



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, September 30, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
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 <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of August 26, 2009 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of August 26, 2009.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – October 2009 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista’s FY 2009-10 TDA claim amounts.</i> Pg. 7	Elizabeth Richards

TAC MEMBERS

Charlie Knox	Royce Cunningham	Gene Cortright	Morrie Barr	Dan Kasperson (Interim)	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

The complete STA TAC packet is available on STA’s website: www.solanolinks.com

C. Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Support Vallejo Transit's Route 5 JARC application; and*
- 2. Authorize the Executive Director to submit a letter of support to MTC for this project.*

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D. Solano Napa Commuter Information (SNCI)'s Vanpool Incentive Program

Judy Leaks

Recommendation:

Forward a recommendation to the STA Board authorizing the implementation of SNCI's New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.

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VI. ACTION FINANCIAL ITEMS

A. American Recovery and Reinvestment Act Update

Kenny Wan

Recommendation:

Forward a recommendation to the STA Board to approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

(1:45 – 1:55 p.m.)

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B. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Authorize the City of Dixon to claim an additional \$228,698 in STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period; and*
- 2. Authorize the City of Fairfield to receive \$6,529 in Proposition 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.*

(1:55 – 2:00 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

- A. 2009 Congestion Management Program (CMP) Update** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the 2009 Solano Congestion Management Plan.
(2:00 – 2:05 p.m.)
Pg. 33
- B. I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to adopt the Final I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan.
(2:05 – 2:10 p.m.)
Pg. 39
- C. STA Safe Routes to School Program’s FY 2009-10 Work Plan** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to approve STA’s Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D.
(2:10 – 2:15 p.m.)
Pg. 69
- D. STA’s Draft 2010 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.
(2:15 – 2:25 p.m.)
Pg. 75

VIII. INFORMATIONAL – DISCUSSION

- A. Solano County Coordinated Funding Investment Strategy** Janet Adams
Informational Sam Shelton
(2:25 – 2:35 p.m.)
Pg. 91
- B. 2010 State Transportation Improvement Program (STIP) Update** Sam Shelton
Informational
(2:35 – 2:45 p.m.)
Pg. 95

- C. **Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
Informational
(2:45 – 2:55 p.m.)
Pg. 97
- D. **STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary** Robert Guerrero
Informational
(2:55 – 3:00 p.m.)
Pg. 101
- NO DISCUSSION**
- E. **Comprehensive Transportation Plan (CTP) Update – Project List** Robert Macaulay
Informational
Pg. 105
- F. **Fiscal Year (FY) 2008-09 Abandoned Vehicle Abatement (AVA) Program Annual Report** Susan Furtado
Informational
Pg. 145
- G. **Unmet Transit Needs Process for Fiscal Year (FY) 2009-10 and FY 2010-11** Liz Niedziela
Informational
Pg. 147
- H. **Project Delivery Update** Kenny Wan
Informational
Pg. 149
- I. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 153
- J. **STA Board Meeting Highlights of September 9, 2009** Johanna Masiclat
Informational
Pg. 163
- K. **STA Board and Advisory Committee Meeting Schedule for 2009** Johanna Masiclat
Informational
Pg. 169

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, November 18, 2009.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 2009

I. CALL TO ORDER

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

Present:

TAC Members Present:	Charlie Knox	City of Benicia
	Gene Cortright	City of Fairfield
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Judy Leaks	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Johanna Masiclat	STA

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

Liz Brisson	MTC
Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Wayne Lewis	City of Fairfield
Alysa Majer	City of Suisun City
Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer reminded the TAC that Friday, August, 28, 2009 is the close of nomination submittals for the STA 12th Annual Awards. She distributed the Award Category Criteria. She also announced that a Public Service Announcement (PSA) to promote the October 30th Senior and Disabled Transportation Summit II is almost complete and a copy will be provided to all cities when it is finished.

V. CONSENT CALENDAR

On a motion by Gene Cortright, and a second by Charlie Knox, the STA TAC approved Consent Calendar Items A thru D with the exception of the following:

- Include modifications to the recommendation of Item D
- At the request of the City of Fairfield, Item D was pulled for discussion.

A. Minutes of the TAC Meeting of June 24, 2009

Recommendation:

Approve TAC Meeting Minutes of June 24, 2009.

B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – September 2009

Recommendation:

Approve the September 2009 TDA Matrix which includes the TDA claims for Solano County.

C. Napa-Solano Travel Demand Model Update

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

D. Modification to SolanoExpress Route 30

Recommendation:

Forward a recommendation to the STA Board to ~~approve proposed service changes to Rt. 30 effective October 1, 2009 as specified in Attachment B and recommended by the SolanoExpress Intercity Transit Consortium.~~

1. *Notifying them of the service changes to Rt. 30 effective as specified in Attachment A; and*
2. *Authorize staff to work with FAST and funding partners to analyze early westbound service.*

After discussion, the STA TAC approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

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

VI. ACTION FINANCIAL ITEMS

A. **Draft 2009 Congestion Management Program (CMP) Update**

Robert Macaulay provided a status update to the development of the draft 2009 Congestion Management Program (CMP). He cited that MTC has completed their update of the CMP guidelines for the 2009 update. He added that the major focus of the new MTC CMP Guidance memo is compliance with the new goals of the RTP.

After discussion, the STA TAC modified the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to approve the **Draft** 2009 Solano Congestion Management Plan, and transmit the **Draft** CMP to the Metropolitan Transportation Commission for review and ~~approval comment~~.

On a motion by Paul Wiese, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough bold italics~~.

B. **Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways State of the System Report**

Robert Macaulay reviewed the Draft “State of the System – Arterials, Highways, and Freeways” Report, Existing Conditions Report (August 2009). He indicated that staff is proposing the upcoming discussions with the STA Arterials, Highways, and Freeways Committee include objectives/policies regarding standardized data collection (including regular data updates) and corridor studies and plans for all freeways and State Routes in Solano County.

After discussion, the STA TAC made minor modifications to the draft Arterials, Highways, and Freeways State of the System Report.

Recommendation:

Forward a recommendation to the STA Arterials, Highways, and Freeways Committee to approve the Draft “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

On a motion by Charlie Knox, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include minor modifications to the draft Arterials, Highways, and Freeways State of the Systems Report.

C. Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Sara Woo reviewed the development and implementation of a long-term Complete Streets policy implementation strategy for Solano County. She cited that to provide a better system of implementing the Complete Streets Checklist, staff will review the Complete Streets related policies and legislation, survey project sponsors for feedback, and discuss the implementation of the review of the checklists with the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), TAC, and Solano Project Development Working Group (PDWG)

Recommendation:

Forward a recommendation to the STA Board to authorize staff to develop and implement a long term Complete Streets policy implementation strategy for Solano County.

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

D. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Consolidation and Coordination

Elizabeth Richards provided an update in the development of the implementation plan of the Benicia-Vallejo Transit Consolidation and Coordination Study. She noted that the Benicia City Council unanimously voted to support joining the MOU on August 18th and action by the Vallejo City Council is to be scheduled in October.

Recommendation:

Forward a recommendation to the STA Board authorizing the STA to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

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

VII. INFORMATIONAL ITEMS

A. Solano County Funding Investment Strategy

Janet Adams notified the STA TAC that staff is proposing to develop a funding strategy to guide the future programming of funds based on an overall strategy that will, both in the near-term and the long-term, complete priority projects identified through the CTP process. She added that staff is seeking feedback from the TAC as staff prepares to move forward in developing this coordinated funding strategy. She also indicated that over the next three months, staff will be presenting funds estimates, project implementation options that will provide a frame work for this approach.

- B. Highway Projects Status Report:**
- 1. I-80/I-680/SR 12 Interchange**
 - 2. I-80 EB Cordelia Truck Scales Relocation**
 - 3. North Connector**
 - 4. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 - 5. Redwood Parkway/Fairground Drive Improvements**
 - 6. Jepson Parkway**
 - 7. State Route 12 (Jameson Canyon)**
 - 8. State Route 12 East SHOPP Project**
 - 9. I-80 SHOPP Rehabilitation Projects**

Janet Adams provided an update to nine major highway and reliever route projects (as listed above) in Solano County funded from a variety of Federal, State, and local fund source.

