25

Proposal for

Solano County Intra Regional Transportation Reporting and Tracking System

This project is to create a web mapping application that facilitates capital improvement tracking for Solano Transportation Authority (STA) Transportation Improvement Program System (TIPS). The mapping application will allow for project viewing and status tracking, as well as a mean to update project parameters.

I. SUMMARY 3

II. INTRODUCTION 4

III. NEEDS/PROBLEMS 4

IV. GOALS/OBJECTIVES 4

V. PROCEDURES/SCOPE OF WORK 6

VI. TIMETABLE & BUDGET 8

VII. KEY PERSONNEL 9

VIII. EVALUATION 9

IX. NEXT STEPS 9

X. APPENDIX 10

I. Summary

As a pilot project, the Solano County Intra Regional Transportation tracking website will leverage existing GIS technology and web based project management software to create and support a collaborative and interactive tracking tool for managing capital improvement projects for the Solano Transportation Authority, City of Vallejo and the City of Dixon. From feature creation and editing to reporting, this application will provide a set of tools that take advantage of existing technology and allows for a more robust, dynamic exchange of vital information. The website will be accessible and accurate. It is accessible because it is available to intranet users through standard web browsers and accurate because all of the data, spatial data included, is stored in central location. No matter where the application is accessed, it is always hitting the same information.

The users of this web site will be able to research, track and share project information with other members with other members of the Solano Transportation Authority as well as with the state and federal government.

Members should benefit from having

- Better communication between the state, federal and other local agencies.
- On line document repository and document management system.
- On line access to mandatory input and reporting forms
- Searchable forms and database for Project information.
- Website assisted tracking and submittal of forms to local, state, and federal agencies.
- A mapping component allowing visualization of the project environment and progress

This project should take a total of 680 man-hours to complete and will result in the following deliverables:

- A secure extranet GIS website with editing capabilities showing all active projects within Solano County.
- Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.
- A public website for interested citizens to view upcoming projects within the county.

II. Introduction

Capital Improvement Projects (CIP) require sizable investments of time and money from a variety of government funding sources. The lifespan of these projects may cover several months to several years and costs may exceed several millions of dollars. Projects are often encumbered by the political process, size, cost, and location or environmental concerns. Location relative to other projects and surrounding infrastructure elements may determine when and where to proceed. This proposal incorporates the design of a secured web base extranet application for creating and tracking CIP budget, schedule, and spatial information. Using an enterprise ArcGIS Server application with Microsoft SharePoint within a collaborative web environment, users can both view and edit new project tasks, dollars, and geographic features directly into a secure database and on maps.

III. Needs/Problems

There are a variety of special districts and public works departments that have projects either currently under construction or scheduled for construction over the next few years. These projects are often times overlapping in scope and locations. Most of these agencies manage several large and small Capital Improvement Projects (CIP) at any time of the year. Managing and reporting on these projects lead to a complex mixture of spreadsheets and paper records that are stored and sometimes unavailable to other agencies that may need that information. This proposal will offer a solution for a user-friendly and time saving means to deal with daily routines, reporting and tracking progress

IV. Goals/Objectives

The Goal is to create an efficient CIP web-based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website built to meet the needs and procedures for reporting and documenting active projects for both the State (CalTRANS), Metropolitan Transportation Commission (MTC) and the Solano Transportation Authority (STA). As a management tool, it will save valuable time for administrators, managers, and engineers.

The system is customized to incorporate all the essential management functions in reporting and tracking together with operational functions such as schedule, daily report, request for information, change order, progress photo documentation, meeting schedules, minutes of meetings, etc. This site will also include a GIS interface that will enable users to retrieve information by clicking on the site map or layout drawings.

- A web-based one-stop information center lets all contributing agencies to have information whenever they need it.
- The one-stop information center is web based and therefore accessible anywhere. You can access project information and collaborate with the project team at any location with an Internet connection.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- The storing of documents, data, and imagery offers great power and ease of use in managing large amount of digital photos and related documents.

In addition to these goals and objectives, the proposed project will focus on the following seven key areas, as discussed by the Solano Project Delivery Working Group in October 2010.

1. <u>Shared Document Library</u>
    a. Shared project document storage online
    b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
    c. Easily prepare document copies for audits

2. <u>Simple Project Update Form for smaller cities</u>
    a. Keep partner agencies current on projects through a simple online form.
    b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.).

3. <u>More Robust Project Management Support for larger cities</u>
    a. Develop unique agency-specific project tracking and document support for larger cities
    b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry).

4. <u>CIP Reporting Summaries</u>
    a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
    b. Create deadline reports

5. <u>Project Mapping</u>
    a. Create basic project mapping for CIP reports and STA project maps
    b. Publicly accessible project information maps are a lower priority

6. Data Security
    a. Ensure data security by working with local agency IT departments
    b. Ensure project information security

7. Collaboration with MTC and Caltrans
    a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
    b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

V. Procedures/Scope of Work

This project will be defined as being composed of a five phased approach with deliverables associated with each phase. The first phase will establish the basic framework and architecture of the web site. Phase two will establish the database requirements, reporting forms, and user interface. Phase three will create a project tracking web mapping application. Phase four will produce a web based project management tracking, and reporting component. The last phase will create a public accessible web mapping application. This work is to be completed within 6 months of its start date.

Phase One:

Develop a local agency extranet infrastructure and environment with participating agencies. The architecture will support logins, network security, document management, calendars, collaborative reporting and reporting forms, discussion groups event triggers similar to those found in Microsoft SharePoint.

Deliverable:

A secured and comprehensive collaborative Extranet site.

Phase Two:

Because capture of the information required for the Caltrans Local Assistance Procedures Manual (LAPM) forms as online input does not offer a viable solution, we will design a scalable web based repository in which the project managers can control and store all project documentation, including status reports. Generic report forms will assist project managers with completing Caltrans forms and remain flexible as Caltrans updates and changes forms and procedures.

Summary reports for local agency use

Deliverable:

A user friendly dashboard for creating, maintaining, and creating reports.

Phase Three:

STA TIPS Mapping Application:

The TIPS tracking application will be an ArcGIS Server based web mapping application built using the Geocortex Essential middleware application for web mapping functionality creation. The application will facilitate selecting projects, viewing projects location and current status. The application will produce project reporting format for tracking and highlighting multiple projects from a mapping window.

Deliverable:

A secure extranet GIS website with editing capabilities showing all active projects within Solano County also showing current project status and costs.

Phase Four:

Project Management Webpage:

The project management component will allow for project sponsors and project managers to access information about each project, within the context of on-line project tracking.

Deliverable:

Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.

Phase Five:

Public Accessible Mapping Application:

The publicly accessible mapping application will present approved information regarding capital projects via an ArcGIS Server based web mapping application built using the Geocortex Essentials middleware application.

Deliverable:

A public website for interested citizens to view upcoming projects within the county.

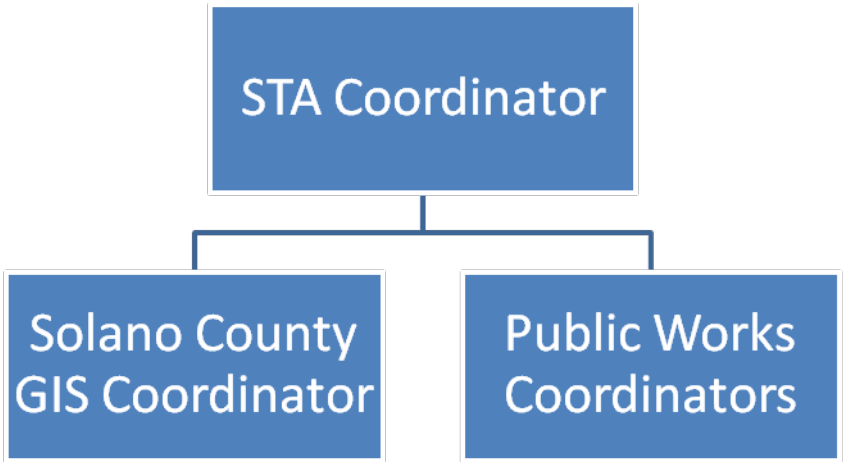
VI. Timetable & Budget

	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
Phase One	Creation of Secured Extranet Site and Database	120	$7,920.00	$1,080.00
Phase Two	Creation of custom project management web tools for each agency.	300	$19,800.00	$2,700.00
Phase Three	CIP Mapping Application	150	$9,900.00	$1,350.00
Phase Four	Project Management Webpage Setup	50	$3,300.00	$ 450.00
Phase Five	Public Accessible Mapping Application	40	$2,640.00	$ 360.00
	Totals	660	$43,560.00	$5,940.00

Operations and maintenance costs for this tool are estimated to be between $15,000 and $20,000 annually. These costs have not been budgeted and will be determined at the conclusion of the pilot project.

VII. Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below.



VIII. Evaluation

A project specification will be created and presented to STA for review and approval, consistent with the STA's advisory committee review process. Once the project is deemed acceptable, a request for signature will be requested before beginning work. Any changes requested in the future will be followed by a change order that will outline the necessary changes to the project. Before the site is operational, we will enter a test phase, after which, STA will give approval for its posting to the website. Logins will be assigned and any further requests for changes will be collected on the website for future evaluation and possible inclusion for the next release cycle.

IX. Next Steps

- Review and acceptance of the proposal
- Kick off meeting to review goals
- Finalize project work plan
- Start work

X. Appendix

List of Tasks for completing pilot. Tasks will be reviewed and approved by piloting agencies and STA advisory committees as necessary.