- C. American Recovery and Reinvestment Act Update**
- Kenny Wan and Liz Niedziela provided a status report for all ARRA funded projects and their possible cost saving opportunities. Kenny Wan reviewed the Local Street and Road Project Delivery Status, Contract Award Status, and Liz Niedziela reviewed the Transit Project Status.

NO DISCUSSION

- D. Senior and Disabled Transportation Summit**
- E. Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Grant Program Summary**
- F. Legislative Update**
- G. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report**
- H. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Status Update**
- I. Project Delivery Update**
- J. Funding Opportunities Summary**
- K. STA Board Meeting Highlights of July 8, 2009**
- L. STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 30, 2009.**

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DATE: September 21, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – October 2009

Background:

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

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

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

Discussion:

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The Cities of Fairfield and Vacaville are the only two agencies with TDA carryovers of \$2.2 million and \$1.3 million respectively. The other agencies generally submit TDA claims requesting allocation of all of their available TDA funds. The July estimate of \$18.1 million is \$1.8 million lower than the February estimate – a 10% reduction to the county overall.

In September, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Dixon, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims.

At this time, the Cities of Fairfield and Rio Vista have submitted the amount of TDA they will be claiming for operating transit capital and in Rio Vista's case, for streets and roads. Rio Vista is one of two agencies utilizing TDA for streets and roads. These amounts have been added to the TDA matrix. A FY 2009-10 TDA claim remains outstanding from the City of Benicia.

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

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts.

Attachment:

- A. October 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged colored version of this attachment has been provided to the STA TAC members under separate enclosure.

FY2009-10 TDA Matrix - October version

092109 - v8

FY 2009-10

AGENCY	TDA Est from MTC	Projected Carryover	Available for Allocation ⁽¹⁾	Paratransit							Intercity							STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	Total	Balance		
				Local Service							FAST	FAST	FAST	Vjo T	Vjo T	Vjo T	FAST							FAST	VJO T
				Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90							Intercity Subtotal	Intercity Subtotal
07/22/09	07/22/09	FY 09-10	(4)			(4)				(5)				(8)	(8)	(10)	(11)	(12)							
Benicia	956,199	0	956,199								\$ 3,395	\$ 18,289	\$ 4,718	\$(124,110)	\$ 37,551	\$ 7,231	\$ 3,774	\$ 30,177	\$(79,327)	\$ 27,279			\$ (21,872)	978,071	
Dixon	600,726	0	600,726			435,000					\$ 2,132	\$ 58,510	\$ 5,609	\$ 2,585	\$ 8,946	\$ 5,734	\$ 4,054	\$ 70,306	\$ 17,265	\$ 17,548		15,000	\$ 555,119	45,607	
Fairfield	3,648,477	2,225,455	5,873,932	1,071,346			1,431,563				\$ 67,208	\$105,886	\$ 97,359	\$ 20,635	\$103,216	\$ 94,959	\$260,598	\$ 531,051	\$ 218,810	\$ 105,446	2,443,337		\$ 5,801,553	72,379	
Rio Vista	275,841	37,666	313,507					154,697			0	0	\$ -	\$ -	0	0	0	0	\$ -	\$ 7,364	14,740	25,000	\$ 201,801	111,706	
Suisun City	963,547	0	963,547	246,253			544,264				\$ 12,206	\$ 13,669	\$ 26,100	\$ 5,386	\$ 25,430	\$ 24,288	\$ 38,244	\$ 90,219	\$ 55,104	\$ 27,707			\$ 963,547	0	
Vacaville	3,311,904	1,333,530	4,645,434	344,227					505,269		\$140,611	\$ 84,744	\$ 81,412	\$ 15,492	\$ 57,050	\$ 22,753	\$ 50,808	\$ 357,575	\$ 95,295	\$ 96,254	\$ 750,000	1,196,320	\$ 3,344,940	1,300,494	
Vallejo	4,138,709	0	4,138,709	468,296						1,728,471	\$ 17,616	\$ 37,339	\$ 11,875	\$ 141,753	\$537,601	\$182,105	\$ 16,919	\$ 83,750	\$ 861,459	\$ 120,921			\$ 3,262,897	875,812	
Solano County	689,791	0	689,791	25,000							\$ 12,493	\$ 16,111	\$ 11,253	\$ 16,492	\$ 48,542	\$ 16,955	\$ 16,205	\$ 56,062	\$ 81,989	\$ 19,706		505,000	\$ 687,757	2,034	
Total	14,585,194	3,596,651	18,181,845																				\$ 14,795,742	3,386,103	

NOTES:

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

- (1) MTC July 22, 2009 estimate; Reso 3886
- (2)
- (3)
- (4) Includes flex routes, paratransit, subsidized taxi
- (5)
- (6)
- (7)
- (8) Consistent with FY2009-10 Intercity Transit Funding Agreement and FY2007-08 Reconciliation
- (9)
- (10) Claimed for STA from all agencies per formula
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: September 15, 2009
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications

Background

Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute (JARC) funds are directed to services that provide transportation to low income individuals. The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. JARC funding for small-urban and rural projects are administered by Caltrans and available in two categories:

- Approximately \$3 million for JARC small-urban projects
- Approximately \$1.4 million for JARC rural projects

Caltrans announced a Call for Projects for Federal Transit Administration (FTA) Section 5316 JARC in March 2009. The application and information was posted on Caltrans's website and Solano Transportation Authority (STA) posted an announcement, information, and link to Caltrans on STA's website. Since Caltrans revised the application twice, they extended the initial due date from June 26th to August 31st.

Discussion

The Metropolitan Transportation Commission (MTC), through a Memorandum of Understanding (MOU) with Caltrans, delegated the scoring of the JARC applications to the Lifeline Administrators for the small urbanized areas. The three small-urban areas in Solano County are Benicia/Vallejo, Fairfield/Suisun and Vacaville.

JARC applications were due to the STA by August 31, 2009. STA received one application from Vallejo Transit for Route 5 to continue the extended service to Solano Community College in Vallejo. Route 5 provides fixed route services to and from Solano Community College in Vallejo providing access to both educational and employment opportunities. Vallejo Transit has previously been awarded JARC funding for Route 5 for the start-up services beginning August 2008. This proposal is seeking to continue the service.

STA's Lifeline Committee (Attachment A) met Friday, September 11th and invited the applicant to present their project. STA's Lifeline Committee scored the application giving the Route 5 project an average score of 89 out of 100. STA staff is presenting the Lifeline Committee recommendation to forward Vallejo Transit JARC application to the STA Board for approval. Since the recommendation is due to MTC by September 25th, STA will submit the Lifeline Advisory Committees recommendation in a draft form pending the STA Board approval.

MTC still needs to certify that the project is in the region's Coordinated Plan and obtain approval from the MTC Commission before submitting the project to Caltrans. All JARC projects will be awarded through a statewide competitive selection process. Caltrans will evaluate all JARC project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects meet the overall program goals and objectives. Caltrans anticipates announcing the recipients in January 2010 and awarding the funds in March 2010.

The JARC submittals for the rural projects are due directly to Caltrans by October 31, 2009.

New Freedom applications for small urban and rural areas are due to Caltrans postmarked by October 31, 2009. Several local jurisdictions are in the process of preparing New Freedom applications. This is a statewide competitive process with \$1.6 million for small urban areas and \$0.7 million available for rural areas. Discussions among the transit operators and STA staff are in progress to strategize and coordinate applications from Solano to maximize the likelihood of securing New Freedom funds. An update will be provided at the TAC and Consortium.

Fiscal Impact:

There is no impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to:

1. Support Vallejo Transit's Route 5 JARC application; and
2. Authorize the Executive Director to submit a letter of support to MTC for this project.

Attachment:

- A. Lifeline Advisory Committee



**LIFELINE ADVISORY COMMITTEE MEMBERS
2009**

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Jamie Johnson, Paratransit Coordinating Council (PCC) member & Social Service
Provider – Solano Diversified Services

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

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DATE: September 21, 2009
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI)'s Vanpool Incentive Program

Background:

Solano County has the highest rate of vanpooling in the Bay Area. Nearly 200 commuter vanpools operate in Solano County daily and a dozen operate in Napa County. These are primarily owner-operated and privately leased vanpools. Most of these vanpools originate in Solano and travel to San Francisco, South San Francisco, and the Oakland area. Additional vanpools travel to Sacramento, from Sacramento to the Bay Area with pick-up points in Solano, and a variety of other locations.

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program supports existing vanpools and assists new vanpool start ups that travel from, through and to Solano and Napa counties. With an average of 12 passengers per vanpool, the vanpools carry 2400 individuals a day (equivalent to 4800 trips/day) and are an important component of Solano's transportation system. Currently SNCI administers two vanpool incentives, the Vanpool Start-up Subsidy and the Back-up Driver Incentive. The objective of these incentives is to encourage the formation of new vanpools and retain existing vanpools.

The Vanpool Start-up Subsidy is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered a subsidy in the form of gas cards during the first four months, while their van is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program.

The Back-up Driver Incentive is designed to keep active vanpools on the road by encouraging passengers to become back-up drivers to avoid primary driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month.

Discussion:

Staff is proposing to add two additional vanpool incentives, one to encourage individuals to become the primary drivers of new vanpools and another to recognize the efforts of long-term vanpool drivers while getting information about the vanpools through a survey.

The number of new vanpool starts destined for Solano or Napa counties has been decreasing in recent years. During Fiscal Year (FY) 2008-09, only eight new vanpools were formed with destinations in Solano and Napa counties. The **New Vanpool Driver Incentive** would support the formation of new vanpools to Solano and Napa counties by encouraging new drivers.

Primary drivers of new vanpools going to, from or through Solano and Napa counties could receive up to \$300 in gas cards for starting a new vanpool. New drivers, starting after July 1, 2009, would receive \$100 each month for the first 3 months. The incentive goes to one primary driver per new vanpool. The first incentive will be sent out upon receipt of the completed "New Vanpool Driver Incentive Registration," along with two additional "free gas" incentive vouchers. After each subsequent month for the next two months, the driver will submit a voucher and receive \$100 each month in gas cards.

The stability of the vanpools traveling to, from, and through Solano and Napa counties is critical to helping ease commuter congestion. The **Van Driver Recognition Reward** would recognize long-term vanpool drivers annually with a nominal (\$10) gift card. Staff would use this opportunity to obtain information about the vanpools through a survey and enter those vanpool drivers who return the completed survey in a prize drawing. The recognition mailing would also remind drivers to renew their Motor Vehicle Record (MVR) records and medical exams.

Fiscal Impact:

The cost to implement these incentives is approximately \$9,000 per year which would be funded with existing SNCI Transportation for Clean Air (TFCA) and Eastern Congestion Mitigation and Air Quality (CMAQ) funds dedicated to SNCI rideshare incentives.

Recommendation:

Forward a recommendation to the STA Board authorizing implementation of SNCI's New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.



DATE: September 18, 2009
TO: STA TAC
FROM: Kenny Wan, Assistant Project Manager
RE: American Recovery and Reinvestment Act Update

Background:

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. It is estimated that the Metropolitan Transportation Commission (MTC) will receive roughly \$150 million through the Surface Transportation Program's Local Streets & Roads program and \$340 million in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 million. Of this funding, approximately \$13.3 million has been programmed into Solano's Local Street and Road projects and approximately \$14.6 million has been programmed into transit capital projects in the county. The ARRA bill created tight deadlines for the obligation, award and construction of projects. To meet the ARRA bill's deadlines, Caltrans and MTC developed stricter deadlines to meet these project delivery milestones.

Discussion:

This report provides a status update of all ARRA funded projects, MTC's cost saving policy along with reprogramming recommendations for cost savings due to low bids.

Local Street and Road ARRA Fund

The ARRA funding for Local Street and Road project has two cycles; Regional ARRA Fund (Tier 1) and State ARRA Funding (Tier 2). Tier 1 funding has MTC obligation deadline of May 31st (June 30 for Caltrans) while Tier 2 funding has a later obligation deadline of November 2009. (see table below) As of early August, all agencies in Solano County have been obligated Tier 1 funding.

	MTC Obligation Deadline	Award Deadline
Tier 1 (Regional)	May 31, 2009	September 30, 2009
Tier 2 (State)	November 30, 2009	June 30, 2010
ARRA TE	June 30, 2009	December 31, 2009

Attachment A summarizes the funded projects and their current delivery status.

MTC's Cost Savings Policy

Normally, federal-aid projects that experience cost savings at the time of award are unable to reprogram funding. Each fiscal year, there is normally more projects "promised" funding (programmed in the Transportation Improvement Program (TIP) than there is actual money to give them (e.g., obligation authority (OA) calculated by FHWA as real tax dollars come in each year). With more projects ready to request obligations, MTC is able to obligate more funds than their Bay Area share of OA. However, if projects experience cost savings, their good deed goes toward funding the next project that needs the money, due to the oversubscription of MTC's share of OA.

Unique to the ARRA stimulus funding, projects were programmed to exactly the amount of OA made available by Federal Highway Administration (FHWA). ARRA stimulus OA not obligated has a chance to be programmed towards other projects.

Since ARRA funded projects have experienced 10 to 40 percent costing savings at the time of awarding contract, MTC and Caltrans have adopted policy to address significant cost savings upon the award of a construction contract:

- Option 1: If the environmentally cleared and obligated project scope is large enough to cover more construction activities without additional environmental review, the local agency can add work under the approved E-76.
- Option 2: Swap local cash with the Stimulus money, provided that the local cash is not required to match other Federal Aid funding.
- Option 3: If Options 1 and 2 are not possible, the excess funding will be de-obligated. MTC will reallocate the money back to the Congestion Management Agency (CMA) (eg. STA) and the CMA will reprogram the funding for other local streets and road projects within that county,

Tier 1 projects subject to the May 31, 2009 obligation deadline would have until September 30, 2009 to reobligate cost savings to another project within the same jurisdiction. Afterwards, cost saving may be de-obligated and applied to another project within the county provided an obligation request is filed no later than December 31, 2009. To minimize the workloads on Caltrans Local Assistance under Option 3, the CMA's are requested to select projects that will use no less than \$500,000 of ARRA funding. The award deadline for this new project (under Option 3) would be March 31, 2010, the same date as State ARRA funded projects.

Lastly for those projects funded by ARRA, exclusively using State ARRA funds (Tier 2), obligation must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects.

Cost Saving in Solano County

As of September 2009, three Tier 1 projects experienced cost savings, and all others have expanded their project's scope to spend the ARRA fund on the same project (see attachment B).

The City of Benicia saved \$109,800 on the East Second Street Road Rehabilitation project and requested to reprogram this funding onto State Park Road Bridge Widening project.

The City of Fairfield saved a total of \$631,400 on its ARRA overlay projects and requested to reprogram this funding on their McGary Road Rehabilitation project. Currently, this project depends on \$500,000 of SAFETEA-LU earmark funding, which is part of a pending agreement involving the commitment of \$400,000 of Transportation Development Act (TDA) Article 3 bicycle and pedestrian funding in the future to Solano County. Should these cost savings be applied to the McGary Road project, the TDA would be made available to eligible bike/pedestrian projects in the county.

The City of Vallejo did not experience any cost savings on their ARRA projects but has requested the receipt of any savings experienced by other cities for its Downtown Streetscape project, which has a \$1.2M shortfall.

Staff recommends to deobligate \$109,800 cost saving from Benicia's East Second Street project and reobligated the saving to Benicia's State Park Road Bridge Widening project. This reprogramming will keep the cost saving in the same jurisdiction and is for a project that is a top priority bike and pedestrian connection.