Create Secure ExtraNet Site

Setup external website
- Acquire server
- Install software/components
- Test software
- Create test website
- Validate test website

Setup database
- Acquire test/QA/production DBs
- Create DBs
- Tables
- Create Tables
- Populate Tables
- Views
- Stored Procedures
- Security
- Users
- Roles

Development
- Choose development environment/tools

Coding
- Create Form 1
- Create Form 2
- Create Form 3
- Create Form 4
- Create Form 5
- Create and implement DB interface to forms
- Unit Test forms

Bug fixes

Testing
- Bug fixes
- Regression test
- Data validation

Production install
- Database
- Web
- Sign-off

DATE: August 18, 2011
TO: STA TAC
FROM: Jessica McCabe, Project Assistant
RE: 2012 State Transportation Improvement Program (STIP) Programming Schedule

---

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 is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). The STIP cycle is programmed every two years and covers a five-year period. STA's 2010 STIP programmed projects are shown in Attachment A. Solano County averages about $10M per year in population shares of STIP funds.

In December 2007, the STA Board approved the "10-Year Investment Plan for Highway and Major Transit Capital Projects," which was intended to be a guide for future programming actions by the STA Board of STIP funds (Attachment B). The plan prioritized 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.

On July 18, 2011 MTC released its draft STIP Development Policies and Guidelines for recommending the programming of new 2012 STIP funds (Attachment C). These Policies and Guidelines are scheduled to be adopted by the MTC Commission on September 28, 2011.

Discussion

The California Transportation Commission (CTC) established draft funding estimates for the 2012 STIP on July 28, 2011 and MTC released the County Targets based on the CTC's funding estimates (Attachment D). The tables show County Share targets, Transportation Enhancement (TE) targets, and Planning, Programming, and Monitoring (PPM) amounts. After deducting PPM funding and TE funding from the "New County Share Total" funding estimate for Solano County of $10.5M, $8.3M remains available for non-TE projects.

Investment Plan Update and Prior Commitments

STA staff has recently drafted an update to the "10-Year Investment Plan for Highway and Major Transit Capital Projects," to reflect the current status and priority of each of these projects (Attachment E). This draft list of prioritized projects is intended to be used as guide for programming actions by the STA Board, such as the 2012 STIP programming process. As shown on the updated10-Year Investment Plan, the Jepson Parkway and Dixon West B Street

Undercrossing are both listed as Tier 1 projects, and continue to be priorities for the STA. The STA Board has committed its support to both projects, with the approval of the Memorandum of Understanding (MOU) for Jepson Parkway at the May 2011 Board meeting, and the approval of the funding strategy for Dixon's West B Street Undercrossing, at the April 2011 Board meeting. The Jepson Parkway MOU defines the roles and responsibilities of the Jepson Parkway Working Group and each agency in the delivery of the Jepson Parkway Corridor, and establishes the Guiding Principals from which to select and prioritize project phases. The approved funding strategy for Dixon's West B Street Undercrossing committed $4.949 million in current and future discretionary funding for the City of Dixon's West B Undercrossing Project.

2012 STIP Development Schedule
The following is a 2012 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

August 31, 2011	TAC STIP 2012 info (update on STIP)
September 14, 2011	STA Board STIP 2012 info
September 28, 2011	TAC recommends 2012 STIP project recommendations to STA Board
October 12, 2011	STA Board approves 2012 STIP Solano project recommendations to MTC
October 14, 2011	Deadline for CMAs to submit project listings to MTC
November 16, 2011	MTC approves 2012 Bay Area RTIP recommendations to CTC
March 28, 2012	CTC adopts 2012 STIP

Fiscal Impact
No impact to the STA budget.

Recommendation
Informational.

Attachments:
A. STA's 2010 STIP Programmed Projects
B. 10-Year Investment Plan for Highway and Major Transit Capital Projects, 11-13-2007
C. MTC's draft STIP Development Policies & Guidelines and Development Schedule, 7-18-2011
D. MTC's 2012 STIP Fund Estimate County Targets, 7-18-2011
E. Updated 10-Year Investment Plan for Highway and Major Transit Capital Projects, 8-19-2011

2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

($1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	82,952
Adjustment for 2007-08 and 2008-09 lapses	1,034
Less 2008-09 Allocations and closed projects	(744)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(721)
2010 STIP Fund Estimate Formula Distribution	940
Total County Share, June 30, 2010 (includes TE)	83,461

Solano

								Project Totals by Fiscal Year						Project Totals by Component					
Agency	**Rte**	**PPNO**	**Project**	**Ext**	**Del.**	**Voted**	**Total**	**Prior**	**10-11**	**11-12**	**12-13**	**13-14**	**14-15**	**R/W**	**Const**	**E & P**	**PS&E**	**R/W Sup**	**Con Sup**
Highway Projects:																			
MTC		2152	Planning, programming, and monitoring			Aug-09	35	35	0	0	0	0	0	0	35	0	0	0	0
STA		2263	Planning, programming, and monitoring		Jul-09	Aug-09	589	589	0	0	0	0	0	0	589	0	0	0	0
Solano TA	loc	5301	Jepson Parkway			Jul-10	2,400	0	2,400	0	0	0	0	0	0	0	2,400	0	0
MTC		2152	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	35	0	35	0	0	0	0	0	35	0	0	0	0
STA		2263	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	589	0	589	0	0	0	0	0	589	0	0	0	0
Caltrans	12	367D	Jameson Cnyn Rd widen Seg 1 (RIP)(TCRP)(CMIA)(08S-57)				4,550	0	4,550	0	0	0	0	0	4,550	0	0	0	0
Caltrans	12	367I	Jameson Cnyn Rd widen Seg 2 (RIP)(TCRP)(CMIA)(08S-57)				2,450	0	2,450	0	0	0	0	0	2,450				
Solano TA	loc	5301	Jepson Parkway				34,257	0	3,800	0	0	0	30,457	3,800	30,457	0	0	0	0
Caltrans	loc	5301L	Rt 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	0	11,412	0	0	0	0	11,412	0	0	0	0
MTC		2152	Planning, programming, and monitoring				143	0	0	35	35	36	37	0	143	0	0	0	0
STA		2263	Planning, programming, and monitoring				841	0	0	229	229	192	191	0	841	0	0	0	0
			Subtotal, Highway Projects				57,301	624	13,824	11,676	264	228	30,685	3,800	51,101	0	2,400	0	0
Rail and Transit Projects:																			
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, seg 2 (08S-29)(TIF)		Sep-09	Oct-09	13,128	13,128	0	0	0	0	0	0	13,128	0	0	0	0
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility				4,300	0	4,300	0	0	0	0	0	4,300	0	0	0	0
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	0	4,000	0	0	0	0	4,000	0	0	0	0
			Subtotal, Rail & Transit Projects				21,428	13,128	4,300	4,000	0	0	0	0	21,428	0	0	0	0
Transportation Enhancement (TE) Projects:																			
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane				294	0	0	0	294	0	0	0	294	0	0	0	0
American Cyn	te	2130G	Napa Jct Elementary School ped improvements				183	0	0	183	0	0	0	0	183	0	0	0	0
Vacaville	te	5152E	Jepson Parkway Gateway enhancement (ext 5-10)	Mar-11			230	230	0	0	0	0	0	0	230	0	0	0	0
Vallejo	te	5152J	Downtown Vallejo Square pedestrian enhancements				412	0	412	0	0	0	0	0	412	0	0	0	0
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction				176	0	0	176	0	0	0	0	176	0	0	0	0
Fairfield	te	6045K	Capitol Corridor rail station, Fairfield, TE elements				400	0	0	0	400	0	0	0	400	0	0	0	0
San Bruno	te	648E	San Mateo, San Bruno medians				630	0	630	0	0	0	0	0	630	0	0	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	0	601	406	406	0	1,413	0	0	0	0
STA	res	5152K	TE reserve (County Share)				649	0	0	596	53	0	0	0	649	0	0	0	0
			Subtotal TE Projects				4,387	230	1,042	955	1,348	406	406	0	4,387	0	0	0	0
	Total Programmed or Voted since July 1, 2009						83,116												

Balance of STIP County Share, Solano	
Total County Share, June 30, 2010	83,461
Total Now Programmed or Voted Since July 1, 2009	83,116
Unprogrammed Share Balance	345
Share Balance Advanced or Overdrawn	0

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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	Southhampton 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

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Memorandum

TO: Programming and Delivery Working Group DATE: July 18, 2011

FR: Kenneth Kao

RE: 2012 STIP Development Policies and Guidelines

Background

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2012 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies, MTC will develop the schedule and Policies and Procedures for the 2012 RTIP in the coming months.

The following policy and programming issues regarding the 2012 RTIP will be discussed at the Programming and Delivery Working Group and the Partnership Technical Advisory Committee.

New Transportation Enhancement Policies

- **Transportation Enhancement Project Priority versus TE Reserve**
  In an effort to increase delivery of Transportation Enhancement projects, the California Transportation Commission will give priority to programming actual projects over TE reserve. This means that if a county wishes to program TE reserve, and another county wishes to program TE funds to an identified project, the CTC will program the identified project if there is not enough capacity to program both. In this example, the TE reserve will either not be programmed, or be programmed in a later year where there is capacity. Accordingly, MTC strongly recommends identifying actual projects for programming, rather than programming to TE reserve.

- **Front Loading of Transportation Enhancement Funds**
  The California Transportation Commission will allow for the front loading of Transportation Enhancement funds in the 2012 STIP. Therefore, counties are able to request programming of new TE projects in the first three years of the STIP. Previously, new projects were only allowed in the last two years of the STIP. MTC cautions, however, that projects programmed in the early years of the STIP must be ready to allocate the funds in the year of programming.

- **Transportation Enhancement Project Pre-Review by Caltrans Local Assistance**
  In many instances, projects proposed for the Transportation Enhancement program of the STIP encounter a number of unanticipated environmental and schedule issues that delay the project, causing a need for STIP time extensions. In order to minimize these unanticipated obstacles to project delivery, the MTC requires Caltrans pre-review of all proposed TE projects in the 2012 RTIP. After the Congestion Management Agencies submit their projects to MTC for inclusion into the RTIP, MTC will transmit all TE Project Programming Request (PPR) forms and approved TE Applications to Caltrans District 4 Local Assistance for an

additional cursory review. Local Assistance Engineers and Environmental staff may recommend changes to the project schedule and cost, based on known project conditions and environmental considerations. These recommendations will be reviewed with MTC and the CMA before being updated in the final 2012 RTIP submittal or subsequent updates through the California Transportation Commission prior to final 2012 STIP adoption.

- **Transportation Enhancement Project Delivery Deadlines**
  In order to more closely align Transportation Enhancement project delivery dates with the summer construction season, MTC will enforce new allocation deadlines for TE projects. All TE projects must submit a full and complete CTC allocation and federal obligation package to Caltrans District 4 by December 1 of the fiscal year in which the project is programmed. This will give sufficient time for Caltrans and CTC to allocate the funds by the following February in order to meet obligation by March 31. Exceptions to the TE delivery deadlines may be granted for extraordinary circumstances, such as for instances where the project has a target award later than the six month award deadline after allocation prescribed by CTC STIP guidelines. Any exceptions will be reviewed by CMA and MTC, and granted on a case-by-case basis.

- **MTC's Share of Transportation Enhancement Reserves**
  MTC has held half of the region's Transportation Enhancement funds in reserve for regional priorities to be identified through future policy decisions. At this time, staff proposes continuing to hold half of the region's TE funds in reserve in the 2012 RTIP for future identified project(s). The project(s) would be programmed in the last two years of the 2012 RTIP.

<u>Other New Policies</u>

- **MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan**
  On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations*. Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

  One goal of MTC staff in organizing Res. 3866 was to incorporate some detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements and minimize the need for official Commission action. For this reason, some documents are referenced in Res. 3866 and available for download at http://www.mtc.ca.gov/planning/tcip. MTC may periodically update these documents after soliciting feedback from its TACs. Transit operators must comply with these more detailed documents in order to comply with Res. 3866.

- **Project Study Report Requirement Update**
  Over the past few years, Caltrans, in cooperation with the regional agencies, has re-examined the Project Study Report process. Through the years, the PSR document has become too detailed, and duplicates much of the effort that will be done during the environmental document phase. As a result of this re-examination, Caltrans has approved the lighter Project Study Report (Project Development Support) (PSR/PDS) document for use to program new STIP projects. However, the CTC will only allow preconstruction phases to be programmed in the STIP with the PSR/PDS document. Construction can be programmed once a draft

environmental document has been circulated. Additionally, if a project has already substantially completed an environmental document (such as a circulating draft or a final environmental document), the PSR requirement is waived, and a project sponsor may request programming of STIP funds to the project.

Carryover Policies from 2010 RTIP

- **ARRA RTIP Backfill Programming**
  In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's county share, and $2 million from Alameda's county share. These amounts were not programmed in the 2010 RTIP, therefore, in the 2012 RTIP, MTC will have discretion to program the $31 million in freed up RTIP capacity from these two counties. Therefore, Contra Costa's available programming capacity will be reduced by $29 million, and Alameda's available programming capacity will be reduced by $2 million in FY 2012-13.

- **Highlights of Changes in the 2010 RTIP**
  A number of changes that were first implemented in the 2010 RTIP are carried forward to the 2012 RTIP. These changes include the following:
  - Complete Streets Checklist – Required for all projects
  - SB 286 Conservation Corps Involvement – Required for all TE projects
  - Prohibition of Multiple Phases in Same Year – Required for all projects
  - Project Size Minimums - $500,000 minimum project size for large counties, $250,000 minimum project size for counties under 1 million population.

- **2012 STIP Schedule**
  Currently, the 2012 STIP is proceeding as scheduled, and as identified in Attachment A. In previous years, the STIP process had been delayed due to the lack of a state budget. This cycle, a state budget is now in place. Therefore, a delay in the STIP schedule is not expected.

  CTC is still scheduled to adopt the final STIP Fund Estimate and Guidelines at the August CTC meeting. Currently, the MTC Commission will approve the RTIP on November 16, 2011. The deadline for CMAs to submit the draft list of RTIP projects is October 14, 2011. Please refer to Attachment A for the current 2012 RTIP Schedule.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2012 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**
  The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, transit operators, and tribal governments. Notification can be in the form of a call for projects to all eligible project sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**
  Caltrans shall notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September 1, 2011. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation

with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or kkao@mtc.ca.gov.

Attachments
A – Tentative 2012 RTIP Schedule

J:\COMMITTE\Partnership\Partnership PDWG_2011 PDWG\11 PDWG Memos\05_July 18 11\04b_0_2012_STIP_Development.doc

METROPOLITAN TRANSPORTATION COMMISSION 2012 Regional Transportation Improvement Program Draft Development Schedule July 11, 2011	
March 23, 2011	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
May 11, 2011	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
June 20, 2011	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2012 RTIP
June 22, 2011	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Long Beach)
June 30, 2011	Governor signs State Budget
July 18, 2011	PTAC and PDWG review of proposed RTIP Policies and Procedures
July 27, 2011	CTC holds 2012 Fund Estimate Workshop and STIP Guidelines Hearing (Sacramento)
August 10, 2011	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 7, 2011	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 8, 2011	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 14, 2011	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 19, 2011	PTAC and PDWG scheduled review of final proposed RTIP Policies and Procedures
September 28, 2011	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2011	CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Routine Accommodations Checklist for new projects.
October 17, 2011	PTAC scheduled review of draft RTIP
October 24, 2011	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Transportation Enhancement Application (approved by Caltrans), Resolution of Local Support, and Certification of Assurances due to MTC (**Final Complete Applications due**)
October 28, 2011	MTC submits Transportation Enhancement projects and applications to Caltrans District 4 for Local Assistance review
November 7, 2011	Draft RTIP scheduled to be available for public review
November 9, 2011	PAC scheduled review of RTIP and referral to Commission for approval
November 16, 2011	MTC Commission scheduled approval of 2012 RTIP
December 15, 2011	2012 RTIP due to CTC
February 1, 2012	CTC 2012 STIP Hearing – Southern California (Los Angeles)
February 8, 2012	CTC 2012 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 8, 2012	CTC Staff Recommendations on 2012 STIP released
March 28, 2012	CTC adopts 2012 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

Draft 2012 STIP Fund Estimate County Targets

7/18/2011

Metropolitan Transportation Commission

All numbers in thousands

Table 1: County Share Targets

	a	b	a+b=c	d	e	c+d+e=f	g	f+g
	FY 2015-16 New Distrib.	**FY 2016-17 New Distrib.**	**2012 STIP New Distrib.**	**2010 STIP Carryover Balance**	**Lapses***	**2012 STIP Net Capacity**	**ARRA Backfill (Caldecott)**	**2012 STIP CMA Program Capacity**
Alameda	10,442	20,346	**30,788**	5,414	700	**36,902**	(2,000)	**34,902**
Contra Costa	7,124	13,880	**21,004**	43,493	13,475	**77,972**	(29,000)	**48,972**
Marin	1,946	3,792	**5,738**	(35,192)	100	**(29,354)**		**0**
Napa	1,281	2,497	**3,778**	445	667	**4,890**		**4,890**
San Francisco	5,278	10,283	**15,561**	(1,673)	0	**13,888**		**13,888**
San Mateo	5,448	10,616	**16,064**	6,524	887	**23,475**		**23,475**
Santa Clara	12,376	24,112	**36,488**	(42,409)	0	**(5,921)**		**0**
Solano	3,221	6,277	**9,498**	345	721	**10,564**		**10,564**
Sonoma	4,013	7,818	**11,831**	(21,696)	985	**(8,880)**		**0**
Bay Area Totals	**51,129**	**99,621**	**150,750**	**(44,749)**	**17,535**	**123,536**	**(31,000)**	**136,691**

Note: New County Share Total is the sum of unprogrammed balances, lapses, and new capacity for FY 2015-16 and FY 2016-17. Counties with negatives have a "$0" new share.

* Prior year lapsed funds returned to county share.

Table 2: Transportation Enhancement Targets

	New TE Share	**MTC 50% Share**	**CMA 50% Discretion**	**FY 2015-16 New Distrib.**	**FY 2016-17 New Distrib.**
Alameda	**4,358**	2,179	2,179	2,196	2,162
Contra Costa	**2,973**	1,487	1,486	1,498	1,475
Marin	**813**	406	407	410	403
Napa	**534**	267	267	269	265
San Francisco	**2,202**	1,101	1,101	1,110	1,092
San Mateo	**2,274**	1,137	1,137	1,146	1,128
Santa Clara	**5,164**	2,582	2,582	2,602	2,562
Solano	**1,345**	673	672	678	667
Sonoma	**1,675**	837	838	844	831
Bay Area Totals	**21,338**	**10,669**	**10,669**	**10,753**	**10,585**

Note: New TE funds are split 50-50 between the Counties and MTC. TE Targets are a subset of Table 1.