STA staff is recommending deobligating \$207,100 in cost saving from Fairfield's Gateway Blvd Resurfacing project and \$424,600 from Fairfield's East Tabor Street Resurfacing project and reobligated \$500,000 of the total \$631,700 saving on Fairfield's McGary Road Rehabilitation project. By reprogramming this funding for Fairfield's McGary Road project, this eliminates the need for a three-way agreement between Solano County, STA, and the Solano Land Trust for the use of \$500,000 of a SAFEATEA-LU earmark and makes \$400,000 of TDA Article 3 available for future bicycle and pedestrian project uses.

Lastly, STA staff recommends to reobligate the remaining balance of the City of Fairfield's ARRA cost saving, \$131,000 and allocating to the Benicia's State Park Road Bridge Widening project. Combining its own cost saving from East 2nd Street, Benicia's State Park Road Bridge Widening project will receive a total of \$240,800 of ARRA funding. This reprogramming would reduce this project's dependence on local funding. Benicia has currently committed over \$1 million in local funds to fund the State Park Road Bridge Widening project. STA staff is in the process of reviewing other fund sources for the Vallejo projects.

Attachment B summarizing the ARRA cost saving status, and Attachment C is the recommendation for the reprogramming. Except the three projects mentioned above, all Tier 1 projects will spend their requested ARRA funding with no cost saving.

Transit ARRA

All transit operators in Solano County received some funding under the ARRA program. ARRA Tier 1 funding is currently available for expenditures. MTC is requiring ARRA Tier 1 Projects to be in an awarded contract by November 30, 2009. All transit operators are confident of making this deadline. ARRA Tier 2 is contingency projects that may be funded if any regional projects in Tier 1 experience delivery obstacles. ARRA Supplemental Funding was released after ARRA Tier 1 (Attachment C). MTC is requiring that these funds be in an obligated grant by November 30, 2009 and in awarded contract by June 30, 2009. The Cities of Fairfield, Vacaville and Vallejo have or are in the process of requesting a transfer of FHWA funds to FTA which is necessary before the grant can be obligated. The ARRA FTA Section 5311 funds will be available soon. The contracts have been signed by the all agencies and returned to Caltrans for the execution of the agreements. The projects must also be in an awarded contract by November 30, 2009.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

Attachments:

- A. ARRA Local Street and Road Project Delivery Status
- B. ARRA Local Street and Road Projects Cost Saving Status
- C. Recommended Reprogramming of ARRA Local Street and Road Funds
- D. ARRA Transit Project Status

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ATTACHMENT A

(ARRA Local Street & Road Project Delivery Status)

As of 09-15-2009

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of August
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Awarded
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Awarded
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Awarded
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Awarded
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Awarded
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Awarded
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Awarded
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	Awarded
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Obligated
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Awarded
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Awarded
Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of September
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Environmental Cleared
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Pending Environmental Clearance
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Pending Environmental Clearance

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of September
TE	City of Benicia	State Park Bridge Overcrossing	\$320,000	Bid Opening
Safety	City of Fairfield	McGary Road Safety Improvement	\$1,000,000	Environmental Cleared
TE	City of Fairfield	McGary Road Enhancement	\$640,000	Environmental Cleared
TE	County of Solano	Old Town Cordelia Enhancement Phase 2	\$800,000	Obligated

ATTACHMENT B

(ARRA Local Street & Road Projects Cost Saving Status)

Agency	Tier	Project Name	ARRA Funding Requested	Final Obligation Amount	Cost Saving Status
Benicia	T1	East 2nd Street Overlay	\$400,000	\$ 290,155	\$109,845
	TE	State Park Bridge Overcrossing	\$320,000		
Dixon	T1	Various Street & Road Rehabilitation (North Almond)	\$300,000	\$ 300,000	\$0
	T2	Stratford Avenue Rehabilitation	\$218,000		
Fairfield	T1	Gateway Boulevard Resurfacing	\$900,000	\$ 692,811	\$207,189
	T1	E. Tabor Ave Resurfacing	\$900,000	\$ 475,373	\$424,627
	T2	Suisun Valley Rehabilitation	\$538,000		
	TE	McGary Road Safety Improvement	\$1,000,000		
	TE	McGary Road Enhancement	\$640,000		

Solano County	T1	Stimulus Overlay Project 2009	\$2,000,000	\$ 2,000,000	\$0
	T2	Stimulus Overlay Project Phase 2	\$360,000		
	TE	Old Town Cordelia Enhancement Phase 2	\$800,000		
Suisun City	T1	Sunset Avenue Road Rehabilitation	\$700,000	\$ 700,000	\$0
	T2	Main Street Rehabilitation	\$170,000		
Vacaville	T1	Peabody Road/Marshall Road Pedestrian Safety Improvements	\$260,000	\$334,713	\$0
	T1, T2	2009 Asphalt Concrete Overlay Project	\$1,376,000	\$1,518,167	\$0
	T1	Opticom Pre-emption project	\$320,000	\$ 320,000	\$0
Vallejo	T1, T2	Downtown Vallejo Streetscape	\$2,138,000	\$ 6,640,077	\$0
	T1	Various Street Overlay	\$1,020,000	\$ 1,161,883	\$0

ATTACHMENT C

Reprogramming recommendations for the STA Board for American Recovery & Reinvestment Act (ARRA) funds.

- \$109,800 will be deobligated from Benicia's East Second Street project and reobligated on Benicia's State Park Road Bridge Widening project.
- \$207,100 will be deobligated from Fairfield's Gateway Blvd Resurfacing project.
- \$424,600 will be deobligated from Fairfield's East tabor Street Resurfacing project.
- \$500,000 will be reobligated on Fairfield's McGary Road Rehabilitation project.
- \$131,000 will be reobligated on Benicia's State Park Road Bridge Widening project.

Transit ARRA Tier 1 Projects

Agency	Project	Amount	Contract Award Date	Anticipated Award Date	Contract Award Deadline
Fairfield	FAST Preventive Maintenance	\$550,000	Existing		11/30/09
Fairfield	MCI bus repower (9)	\$1,150,000		*11/30/2009	11/30/09
Fairfield	Bus Purchase/replacements (3)	\$417,747		*11/30/2009	11/30/09
Fairfield	GFI Fareboxes	\$1,017,238		*11/30/2009	11/30/09
Vacaville	Fixed Route bus replacement	\$1,734,372	3/31/2009		11/30/09
Vacaville	Vacaville Intermodal Station	\$482,702		11/11/2009	11/30/09
Vallejo	Rehab/Preventative Maintenance	\$4,000,000	Existing		11/30/09
Vallejo	Ferry Terminal ADA, Rehab	\$800,000		10/27/2009	11/30/09
Vallejo	Bus Maintenance Facility	\$812,324		10/27/2009	11/30/09
Vallejo	Repower Ferry Engines	\$2,000,000		10/27/2009	11/30/09
Benicia	Fueling Station Upgrade	\$60,000		9/30/2009	11/30/09
Benicia	Replace 12 Bus Shelters	\$72,000		9/30/2009	11/30/09

*Reviewing several piggyback options

ARRA Tier 2 Contingency Projects may be funded if any region projects in Tier 1 experience delivery obstacles.

Agency	Project	Amount
Fairfield	Bus Replacement (6)	\$ 788,484
Vacaville	Vacaville Intermodal	\$ 527,655
Vallejo	Vallejo Station	\$2,009,466

ARRA Supplemental Funding

Agency	Project	Amount	TEAM Grant Started	FTA Transfer Requested	Obligated in Grant Deadline	Contract Award Deadline
Fairfield	GFI Fareboxes	\$172,340	Yes	In progress	11/30/09	6/30/09
Vacaville	Electronic Fareboxes	\$115,330	Yes	Yes	11/30/09	6/30/09
Vallejo	Vallejo Transit Center	\$439,212	Yes	Yes	11/30/09	6/30/09

ARRA FTA Section 5311

Agency	Projects	Amount	Anticipated Contract Award Date	Contract Award Deadline
Dixon	Preventative Maintenance	\$48,000	Existing	11/30/2009
Dixon	Municipal Service Center	\$381,676	11/30/2009	11/30/2009
Rio Vista	Preventative Maintenance	\$75,000	Existing	11/30/2009
STA	Paratransit Buses	\$300,000	*11/30/2009	11/30/2009

*Waiting for State contract for buses to be awarded by Caltrans



DATE: September 14, 2009
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
SUBJECT: Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selects the Solano Lifeline projects for funding and submitted these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA administered the 2008 program with an original estimate of \$3.8 million, later reduced to \$2.9 million of Lifeline Funds provided by the MTC for Solano County over a three-year period. The STAF funding was reduced after the State Fiscal Year (FY) 2008-09 budget was finalized in the Fall of 2008 and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated the equivalent of Tier 2 completely. The total STAF made available to Solano's Lifeline program was \$1,044,776 reduced from the original \$1.9 million.