Table 3: Planning, Programming, and Monitoring Amounts
FY 12-13 through FY 15-16 and FY 16-17

	PPM Limit FY13 - FY16	**Currently Programmed**	**MTC Share FY 16 PPM**	**CMA Share FY 16 PPM**	**PPM Limit FY 17**	**MTC Share FY 17 PPM**	**CMA Share FY 17 PPM**
Alameda	**2,869**	2,347	126	**396**	**1,017**	131	**886**
Contra Costa	**1,877**	1,521	82	**274**	**694**	85	**609**
Marin	**542**	445	23	**74**	**190**	24	**166**
Napa	**340**	112	14	**214**	**125**	15	**110**
San Francisco	**1,465**	1,201	64	**200**	**514**	67	**447**
San Mateo	**1,519**	1,247	67	**205**	**531**	69	**462**
Santa Clara	**3,368**	2,502	147	**719**	**1,206**	153	**1,053**
Solano	**881**	720	39	**122**	**314**	40	**274**
Sonoma	**1,078**	877	47	**154**	**391**	48	**343**
Bay Area Totals	**13,939**	**10,972**	**609**	**2,358**	**4,982**	**632**	**4,350**

J:\PROJECT\Funding\RTIP\12 RTIP\[Draft 2012 STIP FE Targets 2011-07-18.xls]Sheet1

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

List of Tier 1, Tier 2, and Tier 3 projects (8-18-11)

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 (Elmira to Alamo)	$35.4 M	$35.4 M
		Cement Hill/Walters Road Extension and Widening	$69.9 M	$69.9 M
~~STA~~	~~North Connector – West~~	~~West Segment of North Connector~~	~~$32.0 M~~	~~$32.0 M~~
STA	I-80 Express Lanes	Red Top Road to I-505	$120M	$104M
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~~Package 1, 2, & 3	$309 M	$191 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~~Package 4, 5, 6 & 7	$381 M	$381 M
Caltrans	SR12 East ~~Median Barrier~~ Safety/Operational Improvements	From Suisun City to Rio Vista	(est.) $100 M	(est.) $100 M
STA	Truck Scales Relocation	~~Phase 2~~ (WB Scales)	$140M ~~(est.) $128~~ M	~~(est.) $128~~ $140 M
STA	I-80 Express Lanes	Carquinez Bridge to SR37	$100 M	$100 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.	$1.5Billion ~~pending~~	$1.5 Billion ~~pending~~
Caltrans	SR 12 East 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 (Ph 2)	Phase 1 fully funded	Pending	Pending
Vacaville	Vacaville Intermodal Station ~~(Ph 1)~~ (Ph 2)	Phase 1 built	Pending	Pending
Vallejo	Vallejo Ferry Maintenance Facility (Ph ~~1&~~2) (Ph 2 & 3)	Move operations to Mare Island	Pending	Pending
~~Vallejo~~	~~Vallejo Station (Phase B)~~	~~Pending updated schedule.~~	~~Pending~~	~~Pending~~
Vallejo	Curtola Transit Center (Ph 1)	Lemon Street	$15 M	$3 M
Fairfield	Fairfield Transportation Center		$20 M	$16 M
Dixon	West B Street Undercrossing		$16.1 M	$500 K

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center (Parkway Blvd., A Street Undercrossing)	~~Phase 3 – FY09-10~~ ~~Phase 4 – FY10-11~~ ~~Phase 5 – FY10-11~~	Pending	Pending
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	$8 M	$8 M
Vallejo	Curtola Park and Ride (Ph 2)	~~CON in FY 11-12~~	Pending	Pending
Vallejo	Vallejo Station (Phase B)	Pending updated schedule.	Pending	Pending

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~~	~~Southhampton 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
Vallejo	Curtola Transit Center (Ph 3)	~~Lemon Street~~	Pending	Pending
~~Rio Vista~~	~~Transit Corporation Yard~~		~~$1.3 M~~	$~~1.3 M~~

Solano Transportation Authority

DATE: August 10, 2011
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano County Transit (SolTrans) Update

Discussion/Background:
After several years of study, in June 2009 the STA Board concluded Phase II of the Transit Consolidation Study by approving several recommendations. These included:

1. Option 1: Consolidation of Benicia and Vallejo transit services;

2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board; and

3. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c;

The immediate priority following that action was Option 1: the consolidation of Benicia and Vallejo Transit services. With the approval of a Solano County Transit (SolTrans) Joint Powers Agreement (JPA), a Transition Plan and a new JPA Board formed, the first meeting was held in December 2010 completing the first critical steps of consolidation.

At its initial Board meeting in December 2010, the SolTrans Board approved retaining a Transition Team, rather than an Interim Executive Director, to implement the SolTrans Transition Plan. The Transition Team consisted of the individuals who had been involved to date – both consultants and staff from STA, Benicia, and Vallejo. One of the Transition Team tasks was to administer contracts on behalf of SolTrans until the organization had the financial and organizational capability to do so. In addition, STA was tasked with providing management, grants, administration, financial and legal services during the transition. These services have been, and will continue to be, funded with State Transit Assistance Funds (STAF) which had been previously approved by the STA Board to help SolTrans with transitional costs pertaining to its formation over a 9-12 month timeframe. Since December, the Transition Team worked toward a July 1st consolidation of administration and service.

As of July 1st, Benicia and Vallejo transit service operator contracts were consolidated for a savings of over $1 million/year and operations were consolidated to one location. An Interim Executive Director, Jim McElroy, will lead SolTrans in its first fiscal year of operation. Jim McElroy and the rest of the SolTrans staff are located in the new Vallejo Transit Center administration building. Staff includes two staff from Vallejo Transit, two temps (one providing operations management support and the other administrative support) and an Interim Finance

Officer. Financial accounting and benefits management service for SolTrans was put out to bid in the Spring 2011 and the City of Vacaville is delivering those services. Also in the spring, consultant services were secured to develop a new logo and branding of SolTrans. At the July SolTrans Board meeting, a logo was selected (Attachment A). The next step will be to use the logo to brand the SolTrans organization and assets which will be the more public unveiling of SolTrans. The first SolTrans Short Range Transit Plan (SRTP) has been initiated. A great deal has been accomplished to start up SolTrans as an organization as of July 1st, though there remain several outstanding transitional tasks including the transfer of assets, grants, and contracts. To guide this, an Interim Transfer of Transit Operations Agreement has been entered into by SolTrans and the Cities of Benicia and Vallejo. Further highlights of the status of SolTrans can be found on Attachment B.

The STA's Board recommendation concerning Option 4c (continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board) has not been actively pursued in the interest of focusing resources on implementing Option 1. Furthering assisting SolTrans start up and establish a solid working foundation is projected to be necessary at least through the first half of Fiscal Year (FY) 2011-12. By the end of the fiscal year, study of Option 4c will begin.

Recommendation:
Informational.

Attachments:
A. SolTrans Logo
B. July 2011 SolTrans Status (updated 7/29/11)

SolTrans

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Attachment B

Solano County Transit (SolTrans)

Transition Team Monthly Status Report - (July 2011)
Prepared by John Harris, Project Manager
Updated by Elizabeth Richards, 7/29/11

A. WORK THIS MONTH

SolTrans Logo, Branding, and Marketing Consultant Contract
The Board Marketing Subcommittee recommended a logo to the SolTrans Board at its July Board meeting and it was approved. The consultant will use the approved logo to design the branding of the organization administratively and operationally through various mediums as well as prepare an implementation plan and budget.

Short Range Transit Plan (SRTP) Status
SolTrans staff is working on the first SolTrans SRTP. The SolTrans Board will hold a workshop in August to discuss SRTP goals and strategies. The SRTP is a 10-year planning document addressing operational, capital and financial issues.

SolTrans Budget
The FY12 operations budget was approved at the May 2011 SolTrans Board meeting. A five-year status quo financial projection of operations (revenues and expenses) were presented at the July Board meeting and will be discussed further at the August Board workshop.

MTC Meeting
SolTrans Board Member and MTC Commissioner Jim Spering and STA's Daryl Halls are anticipating another meeting with MTC management staff to discuss potential funding to help cover one-time transitional (start-up) costs for SolTrans.

Financial Services/Human Resources Services Status
A contract with the City of Vacaville and STA on behalf of SolTrans was executed in FY2010-11. The SolTrans budget has been entered into an accounting system. A bank account has been opened and deposits received. The first AP (accounts payable) transactions were scheduled by the end of July.

Securing SolTrans FTA Grantee Status
Final and formal grantee status from FTA is anticipated in the near future. According to FTA, staff does not anticipate any objection to approval.

Recruitment Subcommittee Activity
The PERS packet to initiate the establishment of a PERS program for SolTrans will be submitted the week of July 18th. Health program options are also under review and assessment through a broker. The Benefits and Salary Subcommittee met in late July to finalize issues.

Coordinating with Vallejo and Benicia
Both the City of Vallejo and the City of Benicia have entered into an Interim Transfer of Transit Operations agreements with SolTrans.

Staffing
The appointment of Jim McElroy to the Interim Executive Director position began the week of June 27. Temporary employee, Suzanne Fredriksen, filled the administrative assistant slot effective July 14th. Suzanne brings successful experience working within the STA office. Efforts to address the remaining unfilled positions and or functions on an interim basis are on-going.

Interim Chief Financial Officer
Director McElroy has selected Nancy Whelan as the Interim Chief Financial Officer (CFO), focusing on accountability, financial structure, and a timely year-end financial close.

The July 21st SolTrans Board meeting agenda included:

- Action on SolTrans Marketing Subcommittee's recommendation for SolTrans logo and brand.
- Action on operations insurance (authorization for applications)
- Action on authorizations for service contracts (RFPs)
- Status report on Short Range Transit Plan (SRTP)
- Presentation of five-year financial projections

B. ITEMS CURRENTLY SCHEDULED FOR August SolTrans BOARD

- A workshop focusing on the purpose and goals of the SRTP will be held in lieu of the scheduled August 18 Board meeting.

C. STANDING CRITICAL TRANSITION PLAN GOALS

July through December 2011
1. Complete transfer of grants/ agreements/contracts/liability policies and operating assets 2. Complete transfer of assets 3. Complete SRTP by December 4. Complete PERS actuarial process 5. Begin selection process of permanent CEO 6. Transfer and/ or begin process to hire staff (4.5 FTE)

Solano Transportation Authority

DATE: August 11, 2011
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 8, 2010, the STA Board adopted its 2011 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2011. A matrix listing legislative bills of interest is included as Attachment A. Legislatives Updates for August are provided as Attachments B (State) and C (Federal).

Discussion:
Federal Reauthorization.
Senate Majority Leader Harry Reid (D-Nev.) indicated on August 2nd that a two-year, $102 billion surface transportation reauthorization measure could move to the Senate floor in September. The Senate Environment and Public Works Committee plans to mark up the legislation after lawmakers return in early September from a month-long recess. Funding levels in the Senate bill would require $12 billion in additional revenue to support it. There have been conflicting reports that Senate Finance Committee Chairman Max Baucus (D-Mont.) has identified a revenue stream acceptable to Senate Republicans. An outline of the Senate proposal, Moving Ahead for Progress in the 21st Century (MAP-21), was released on July 19th with the endorsement of the top Democrats and Republicans on the Senate Environment and Public Works Committee. However, legislative language has not been released and Republican Senators will not continue to support the proposed compromise if a funding source cannot be identified.

The Republican Leadership of the House Transportation and Infrastructure Committee held a press conference on July 7th to unveil an outline of surface transportation reauthorization legislation. The proposal will provide $230 billion over six years from the Highway Trust Fund for highway, transit, and highway safety programs and reflects the estimated revenue to the Trust Fund from the gasoline tax. The last surface transportation authorization (SAFETEA-LU) provided $277 billion over six years. Chairman John Mica (R-FL) emphasized that the funding level is in compliance with the House Rules and that the Committee could not provide any additional funding. He also stated the importance of enacting a six year bill to give States certainty and allow long-term planning so that transportation projects can move forward. Mark-up of the Mica proposal was postponed until after the August recess.

The surface transportation law expires on September 30th, making it likely that Congress will consider another temporary extension to SAFETEA-LU. The Senate is likely to propose an extension to current law, but warned that it would be "a heavy lift" to maintain current funding levels.

State Legislation.
On June 29th, Democrats in both houses of the legislature approved a majority-vote budget after failing to secure Republican support for tax extensions (Vehicle License Fee, 1% State sales tax, and .25% Personal Income Tax surcharge). Governor Brown subsequently signed the package, which relies on an additional $4 billion of revenues materializing by January 2012. If the revenues do not materialize, as much as $1.9 billion in additional cuts could be made.

The legislature is currently on Summer Recess through August 15th. They will have until September 9th to complete business prior to adjourning for the year (save for any emergency legislation that may be contemplated during the Fall) until next January.

Assembly Bill (AB) 57, the bill for which STA took a support position to add two seats to the Metropolitan Transportation Commission, is currently parked as a two-year bill in the Senate Transportation & Housing Committee. Chair Mark DeSaulnier is expected to hold an informational hearing on issue sometime this Fall.

Redistricting.
The latest version of the proposed redistricting is scheduled to be finalized on Monday, August 15th. As it stands now, Solano County will be represented as follows:

Congressional Districts

District No.	**Incumbent**	**Cities**
3rd	John Garamendi	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
5th	Mike Thompson	Benicia, Vallejo

Assembly Districts

District No.	**Incumbent**	**Cities**
4th	Mariko Yamada	Dixon
11th	Vacant	Fairfield, Rio Vista, Suisun City, Vacaville
14th	Susan Bonilla	Benicia, Vallejo

Senate Districts

District No.	**Incumbent**	**Cities**
3th	Lois Wolk	All of Solano County

The California Transportation Commission allocated $61 million for the construction of the State Route (SR) 12 Jameson Canyon Widening project at their August 10th meeting.
The Jameson Canyon Widening project had been delayed for the past few months awaiting forthcoming State bond sales. This unexpected additional allocation is due to Caltrans's updated bond availability analysis as well as the passage of the State Budget, which provided allocation capacity in the State Transportation Improvement Program (STIP). The STA looks forward to the project being advertised for construction starting in late 2011 and awarded for construction in the Spring 2012.

Recommendation:
Informational.

Attachments:
A. STA Legislative Matrix
B. State Legislative Update - August (Shaw/Yoder/Antwih)
C. Federal Legislative Update – August (Akin Gump)

STA State Legislative Matrix
as of 7/7/2011

Bill ID/Topic	Location	Summary	Position
AB 57 **Beall D** Metropolitan Transportation Commission.	SENATE TRANS & HOUSING 2-YEAR BILL	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and establishes a 4-year term of office for members of the commission. This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would, effective with the commission term commencing February 2015, prohibit more than 3 members of the commission from being residents of the same county, as specified **Last Amended on 5/19/2011**	**Support 5/11/11**
AB 105 **Committee on Budget** Transportation.	ASSEMBLY CHAPTERED 3/24/2011 – Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011	Existing law provides for payment of current general obligation bond debt service for specified voter-approved transportation bonds from gasoline excise tax revenue in the Highway Users Tax Account and revenue in the Public Transportation Account, and requires the Controller to make specified transfers of revenues in that regard to the Transportation Debt Service Fund. Existing law, pursuant to the Budget Act of 2010, provides for a loan of $761,639,000 from gasoline excise tax revenue in the Highway Users Tax Account to the General Fund, to be repaid with interest by June 30, 2013. This bill, in fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. **Last amended on 3/16/2011**	
AB 147 **Dickinson D** Subdivisions.	SENATE FLOOR	The Subdivision Map Act authorizes a local agency to require the payment fees as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. The Mitigation Fee Act authorizes a local agency to charge a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. This bill would authorize a local ordinance to require payment of a fee subject to the Mitigation Fee Act, as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, as defined. **Last amended on 5/31/2011**	

Bill ID/Topic	Location	Summary	Position
AB 516 **V. Manuel Pérez D** Safe routes to school.	SENATE APPROPS	Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. Existing law requires the department to rate proposals submitted by applicants using specified factors. One of the factors relates to consultation of and support for projects by school-based organizations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other relevant community stakeholders. This bill would delete that factor and instead substitute a factor relating to use of a specified public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities and ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill would add another factor relating to benefit of a proposal to a low-income school, as defined , and would make other related changes . **Last amended on 6/30/2011**	
AB 650 **Blumenfield D** Blue Ribbon Task Force on Public Transportation for the 21st Century.	SENATE APPROPS.	Existing law establishes various boards and commissions within state government, and various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. The Public Transportation Account is designated as a trust fund and funds in the account shall be available to the Department of Transportation only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 members, by September 30, 2012. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the department to provide administrative staffing to the task force. The bill would appropriate $750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions. **Last amended on 6/29/2011**	
AB 710 **Skinner D** Local planning: infill and transit-oriented development.	SENATE FLOOR	The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill would also prohibit a city or county from requiring a minimum parking standard greater than one parking space per 1,000 square feet of nonresidential improvements and one parking space per unit of residential improvements for any new development project in transit intensive areas, as defined. This bill would provide that its provisions would not apply if certain requirements are met. **Last amended on 6/29/2011**	

Bill ID/Topic	Location	Summary	Position
AB 845 **Ma D** Transportation: bond funds.	SENATE APPROPS	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related purposes, including $950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from non-state funds. The bill would define "non-state matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission. **Last amended on 5/10/11**	
AB 892 **Carter D** Department of Transportation: environmental review process: federal pilot program.	SENATE EQ	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law requires the department to submit a report to the Legislature regarding state and federal environmental review. Existing law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011. This bill would, instead, require the report to be submitted no later than January 1, 2015, and again, no later than January 1, 2018. **Last amended on 5/10/2011**	
AB 1097 **Skinner D** Transit projects: domestic content.	SENATE APPROPS	Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to specifically authorize a state or local agency receiving federal funds for transit purposes to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects. **Last amended on 6/13/2011**	
AB 1229 **Feuer D** Transportation: financing: federal highway grant anticipation notes.	SENATE APPROPS	Existing law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law prohibits the Treasurer from authorizing the issuance of the notes if the annual repayment obligations of all outstanding notes in any fiscal year would exceed 15% of the total amount of federal transportation funds deposited in the account for any consecutive 12-month period within the preceding 24 months. This bill authorizes a transportation planning agency to use federal regional surface transportation program (RSTP) funds and congestion mitigation and air quality (CMAQ) funds, to pay the debt service on federal grant anticipation revenue vehicles (GARVEEs). **Last amended on 6/21/2011**	

Bill ID/Topic	Location	Summary	Position
AJR 5 Lowenthal, Bonnie D Transportation revenues.	Chaptered by Secretary of State - Res. Chapter 29, Statutes of 2011.	This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure. **Last amended on 3/29/2011**	
SB 211 Emmerson R California Global Warming Solutions Act of 2006: tire inflation regulation:	ASSEMBLY APPROPS	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. A violation of a regulation adopted by the state board pursuant to the act is subject to specified civil and criminal penalties. Pursuant to the act, the state board adopted a regulation requiring automobile service providers, by September 1, 2010, among other things, to check and inflate vehicle tires to the recommended pressure rating when performing automobile maintenance or repair services. This bill , until January 1, 2017, would authorize a tire pressure gauge used to meet the requirements of this regulation to be accurate within a range of plus or minus 2 pounds per square inch of pressure (2 psi).**Last amended on 6/20/2011**	
SB 582 Emmerson R Commute benefit policies.	ASSEMBLY FLOOR	Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017. **Last amended on 6/22/2011**	
SB 867 Padilla D Build California Bonds.	SENATE TRANS. & HOUSING. 4/27/2011 - Testimony taken. Hearing postponed by committee. (Refers to 4/26/2011 hearing)	Existing law creates the California Transportation Financing Authority with specified powers and duties relative to the issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds and toll revenues in order to increase the construction of new capacity or improvements for the state transportation system. This bill would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to $5 billion over a 5-year period commencing January 1, 2012.	