The initial amount available from each fund source is reflected as follows:

\$1,910,640: State Transit Assistance Funds (STAF)
\$1,457,414: Proposition 1B funds
\$ 416,834: Jobs Access Reverse Commute (JARC)
\$3,784,888 TOTAL

Priority projects identified through the Community Based Transportation Planning process or the 2002 Countywide Welfare to Work Transportation Plan were eligible for Lifeline funding. Priority for the limited Lifeline funds was given to Solano transit operators that were out of the Unmet Transit Needs process. As part of the Call for Projects, applicants were asked to establish project goals and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

This funding cycle was split into a two-tier programming cycle. The Tier I Programs will cover two years of funding and the Tier II will cover the third year. STA staff requested a consolidated competitive selective process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects.

The Lifeline Committee (Attachment A) evaluated and prioritized the projects and developed a consensus recommendation. Projects were evaluated and ranked based on project need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach. With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first.

The project priority lists were approved by the STA Board in September and December 2008. The STA staff forwarded the applications to MTC. MTC certified that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, and then forwarded the required applications for final approval and allocation to Caltrans.

Discussion:

With the reduced amount of STAF/Lifeline funds available, the first two priority projects (Vallejo Transit's Rt. 85 and Rt. 1) could be funded for three years and the third project (Dixon's Weekday/Saturday Readi-Ride service) could be partially funded for one year (Attachment B). Dixon received \$69,776 of the \$384,645 requested.

MTC recently announced that supplemental STAF/Lifeline funds have been made available and can be programmed for use. Using the prioritized list approved by the Board, the next project applicant would be Dixon Readi-Ride. Dixon has indicated the funds are still needed and would like to be the recipient of the \$228,698 in supplemental STAF/Lifeline funds designated for Solano.

All Prop 1B/Lifeline projects were funded. There is a supplemental amount of \$6,529 of Prop. 1B/Lifeline funds also made available in the amount of \$6,529. The top priority was Dixon in this category who requested funding for a vehicle and received all the funds. The next priority project was the City of Fairfield for bus shelter/stop improvements. Additional funds could expand the number of bus stop/shelters that Fairfield could improve and STA staff recommends allocating the Prop. 1B/Lifeline funds to Fairfield.

Fiscal Impact:

STA is programming STAF and Prop 1B Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize the City of Dixon to claim an additional \$228,698 in STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period; and
2. Authorize the City of Fairfield to receive \$6,529 in Proposition 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

Attachments:

- A. Lifeline Advisory Committee Members
- B. STA Board Recommendation Prioritized Plan for 2008 Solano Lifeline Projects and Proposal Supplemental Funding
- C. Solano Lifeline Project Descriptions



**LIFELINE ADVISORY COMMITTEE MEMBERS
2009**

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Jamie Johnson, Paratransit Coordinating Council (PCC) member & Social Service
Provider – Solano Diversified Services

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

**Solano County
Recommended Lifeline Projects
2009-2011**

ATTACHMENT B

STAF Lifeline			Tier 1		Tier 1	Tier 2		Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Vallejo Route 85	Existing	\$ 125,000	\$ 125,000	\$ 250,000	\$ 125,000	\$ 375,000	
2	Vallejo Route 1	Existing	\$ 200,000	\$ 200,000	\$ 400,000	\$ 200,000	\$ 600,000	
3	Dixon Saturday/Weekend	Existing	\$ 111,617	\$ 136,514	\$ 248,131	\$ 136,514	\$ 384,645	
4	Fairfield Route 30 Sat	Existing	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000	
5	STA Spanish Tran	New	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 50,000	
6	Fairfield Downtown F	New	\$ 90,000	\$ 90,000	\$ 180,000	\$ 90,000	\$ 270,000	
7	Vallejo Taxi Scrip	Existing	\$ 55,292	\$ 55,292	\$ 110,584	\$ 20,411	\$ 130,995	
Sub total			\$ 581,909	\$ 681,806	\$ 1,263,715	\$ 646,925	\$ 1,910,640	
Total by Tier			\$ 1,263,715			\$ 646,925	\$ 1,910,640	
Available			\$ 1,263,715			\$ 646,925	\$ 1,910,640	
Difference			\$ -			\$ -	\$ -	

Actual Award	Shortfall	Proposed Supplemental Funding
\$ 375,000	0	
\$ 600,000	0	
\$ 69,776	\$ 314,869	\$ 228,698
\$ -	\$ 100,000	
\$ -	\$ 50,000	
\$ -	\$ 270,000	
\$ -	\$ 130,995	
\$ 1,044,776	\$ 865,864	

8	Benicia Route 22	Existing	\$ 60,000	\$ 60,000		\$ 60,000	\$ 180,000
9	Rio Vista Route 50	Existing	\$ -	\$ 50,000		\$ 52,000	\$ 102,000

Prop 1B Lifeline			Tier 1			Tier 2		Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Dixon Van	Existing	\$ 60,000		\$ 60,000		\$ 60,000	
2	Fairfield Shelters	New/Existing	\$ 300,000		\$ 300,000	\$ 110,000	\$ 410,000	
3	Vallejo Shelters	New/Existing	\$ 85,147	\$ 275,863	\$ 361,010	\$ 400,004	\$ 761,014	
4	Vacaville Shelters	New	\$ 109,800		\$ 109,800		\$ 109,800	
5	Dixon Van (local m	Existing		\$ 15,000	\$ 15,000		\$ 15,000	
6	Fairfield Replacement	Existing	\$ 41,600		\$ 41,600		\$ 41,600	
7	Fairfield Downtown F	New				\$ 60,000	\$ 60,000	
Sub total			\$ 596,547	\$ 290,863		\$ 570,004	\$ 1,457,414	
Total by Tier			\$ 887,410			\$ 570,004	\$ 1,457,414	
Available			\$ 887,410			\$ 570,004	\$ 1,457,414	
Difference			\$ -			\$ -	\$ -	

Actual Award	Shortfall	Proposed Supplemental Funding
\$ 60,000	\$ -	
\$ 410,000	\$ -	\$ 6,529
\$ 761,014	\$ -	
\$ 109,800	\$ -	
\$ 15,000	\$ -	
\$ 41,600	\$ -	
\$ 60,000	\$ -	
\$ 1,457,414	\$ -	\$ 6,529

ATTACHMENT C

AVAILABLE LIFELINE FUNDING

		Operating Funds		Total
JARC	Vallejo Transit	2 Years	Expanding Route 5 to Vallejo Campus	\$250,000
JARC	Benicia CAC		DRIVES/CARS Programs	\$30,000
JARC	FAST		Installation of MCI Luggage/Bike Racks	\$45,000
JARC	FAST	1 Year	Route 2 Frequency for Travis AFB Shuttle	\$91,834
			TOTAL JARC	\$416,834
STAF	Vallejo Transit	3 Years	Route 85 - Sustaining	\$ 375,000
STAF	Vallejo Transit	3 Years	Route 1 - Sustaining	\$ 600,000
STAF	Dixon Read-Ride	3 Years	Saturday Service	\$ 69,776
			TOTAL STAF	\$ 1,044,776
Prop 1B	Dixon Read-Ride		Bus Replacement	\$ 60,000
Prop 1B	FAST		Shelters	\$ 410,000
Prop 1B	Vallejo Transit		Shelters	\$ 761,014
Prop 1B	Vacaville City Coach		Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride		Bus (local match)	\$ 15,000
Prop 1B	FAST		Replacement Vehicle	\$ 41,600
Prop 1B	FAST		Downtown Flex Shuttle	\$ 60,000
			TOTAL PROP 1B	\$ 1,457,414
TOTAL Lifeline Funds Awarded				\$ 2,919,024

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DATE: September 24, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2009 Congestion Management Program (CMP) Update

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 12, 2007. MTC is preparing to finalize the 2009 Regional Transportation Plan (RTP) in March of 2009.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

The Draft CMP was reviewed by the STA Technical Advisory Committee (TAC) on August 26, 2009, and subsequently sent to MTC for comments. The STA Board reviewed the Draft CMP at its meeting of September 9, 2009.