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

August 23, 2011

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

RE: STATE LEGISLATIVE UPDATE- JULY & AUGUST

On June 29, Democrats in both houses of the legislature approved a majority-vote budget after failing to secure Republican support for tax extensions (Vehicle License Fee, 1% State sales tax, and .25% Personal Income Tax surcharge). Governor Brown subsequently signed the package, which relies on an additional $4 billion of revenues materializing by January 2012, on June 30th. If revenues do not materialize, the package contains triggers for additional cuts to mainly education and health and human service programs that would take effect. With a budget deficit was as high as $26.6 billion in January, Democrats made more than $14 billion in cuts and funding shifts in March. The most recent proposal addresses the remaining $9.6 billion problem which has been aided by nearly $8 billion in unanticipated revenue since January.

The good news is that transportation funding is generally unharmed despite the fact that Governor Brown used his budget line-item veto authority to blue-pencil an additional $270 million, which includes a $147 million reduction from the Proposition 1A High-Speed rail connectivity funding pot. This funding is designed to allow transit systems to make the necessary safety and operational improvements to the existing system in preparation for linking to the high-speed rail network in the future.

On August 9, State Controller John Chiang released his monthly report covering California's cash balance, receipts and disbursements in July, showing revenues were down $538.8 million (-10.3 percent) below projections from the recently passed state budget. The legislature is not expected to take action on the budget until the at least the release of the Governor's FY 12-13 state budget.

Impact on Transportation

Overall, the latest package does not make any significant changes to funding for transportation or public transit as approved in March. The gas tax swap (AB 105, Chapter 6, Statutes of 2011), which was enacted in March, provides the General Fund with $903.5 million in relief for FY 10-11 through the use of truck weight fees to pay transportation-related bond debt service in addition to the $799.6 million in General Fund relief realized prior to the enactment of Proposition 22. Truck weight fees will provide $777.5 million in General Fund reimbursements for debt service costs in FY 11-12. Funding levels for the State Transportation Improvement Program (STIP), cities and counties for local streets and roads, and the State Highway Operation and Protection Program (SHOPP) are funded at historic levels.

AB 115, the transportation budget trailer bill, defers approximately $866 million in repayments to the State Highway Account from the General Fund which the California Transportation Commission believes will impact the SHOPP more than the STIP.

PTA Revenues Increase
Funding for the Public Transportation Account (PTA) has increased from the January totals. According to the Department of Finance, the State Transit Assistance (STA) will be funded at $416 million (an $87 million increase over January's total) for FY 11-12. The original 4.75% base is up by over $104 million, while the new sales tax on diesel rate (which will fluctuate) is up $26 million for a total increase of $130 million.

California Transportation Commission Update
On August 10, the California Transportation Commission voted to utilize funding from existing Proposition 1B bond proceeds in order to fund Jameson Canyon ($61 million) and Jepson Parkway ($3.8 million).In addition, the Department of Finance, in coordination with Caltrans Division of Mass Transportation, re-allocated funds to the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) projects. As a result, the following five projects within Solano County will receive funding:

- City of Fairfield, Bus Stop Improvements, $119,088
- City of Fairfield, Flex Shuttle, $60,000
- City of Fairfield, Paratransit Vehicle Purchase, $68,323
- City of Vallejo, Bus Shelters and Stops, $400,004
- City of Vallejo, Replace (7) Buses, $559,402

This funding is in addition to what we hope to receive from a bond sale this November. The Governor is considering a $1.5 billion bond sale for this Fall to accommodate cash flow needs for 2012. That amount may increase depending on cash flow needs by all sectors.

Session Schedule
The legislature reconvened from their Summer Recess on August 15. They will have until September 9 to complete business prior to adjourning for the year (save for any emergency legislation that may be contemplated during the Fall) until next January.

Regional Fee Proposal
In 2009, the Senate's original version of a "gas tax swap" bill included a set of provisions authorizing regional transportation planning entities to conduct an election, to raise a fee on gasoline (by majority vote), for purposes of implementing SB 375 (Steinberg). At the time, the board debated that specific proposal, and ultimately remained neutral. The proposal was an attempt to devolve responsibility for transit funding to the regional level and essentially abdicate the state's role in provide funding directly to transit operators. In essence, the proposal attempted to supplant rather than supplement funding for public transportation and would have been perilous considering the voter requirement to retain funding.

The final "gas tax swap" package (AB 6 and 9, 8th Extraordinary Session) however, did *not* contain the regional fee idea, and although it ultimately eliminated three of the four major tax revenue streams historically flowing to the Public Transportation Account (PTA), it retained and enhanced the sales tax on diesel fuel – which supports a State Transit Assistance (STA) program at historic funding levels.

We were recently notified by the Senate pro Tempore's office about an effort to revisit the regional fee issue before the end of Session in order to provide supplemental funding to both

highway and transit programs. The concept of the bill would authorize a Metropolitan Planning Organization (MPO), subject to receiving majority voter approval from the voters within its jurisdiction, to impose a regional congestion reduction charge on vehicle fuel to fund transportation improvements necessary to reduce vehicular traffic congestion within the MPO's region. The proposed legislation, which has yet to be introduced, would require for projects adopted in the regional transportation plan to be funded and directly provide a benefit to the motorist within the region. Local streets and roads, transit operations, bicycle and pedestrian programs and SHOPP projects would be among the list of eligible expenditures. It would be written to comply with the provisions of Proposition 26 in order to tab the proceeds as a fee rather than a tax. We will keep you posted on the developments of this issue.

Redistricting

The County's representation is expected to change as redistricting maps are being finalized by the Redistricting Commission. Below is a list noting which cities are in the districts. Michael Allen's district is further north, George Miller's is further east, Dan Lungren further towards Sacramento. Of special note is the new Assembly District 11 which contains 2 of our biggest cities – currently unrepresented in this scenario.

Congressional Districts

District No.	Incumbent	Cities
3rd	John Garamendi	Dixon, Fairfield, Rio Vista, Suisun, Vacaville
5th	Mike Thompson	Vallejo, Benicia

Assembly Districts

District No.	Incumbent	Cities
4th	Mariko Yamada	Dixon
11th	Vacant	Fairfield, Rio Vista, Suisun, Vacaville
14th	Susan Bonilla	Benicia, Vallejo

Senate Districts

District No.	Incumbent	Cities
3rd	Lois Wolk	All of Solano County

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AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

August 25, 2011

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: July/August Report

During July and August, we monitored progress on fiscal year 2012 appropriations bills, the surface transportation reauthorization bill and the debt ceiling. We also briefed STA on potential grant opportunities.

The Debt Ceiling

On August 2, 2011, the President signed into law legislation that would increase the debt ceiling and require a corresponding amount of savings. The law authorized a debt ceiling increase of up to $2.1 trillion, which reportedly will allow the government to borrow money and pay its debts into at least 2013. The debt ceiling increase would occur in two phases under the law. First, the debt ceiling was increased by $900 billion immediately and over $900 billion in spending cuts would be in effect over 10 years. Second, a "SuperCommittee" of six Democrats and six Republicans, appointed by the Majority and Minority Leadership of the House and Senate, would identify about $1.5 trillion in additional spending cuts by November 23. These cuts would offset the subsequent debt-ceiling increase.

Once the SuperCommittee agrees on spending cuts and/or tax increases Congress must hold an up or down vote by December 23. If Congress does not approve the agreement, automatic across-the-board spending cuts of about $1.2 trillion will take effect in 2013. The cuts would be shared equally between defense/homeland security and domestic spending. Cuts to Medicare would be capped at 2%, with no reduction in benefits, and Social Security, Medicaid, veteran's benefits, military pay and low-income programs would be exempt from cuts. The bill also provides that the debt limit could be increased by $1.5 trillion if a constitutional amendment requiring a balanced budget is sent to the states for ratification.

The first organizational meeting of the SuperCommittee is scheduled for September 16. The Committee will be chaired by Sen. Patty Murray (D-WA) and Rep. Jeb Hensarling (R-TX). Sen. Murray serves on the Senate Appropriations Committee and is Democratic Senatorial Campaign Committee Chair. Rep Hensarling is House Republican Conference Chair. Senate appointees include: Finance Committee Chair Max Baucus (D-MT); Finance Committee Member John Kerry (D-MA); Republican Whip Jon Kyl (R-AZ); and Budget Committee Members and Freshmen Senators Pat Toomey (R-PA) and Bob Portman (R-OH). House Committee appointees include: Ways and Means Committee Chair Dave Camp (R-MI); Energy and Commerce Committee Chair Fred Upton (R-MI); Assistant Democratic Leader James Clyburn (D-SC);

Budget Committee Ranking Member Chris Van Hollen (D-MD); and House Democratic Caucus Vice Chair Xavier Becerra (D-CA).

While the SuperCommittee will attempt to reach agreement to avoid an across the board spending cut, it is far from certain that the members will come to an agreement, or that Congress will approve it. The SuperCommittee is neither required nor precluded from adopting revenue measures or tax reform. Agreement on spending cuts may prove elusive. Four appointees (Baucus, Becerra, Camp and Hensarling) served on the National Commission on Fiscal Responsibility and Reform and did not endorse the final package. Four appointees (Kyl, Baucus, Clyburn and Van Hollen) participated in budget negotiations lead by Vice President Biden that failed to reach a deal on deficit reduction.

House and Senate Committees are expected to submit recommendations to the SuperCommittee for spending cuts or elimination. There has been some suggestion that allocations similar to the appropriations committee process may be issued to these authorizing committees.

The Administration is also expected to submit its own plan in September that will recommend more than $1.5 trillion in deficit reduction measures. The President has stated that the package will represent a balanced approach that will include revenue increases.

Spending Caps and Fiscal Year 2012 Appropriations

The new fiscal 2012 federal spending limit on discretionary programs is $1.04 trillion, which is about one-half of 1 percent below the fiscal 2011 enacted spending levels. Spending under the cap includes $684 billion for Defense, Intelligence and Homeland Security and $359 billion for domestic programs. Total discretionary spending would essentially be frozen at levels close to the fiscal year 2011 levels in fiscal years 2012 and 2013. Because the new spending cap (2.3 percent) actually exceeds the fiscal 2012 cap under the House Budget Resolution, Appropriations Committee Chair Hal Rogers (R-KY) has stated that he will comply with the spending levels established under the debt ceiling bill and reallocate fiscal year 2012 funding levels for the appropriations bills when Congress returns from the August recess. The Republican Leadership has indicated that there will not be an attempt to further reduce spending or threaten a government shutdown. The Senate has not adopted a fiscal year 2012 budget, so did not make allocations to the appropriations subcommittees.

Congress has enacted only the Military Construction and Veterans Affairs appropriation bill for fiscal year 2012. The House has passed 6 of the 12 Appropriations bills, while the Senate Appropriations Committee has not considered the 11 remaining bills. Neither Committee has marked up the Transportation Housing and Urban Development (THUD) bill. Because of the limited time before the September 30 end of the fiscal year, it appears likely that Congress will adopt a continuing resolution to fund the federal government until fiscal year 2012 spending is finalized.

Surface Transportation Reauthorization

The current extension to the surface transportation law expires on September 30. Senate Majority Leader Harry Reid (D-NV) has indicated that reauthorization will be a priority when Congress returns from the August recess as part of a series of bills aimed at job creation.

Temporary Reauthorization

Senate Environment and Public Works Committee Chair Barbara Boxer (D-CA) has announced that she will mark up a clean 4-month extension of current surface transportation law in Committee on September 8. Sen. Boxer's plan is to bring the bill to the Senate floor the week of September 12. The extension would give the House and Senate additional time to consider a multi-year reauthorization. Committee Ranking Member James Inhofe (R-OK) supports the extension. The House may oppose the length of the extension, but will need to agree to an extension of some time since it is not possible for Congress to pass a bill before September 30th.

Some have expressed concern that members of the Tea Party and other conservatives might oppose even a temporary extension of the law in favor of allowing the gas tax to expire. This concern stems from the fact that Congress allowed the Federal Aviation law to expire resulting in a lapse in the collection of airline ticket taxes, which had a $25 to $30 million a day impact over a two-week period.

House Transportation and Infrastructure Chair John Mica (R-FL) has signaled that he would not support a lapse in the highway tax after the fallout over the FAA bill, and the threat of the greater impact that suspension of the fuel tax would have on state highway and transit projects and job losses.

Senate Reauthorization Proposal

The Senate Environment and Public Works Committee has said it will consider a two-year reauthorization bill that would provide $108 billion for transportation programs in September.

Chair Boxer released an outline of the bill on July 19. She has the support of Ranking Member James Inhofe (R-OK), Transportation and Infrastructure Subcommittee Chair Max Baucus (D-MT), who also serves as chair of the Senate Finance Committee, and Subcommittee Ranking Member David Vitter (R-LA). The bill would fund transportation programs at current levels, adjusted for inflation, but is $12 billion above the revenue currently available through the highway trust fund. Because there is insufficient support to increase the gasoline tax and the deficit reduction measure makes future transfers from the general treasury unlikely, Senate Finance Committee Chair Max Baucus is attempting to identify an alternative funding source. Any revenue sources identified must be acceptable to Senate Republicans to retain their support for the bill.

The outline Sen. Boxer released Committee indicates that the bill will consolidate highway programs into 5 core areas: The National Highway Performance Program; The Transportation Mobility Program, which will include a sub-allocation to metropolitan areas based on population; a new National Freight Program; Congestion Mitigation and Air Quality Improvement Program and a Highway Safety Improvement Program.

Like the House bill, the Senate bill will increase funding for the Transportation Infrastructure and Innovation Act (TIFIA) program, which provides loans, loan guarantees and lines of credit to projects of regional and national significance from $122 million to $1 billion per year. The bill will also increase the maximum financing under TIFIA from 33 percent of the project cost to 49 percent; allow loans to be used to support a program of projects; and allow upfront commitments of future TIFIA program dollars through the use of master credit agreements.

The outline indicates that the bill will include provisions that will accelerate project delivery and reduce costs through environmental streamlining. Examples included allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to speed the review process; and providing incentives for accelerating project delivery decision within specific deadlines.

House Reauthorization Proposal

Chairman Mica is proposing a 6 year $230 billion transportation bill, which can be funded with projected revenues in the Highway Trust Fund. The funding proposed is 35 percent lower than current levels.

According to Chairman Mica's outline, most of the funding in the bill will be distributed through formula programs to the States. Highlights of the outline include increasing the authority of states over their funding allocations, consolidating federal programs and adopting performance measures for federal grants, delegating and streamlining regulatory review to speed project delivery, and increasing reliance on existing finance programs. The bill will authorize $6 billion over 6 years for the TIFIA program. The bill also will provide greater flexibility for states to toll federal aid highway roads and new lanes of the interstate; however, states will not be able to toll portions of the interstate that already have been built. The Chairman stated that the bill will not include a federal infrastructure bank. Instead the bill will increase the amount of highway funding that States may use to fund state infrastructure banks from 10 percent to 15 percent of their annual apportionment. The outline states that the bill will make the Railroad Rehabilitation and Improvement Financing (RRIF) program more attractive by streamlining the application process and providing more flexibility in loan terms.

Industry groups have objected to the funding cuts in the bill although they support the permitting reforms. The U.S. Chamber of Commerce, the American Association of State Highway and Transportation Officials, the Associated General Contractors of America, the American Highway

Users Alliance, and the American Trucking Association have called for increased funding levels. Chairman Mica emphasized that the funding is in compliance with the House Rules and that the Committee could not provide any additional funding.

Legislation Introduced

Members continued to introduce bills that may be considered during the debate on the surface transportation reauthorization bill.

Sen. Ron Wyden (D-OR) introduced legislation (The Transportation and Regional Infrastructure Project "TRIP" Bonds Act, S. 1436) that would authorize a $50 billion tax credit bond over 6 years to support transportation infrastructure. The program would provide $1 billion to each state infrastructure bank, which the banks would use to finance projects. States would be permitted to combine their resources to fund larger-scale and multi-state projects. States that do not have infrastructure banks could receive TRIP bond funding to create a bank.

Sen. Tom Coburn (R-OK) introduced The State Transportation Flexibility Act (S. 1446) to allow states to opt out of the federal highway and transit programs. Governors must agree to maintain the Interstate System in accordance with the current Interstate System program, as well as agree to other conditions. The bill was cosponsored by 13 Republican Senators. Similar legislation was introduced in the House in April by Rep. James Langford (R-OK). H.R. 1585 has 23 cosponsors.

Rep. Stephen Cohen (D-TN), a member of the House Transportation and Infrastructure Committee, introduced The Enhancing Livability for All Americans Act (H.R. 2609) which would authorize the Office of Livability within the Department of Transportation. This office would manage a grant system that will provide grants to communities for creating strategic growth plans and for project implementation.

Rep. Gary Miller (R-CA) introduced legislation to speed transportation projects delivery. The Breaking Down Barriers Act (H.R. 2766) would: delegate the responsibility of environmental review to states; allow local agencies to move forward with construction activities prior to receiving grant funds; establish deadlines for project approvals; and create efficiencies in the environmental review process.

TIGER Grants

On August 12, DOT issued a Final Notice of Funding Availability for about $527 million in TIGER III grants for states, cities, counties, transit agencies, Metropolitan Planning Organizations, port authorities, and multijurisdictional groups for road, bridge, transit, passenger and freight rail and port infrastructure projects. Grants will range from $10 to $200 million, except in rural areas where grants can be as low as $1 million.

The process for awarding grants will resemble the process used to evaluate TIGER II applications with a couple of changes. No funds will be awarded solely for planning and design, although planning and design costs may be included as part of a construction project. DOT is also limiting the number of applications from a single lead applicant to three, although there is no limit on the number of applications for which an applicant can be listed as a partnering agency.