Discussion:

STA received comments on the Draft Solano CMP from 3 sources: the City of Fairfield, Benicia Mayor Elizabeth Patterson, and MTC. MTC's comments are considered an informal review, but are not likely to change substantially as the formal review process proceeds. Those comments are provided in Attachment A. The comments do not substantially change the conclusions of the 2009 CMP update. The substantial comments and *STA responses in italics* are summarized below.

City of Fairfield

- Additional information on transit services was provided. *The information was incorporated into the document.*

Mayor Patterson

- Note E 2nd Park and Ride. *This is not an official park-and-ride lot maintained by Caltrans of the City of Benicia, so it is not inventoried.*
- Limiting residential development does not necessarily increase housing costs. *The paragraph will be changed to indicate that limits on residential development are one of several factors that can increase the cost of housing.*
- Increase in traffic comes not from commute traffic, but from non-work activities. *This paragraph addresses the base level of traffic, not recent increases, and how flexible work hours and telecommuting can reduce the work-related base. No change in the document is proposed.*
- VMT reduction goal of 10% is inadequate. *This section is a restatement of MTC goals, not establishing STA goals;*

MTC

- The Bay Area Air Quality Management District is updating the clean air plan, and will have new Transportation Control Measures. *A sentence will be added noting this.*
- Add discussion of operational and maintenance costs for transit and roadway system.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Solano Congestion Management Plan.

Attachments:

- A. Comments received on Draft Solano Congestion Management Program
- B. Solano Congestion Management Program – September 2009 (This attachment has been provided to the STA TAC members under separate enclosure. To obtain a copy, please contact the STA (707) 424-6075.)

ATTACHMENT A
COMMENTS RECEIVED TO DRAFT 2009 SOLANO CMP

City of Fairfield

- The City of Fairfield operates the Fairfield and Suisun Transit System (FAST) and the ADA Paratransit system (DART). Operations are provided by a third-party contractor. There are thirteen fixed routes under operation.
- The City operates a fixed-route or local bus service and regional or intercity bus service (Fairfield and Suisun Transit, also referred to as FAST). Including spare buses, the FAST fleet consists of sixty-four (64) buses available for operation within the Fairfield service area. Forty-six (46) vehicles are used for local fixed route operations.
- In 2008, FAST recorded over 968,065 passengers with an average daily ridership of 4,451 passengers. Other annual performance data include over 1,837,889 of miles in service and 94,913 of in service hours. Total expenses for 2008 were \$10,290,000 with a farebox recovery rate for 2008 at 28%.

Benicia Mayor Elizabeth Patterson

- For the CMP: pg. 24 - please add the Benicia park and ride (not sure if this is CalTrans) at I-680 and East 2nd (across from Robert Semple).
- at pg. 36, I do not understand Table 2.0?
- at pg. 40, change 2nd paragraph "effects" to "affects".
- at pg. 44 - 1st full paragraph, this is out of date: re, limiting development increases housing costs. Studies conducted where there is growth control such as Petaluma, Livermore, Oregon and so on show that there are other factors that contribute to high cost of housing. In California it is the prop 13 and the requirement for "development pays its way" as well as the high cost of land period because it is a capital investment with low tax. Other factors are the size of houses (difficult, therefore to compare across decades). It would be better to use language later on in the document that restricting development to urban footprint where there are existing infrastructure and services, mixed use and compact development, can reduce the use of the automobile.
- at pg. 44, 3rd paragraph, the actual increase in traffic is NOT commuting to work but rather the increase in trips for recreation, school (no buses), shopping and other regional destinations. There

are more trips per person now than in the past and it is clear that one person can, generally, only have one job.

- at pg. 52, the reduce VMT from 2009 to 2035 by 10% is woefully inadequate. Just through congestion management, it is expected that we reduce traffic by 10%/ In order to actually make a significant difference in GHGs in Solano County, we need to reduce the carbon emissions by 35%. If you combine technologies with trip reduction that might be possible. I just don't think this standard would be seen in a positive way by the Attorney General who is reviewing the county Climate Action Plan and to which this ought to have some reference.

MTC

Goals and objectives established in the RTP

The 2009 CMP includes a new section on pp. 54-55 that discusses how the CMP supports MTC Transportation 2035 Plan goals and performance objectives. In addition, the CMP discusses tracking the MTC performance objectives as a part of future CMPs. I like this idea and think it will be helpful to track this at the county-level in addition to the regional level. I also like the addition of the existing public transit system and bicycle and pedestrian services sections into the CMP.

Consistency of the system definition with adjoining counties

No elements were added to the CMP system during the preparation of the 2009 CMP, so consistency has not changed. Of Bay Area counties that adjoin Solano, Napa does not prepare a CMP, and Contra Costa has also not changed their CMP system.

Consistent with pertinent Air Quality Plans, as incorporated in the RTP

On pp. 49-50, the CMP demonstrates how all applicable Federal and State TCMs have been addressed within the plan. BAAQMD is currently preparing the 2009 Clean Air Plan which will contain updated and new State TCMs. Because the 2009 CAP will not be adopted until after the Final CMPs are due, MTC does not expect these to be addressed in the CMP, but I just wanted to alert you that the TCM update process is ongoing. Perhaps a sentence noting the update process is occurring would be helpful.

Consistent with the MTC Travel Demand Modeling Databases and Methodologies

The CMP notes on page 56 that the model contents and output were approved by the STA and NCTPA Boards, by Caltrans District 4 and MTC modeling staff in summer 2008. I am waiting to confirm with Chuck that he does not need to review again, but don't believe this will be necessary. If he does, I will request that you submit modeling information directly to him.

RTP Financial Requirements and Projections

Because the Capital Improvement Program includes only those Solano projects that are fully contained in the RTP plus SHOPP projects, the CMP is linked to the financial constraint assumptions of the RTP. The CMP Guidance notes that "recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP." I think

a few sentences discussing maintenance, rehabilitation and operational costs of the existing system, and status of major projects could be helpful to include here to strengthen the linkage. Let me know if I missed where/how this is already addressed in the draft CMP.

Other Comments

A few minor comments for your consideration that aren't directly related to MTC's consistency finding that occurred to me as I read through the document:

- Page 27 states that Transportation Fund for Clean Air (TFCA) funding comes from federal transportation legislation; however, I believe the funding for this grant program actually comes from a \$4 surcharge on motor vehicles registered in the Bay Area authorized by State law.
- Page 41 states "Land use development occurs where there either is or will be an adequate transportation system to serve the development." I agree that this is where land use development should occur, but not sure that this is always where it does occur.
- Page 42: Thanks for adding in the discussion of HOT lanes. Perhaps note that the "discussion in earnest about implementation of HOT lanes" includes MTC identifying it as an investment in the T2035 Plan.
- Page 47: In the Parking Management section, perhaps it would be appropriate to also mention the Regional Parking Reforms being pursued via the Joint Policy Committee as a part of the last paragraph talking about MTC's Parking Policy toolbox.
- Page 63: The 3rd paragraph mentions the Transportation Control Measures in the 2000 Clean Air Plan. I think this should actually say 2005 Ozone Strategy.

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DATE: September 18, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan

Background:

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with the Metropolitan Transportation Commission (MTC), submitted a Partnership Planning Grant for a “I-80/I-680/I-780 Corridors Study Highway Operations Plan” to follow up on the STA’s previous “I-80/I-680/I-780 Corridor Major Investment and Corridor Study” and MTC’s “Freeway Performance Initiative (FPI).” In the Spring of 2007, Caltrans awarded \$250,000 for this grant project.

On January 9, 2008, the STA Board Authorized the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

To develop the “I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan” the STA and MTC created the Solano Highway Partnership (SoHIP) with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

The scope of work tasks focus on the “Operational Improvement Analysis”, “Landscape and Hardscape Recommendations” and “Public Outreach” tasks.

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC’s FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.
2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.

3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

The Solano Highways Partnership (SoHIP) met five times between June 2008 and April 2009 to review and approve the draft materials. Caltrans staff from various planning, operations, and maintenance units attended the SoHIP meetings, providing valuable feedback. MTC staff from their operations unit critiqued the accuracy of the modeling by comparing STA results with MTC FPI results.

Both Caltrans and MTC staff have showed preliminary support for adopting the study’s findings and implementation plan as part of their future project planning and funding priorities. Additional meetings with STA, MTC, and Caltrans on May 21st and June 8th respectively helped develop the details of this multiple agency adoption process.

On July 8, 2009, the STA Board released the Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment. Comments from the public and partner agencies were due to the STA by August 12, 2009.

Discussion:

As part of the public outreach process, the STA held two public meetings and posted the website online. The release of the study was cover by local newspapers in Solano County and was featured in four news articles prior to two public meetings on July 28th and July 29th. Follow-up meetings were held with Caltrans and MTC staff to coordinate each agency’s work on similar studies (e.g., Caltran’s Corridor System Management Plans and MTC’s draft FPI for I-680).

Attached is the “Solano Highways Operation Study” Executive Summary, displaying tracked changes based on comments collected. The complete Plan is to be provided under separate cover.

Fiscal Impact:

None, resources for the release of the study for public comment are already part of the STA’s FY 2008-09 Budget as funded, in part, by the State Partnership Planning Grant.

Recommendation:

Forward a recommendation to the STA Board to adopt the I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan.

Attachments:

- A. I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan, Executive Summary
- B. I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan (This attachment has been provided to the STA TAC members under separate cover. To obtain a copy, you may contact the STA office at (707) 424-6075.)

Acknowledgments

This report was made possible by a Partnership Planning Grant awarded by the California Department of Transportation.

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SOLANO HIGHWAY OPERATIONS STUDY

EXECUTIVE SUMMARY

This Executive Summary provides an overview of the Solano Highway Operations Study. The overall study consisted of four main parts: Background Research and Literature Review, Operations Improvement Analysis, Visual Design Guidelines and Public Outreach.

BACKGROUND

The Solano Transportation Authority's planning, programming and project delivery duties are guided by the Comprehensive Transportation Plan (CTP), which plans for all forms of transportation and prioritizes projects, identified in the following CTP plan elements:

- Arterials, Highways and Freeways
- Transit
- Alternatives Modes

Using the goals of the CTP for direction, STA staff completed studies and plans to identify priority transportation projects that will achieve those goals. The goal of the Arterials, Highways, and Freeways element is to *"Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads"*.

Caltrans annually provides grant opportunities through the State Transportation Planning Grant program for several categories including a Partnership Planning Grant where corridor studies are eligible. The STA has completed the Solano Highway Operations Study to follow up and update the STA's previous I-80/I-680/I-780 Corridor Major Investment and Corridor Study (2004) and MTC's Freeway Performance Initiative (FPI) (2007). The Solano Highway Operations Study was developed cooperatively under the direction of the Solano Highways Partnership (SoHIP) consisting of representatives from STA, MTC, Caltrans (Districts 3 and 4), and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo. Under this study, operational improvements and recommendations for a long range Intelligent Transportation System (ITS) including ramp metering, closed circuit television cameras (CCTV), vehicle detection and highway advisory radios (HAR) are presented.

OPERATIONS IMPROVEMENT ANALYSIS

The Solano County I-80 and I-680 North Freeway Performance Initiative (FPI) studies served as the primary source for the operational improvement assessment. The objective of the FPI was to develop freeway strategic plans for each corridor by performing a technical assessment that included identification of major bottlenecks, determination of the causes of traffic congestion, development of potential mitigation strategies, and an assessment of their effectiveness.

The Solano I-80 FPI study encompassed the 44-mile section of I-80 throughout Solano County from the Carquinez Bridge to the Solano/Yolo County line, and the I-680 North FPI study focused on the portion of I-680 located between the I-80 interchange in Solano County and the Alameda/ Contra Costa County line. Both FPI studies included an assessment of existing

SOLANO HIGHWAY OPERATIONS STUDY

EXECUTIVE SUMMARY

(2006/2007), future 2015 and future 2030 conditions. The existing conditions assessment relied on observed data from numerous sources including the Caltrans HICOMP reports, archived travel speed data from the MTC 511 Predict-a-Trip system, the Freeway Performance Monitoring System (PeMS), and a limited number of floating vehicle travel time runs. For the future 2015 and 2030 analysis, the Solano Transportation Authority (STA) countywide travel demand model was used to develop forecasts, and a macroscopic simulation model (FREQ) was used to assess operating conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

It is important to note that the existing conditions assessment conducted as a part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around the bridge and toll plaza. Subsequently, follow-up observations in this area were performed and used to update the existing conditions assessment presented in the FPI studies.

Because no FPI study was conducted for the I-780 corridor, additional primary analysis was undertaken as part of this study. This included the development of AM and PM peak period traffic operations models covering I-780 between I-80 and I-680. Existing Condition models were developed using freeway and ramp traffic count data available from the Caltrans Traffic Census and PeMS. The STA countywide travel forecasting model was used to determine traffic growth levels for use in the development of the traffic operations models reflecting projected 2015 and 2030 conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

The FPI studies (I-80 and I-680) and the I-780 operations analysis conducted as part of this Solano Highway Operations Study identified mitigation strategies that were organized into improvement “packages” which included operational and system management improvements. Some of these improvement packages that were identified included auxiliary lanes, HOV lanes, ITS strategies, general purpose lanes, interchange intersection improvements and ramp metering.

Because the FPI studies only identified ITS deployments as a strategy measure, a Corridor-Level ITS Architecture and Implementation Plan was also developed as part of this study. This Architecture and Plan provides recommendations for policies and agreements that are necessary to ensure that ITS deployments are incorporated into operational improvements programmed along the three freeway corridors in Solano County. It also provides guidance for the design and deployment of specific ITS elements along the freeway corridors including any coordination and information sharing with the local cities, the County and the regional agencies.

OPERATIONAL IMPROVEMENT IMPLEMENTATION PLAN

Based on the findings of the FPI studies, the I-780 operations analysis and the ITS Architecture and Implementation Plan, an overall Operations Improvement Implementation Plan was developed. This Plan started with a review of the improvement packages developed as part of

SOLANO HIGHWAY OPERATIONS STUDY

EXECUTIVE SUMMARY

the operational analysis and the ITS Implementation Plan, and then combining or bundling the packages into discrete projects that could be funded and constructed separately. Once the project bundling was developed, each project was prioritized using several factors including the ability to improve congestion, cost and overall feasibility.

The costs for the operational improvements are significantly higher than other system management strategies (e.g., ITS). Moreover, the use of system management strategies greatly reduces the impacts due to non-recurring congestion. Using costs as one of the factors for the bundling and sequencing of projects, system management strategies such as ITS improvements were deemed to be more practical improvements as either standalone projects or embedded within other operational improvements.

Figures E-1 to E-4 provides a graphical summary of the prioritized projects. Tables E-1 and E-2 provide a summary description of each of the projects and their order of magnitude costs under the horizon year 2015 and 2030, respectively.

In Figure E-2, the truck climbing lane has been constructed, and the HOV on I-80 is currently under construction. In Figure E-3, the Year 2015 roadway network includes all of the programmed improvements as shown in Figure E-2. In Figure E-5, the Year 2030 roadway network includes all of the programmed improvements as shown in Figure E-2.

SOLANO HIGHWAY OPERATIONS STUDY

EXECUTIVE SUMMARY

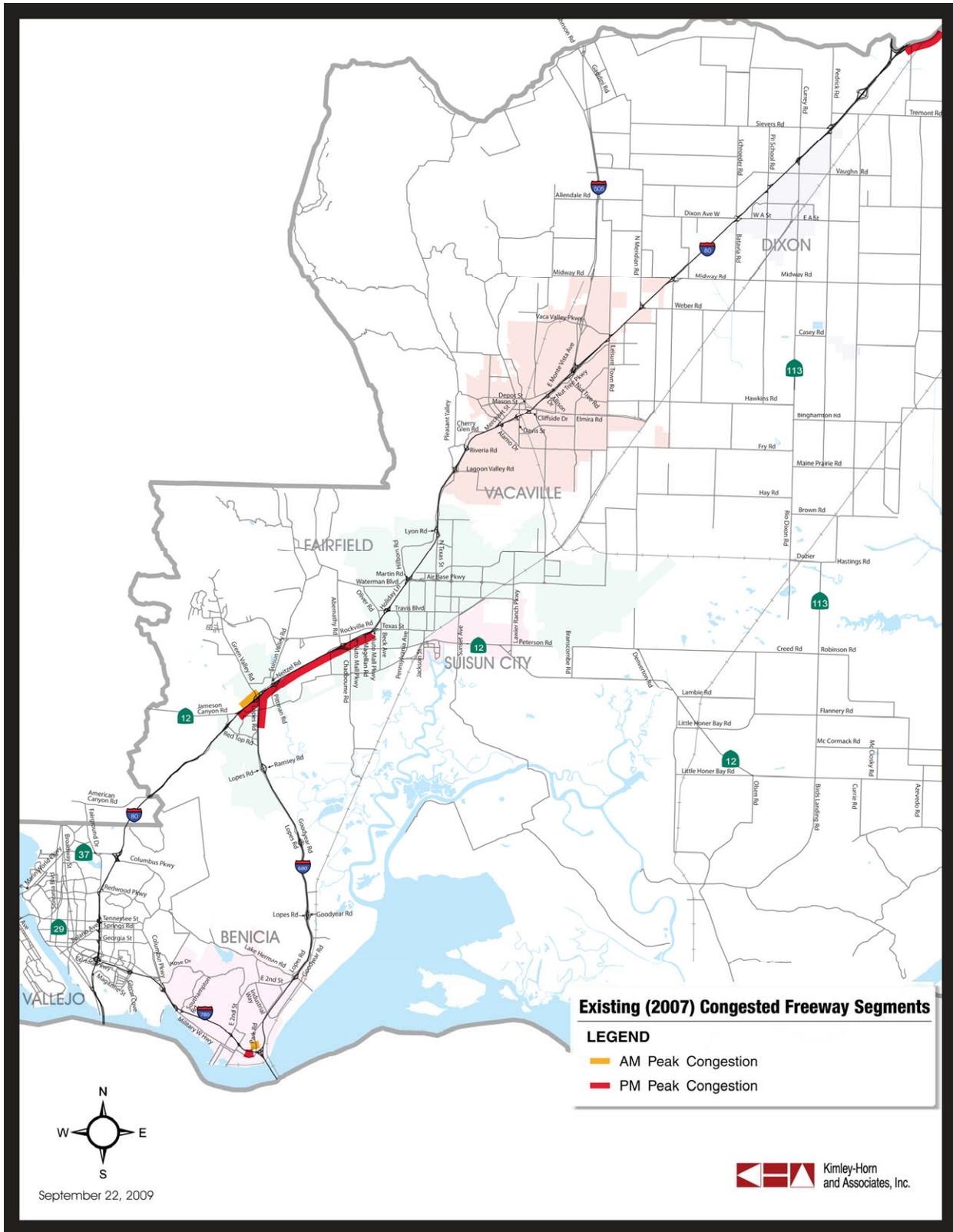


Figure E-1: Existing Congestion

SOLANO HIGHWAY OPERATIONS STUDY EXECUTIVE SUMMARY

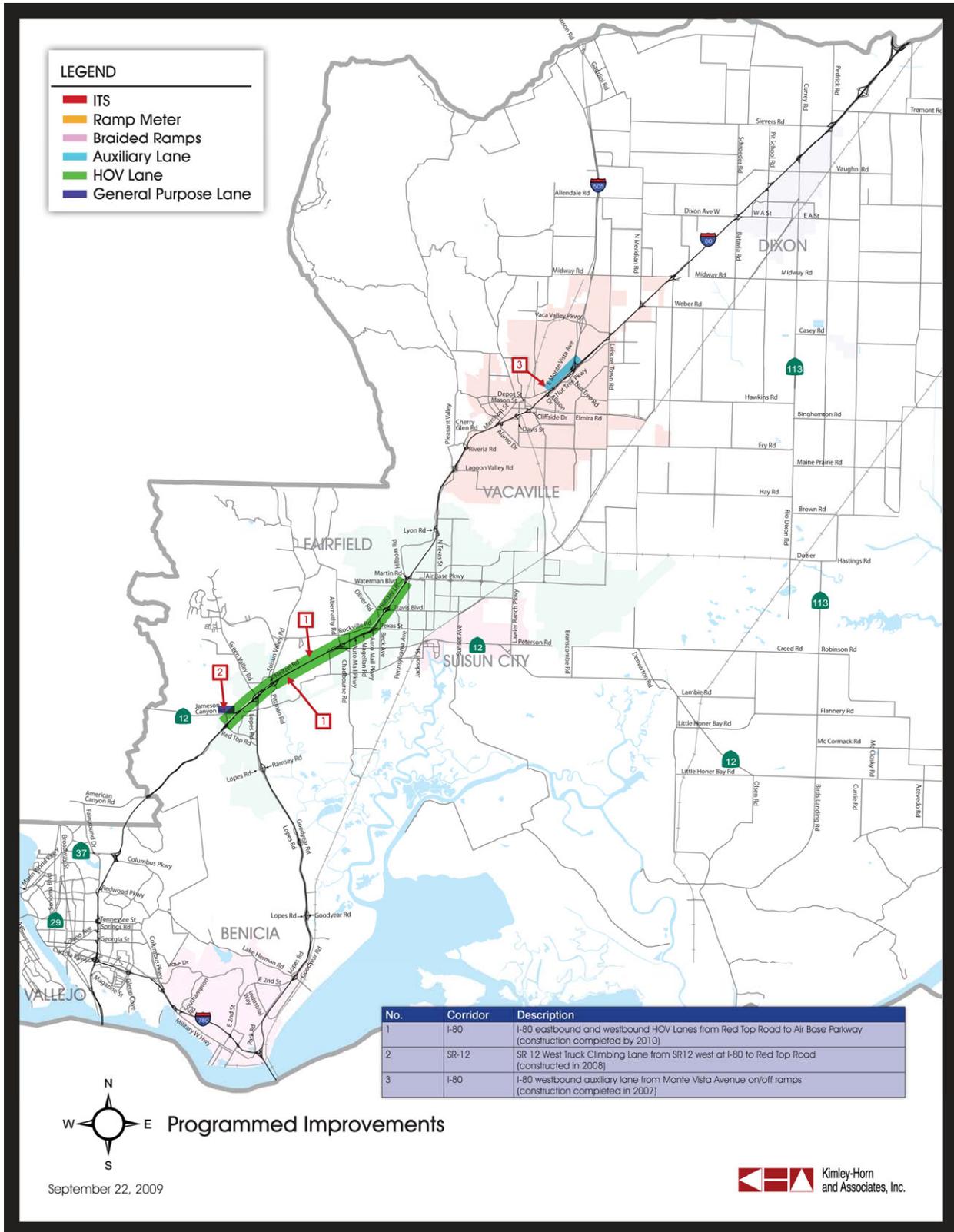


Figure E-2: Programmed Improvements

SOLANO HIGHWAY OPERATIONS STUDY EXECUTIVE SUMMARY