DOT will use the same criteria to evaluate TIGER III projects as in TIGER II: Long-term outcomes (State of Good Repair; Economic Competitiveness; Livability; Environmental Sustainability; and Safety) Job Creation and Near Term Economic Activity. DOT officials have stated that they want to encourage projects that are intermodal or expedite freight movement. They have indicated that the projects that stood out for previous awards were those that could not compete for regular formula funds and broke down traditional funding silos.

Applicants must submit a pre-application providing baseline information by October 3. DOT will review the pre-applications and contact applicants to explain whether or not the project will move on for future consideration. Final applications are due by October 31. Awards are expected to be announced early in 2013.

DOT may use up to $150 million of the funding for TIFIA loans. Applicants requesting TIFIA loans must submit application in accordance with all the criteria and guidance specified by the notice. Additionally, the applicant must submit a letter of interest and a TIGER TIFIA payment application. Applicants applying for TIFIA loans were requested to provide a brief description of a project finance plan that includes TIFIA credit assistance and identifies a source of revenue which may be available to support the TIFIA credit assistance. If selected for a TIFIA loan, the applicant must comply with TIFIA's standard application and approval requirements and submit a $50,000 application fee. DOT may offer TIFIA loans to applicants that apply for TIGER discretionary grants, even if DOT does not choose to fund the request grant and the applicant did not specifically request TIFIA funding.

Pedestrian and Bicycle Improvements

On August 19, 2011, the Federal Transit Administration published a guidance concerning federal funding eligibility for pedestrian and bicycle improvements near public transportation facilities. The guidance stated that to further the goal of livability, projects within the one-half mile pedestrian "catchment area" or the three mile bicycle "catchment area" have a de facto physical and functional relationship to the transit facility, and therefore, are eligible for federal funding. The notice indicated that pedestrian and bicycle improvements beyond the one-half-mile and three-mile distances may be eligible for FTA funding if it can be demonstrated that the improvement is within the distance that people will travel by foot or by bicycle to use a particular stop or station. The notice was published at http://www.gpo.gov/fdsys/pkg/FR-2011-08-19/pdf/2011-21273.pdf.

Solano Transportation Authority

DATE: August 18, 2011
TO: STA TAC
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
5.	New Freedom Program (large urbanized areas)*	Approximately **$3,700,000**	Due September 2, 2011

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

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Attachment A

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

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

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

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

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
New Freedom Program (large urbanized areas)	Kristen Mazur MTC **(510) 817-5789** **kmazur@mtc.ca.gov**	**Application Due September 2, 2011** Eligible Applicants: Cities and Counties in the Bay Area	Approximately **$3,700,000**	New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.	Eligible Projects: Purchase of transit vehicles per program description. **http://www.mtc.ca.gov/funding/new_freedom.htm**

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

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Solano Transportation Authority

STA Board Meeting Highlights
6:00 p.m., July 13, 2011

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the July 13, 2011 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of July 13, 2011. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

ACTION – FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2011-12 Budget Revision and FY 2012-13 Proposed Budget
Recommendation:
Adopt the following:
1. The STA's FY 2011-12 Budget Revision as shown in Attachment A; and
2. The STA's FY 2012-13 Proposed Budget as shown in Attachment B.

On a motion by Vice Chair Batchelor, and a second by Board Member Spering, the STA Board unanimously approved the recommendation.

B. Jepson Parkway Project Update
Recommendation:
Approve the Jepson Parkway Funding Agreement between the STA, the City of Fairfield and Solano County.

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

ACTION – NON-FINANCIAL ITEMS

A. STA Marketing Plan for FY 2011-12 and FY 2012-13
Recommendation:
Approve the STA FY 2011-12 and FY 2012-13 Marketing Plan.

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

CONSENT CALENDAR

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A through R to include modifications to the recommendation on Item N, I-80/I-680/State Route (SR) 12 Interchange Project Allocation as shown below in ***bold italics***.

A. STA Board Meeting Minutes of June 8, 2011
Recommendation:
Approve STA Board Meeting Minutes of June 8, 2011.

B. Draft TAC Meeting Minutes of June 29, 2011
Recommendation:
Approve Draft TAC Meeting Minutes of June 29, 2011.

C. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Article 3 Bicycle Projects
Recommendation:
Approve the FY 2011-12 TDA Article 3 Resolution No. 2011-11.

D. Fiscal Year (FY) 2011-12 Transportation Development Act (TDA) Matrix – July 2011
Recommendation:
Approve the FY 2011-12 Solano TDA Matrix – July 2011 as shown in Attachment A.

E. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2011-12 Work Program
Recommendation:
Approve the Solano Napa Commuter Information Work Program FY 2011-12 as shown in Attachment A.

F. Fiscal Year (FY) 2011-12 Transportation for Clean Air (TFCA) Program
Recommendation:
Approve the allocation of $17,909.36 each for SNCI's Rideshare Incentives Program and Solano SR2S Program from the remaining
FY 2011-12 TFCA Program Manager fund balance.

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

Recommendation:

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

H. Fiscal Year (FY) 2011-12 Intercity Transit Funding Agreement Schedule

Recommendation:

Approve the FY 2011-12 Cost-Sharing Intercity Transit Funding Agreement as shown in Attachment B.

I. Safe Routes to School (SR2S) Countywide Walking School Bus/Bicycle Train Program Grant Request

Recommendation:

Authorize staff to apply for the Cycle 3 Federal Safe Routes to School Program grant for up to $500,000 for the Scope of Work as shown in Attachment B.

J. 2011 Solano Napa Travel Demand Model Update

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend Cambridge Systematics' agreement to:
   a. Extend on-call modeling services until June 30, 2012; and
   b. Include the Model Update as described in Attachment A; and
2. Work with Caltrans to model traffic impacts related to ramp metering on Solano County's freeway corridors.

K. Final Countywide Greenhouse Gas Emission Inventory

Recommendation:

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

L. Project Management Services for Jepson Parkway– Contract Amendment

Recommendation:

Authorize the Executive Director to:

1. Amend the Quincy Engineering, Inc. contract for project management and design oversight services for an amount not- to-exceed $150,000 with a term of June 30, 2013;
2. Release a Request for Proposals for Jepson Parkway Concept Plan Update; and
3. Enter into an agreement with a consultant for Concept Plan Update Services for an amount not-to-exceed $100,000.

M. Detailed Preliminary Engineering for the I-80/I-680/State Route (SR) 12 Interchange - Contract Amendment

Recommendation:

Authorize the Executive Director to negotiate a scope and fee and execute a contact amendment with the MTCo/Nolte team to complete the environmental document/detailed preliminary engineering for the I-80/I-680/SR 12 Interchange for an amount not-to-exceed $2,100,000.

N. I-80/I-680/State Route (SR) 12 Interchange Project Allocation

Recommendation:

Approve Resolution No. 2011-14 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for $7 million in ~~Regional Measure 2~~ ***AB 1171 Bridge Toll*** funds for the I-80/I-680/SR 12 Interchange Project for the environmental document/detailed preliminary engineering.

O. Approve Cooperative Agreement with Metropolitan Transportation Commission (MTC) for Construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project

Recommendation:

Authorize the Executive Director to finalize and execute the agreement between STA and MTC for AB 1171 funding for construction of I-80 Eastbound Cordelia Truck Scales Relocation Project.

P. Award Construction Contract for the Tree Removal as Advanced Construction Work for the I-80 Cordelia Truck Scales Relocation Project

Recommendation:

Approve Resolution No. 2011-12 for the tree removal as advanced construction work for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Q. Amendment to Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) Access Improvement Project

Recommendation:

Authorize the Executive Director to execute an Amendment to the Funding Agreement between the Solano Transportation Authority, County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) Access Improvement Project to remove the North Gate work from the Agreement.

R. Amendment to the STA's Deferred Compensation Program

Recommendation:

Approve Resolution No. 2011-15 authorizing the Executive Director to execute amendments to the Deferred Compensation Program as specified.

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

A. MTC Report:

Board Member and MTC Commission Spering announced that the Program and Allocations Committee is forwarding a recommendation for $5 million in capital funds for the Fairfield/Vacaville Intermodal Station which will likely be approved by the full Commission.

B. Caltrans Report:

None presented.

C. STA Reports:

A. Proclamations of Appreciation for:

1. Mike Ammann, Solano EDC

2. Paul Wiese, County of Solano

B. Directors Report:

1. Planning

2. Projects

3. Transit/Rideshare

INFORMATIONAL ITEMS

A. Summary of Discussion From STA Board Workshop of June 27, 2011

Daryl Halls summarized the discussion and comments provided by Board members and staff at the June 27th STA Board Workshop held on June 27th at the Solano County Events Center.

NO DISCUSSION

B. Local Project Delivery Update

C. STA Funding Opportunities Report

D. STA Board Meeting Schedule for Calendar Year 2011

BOARD MEMBER COMMENTS

ADJOURNMENT

The STA Board meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 14, 2011, 6:00 p.m.**, Suisun City Hall Council Chambers.

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Solano Transportation Authority

DATE: August 22, 2011
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2011

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

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. STA Board and Advisory Committee Meeting Schedule for 2011

Solano Transportation Authority

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

SUMMARY:

STA Board:	Meets 2nd Wednesday of Every Month
Consortium/TAC:	Meets *Last* Wednesday of Every Month
BAC:	Meets 1st Thursday of every *Odd* Month
PAC:	Meets 3rd Thursday of every *Odd* Month
PCC:	Meets 3rd Thursdays of every *Odd* Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	4:00 p.m.	Transit Committee	Suisun City Hall	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14th Annual Awards	Fairfield Community Center	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative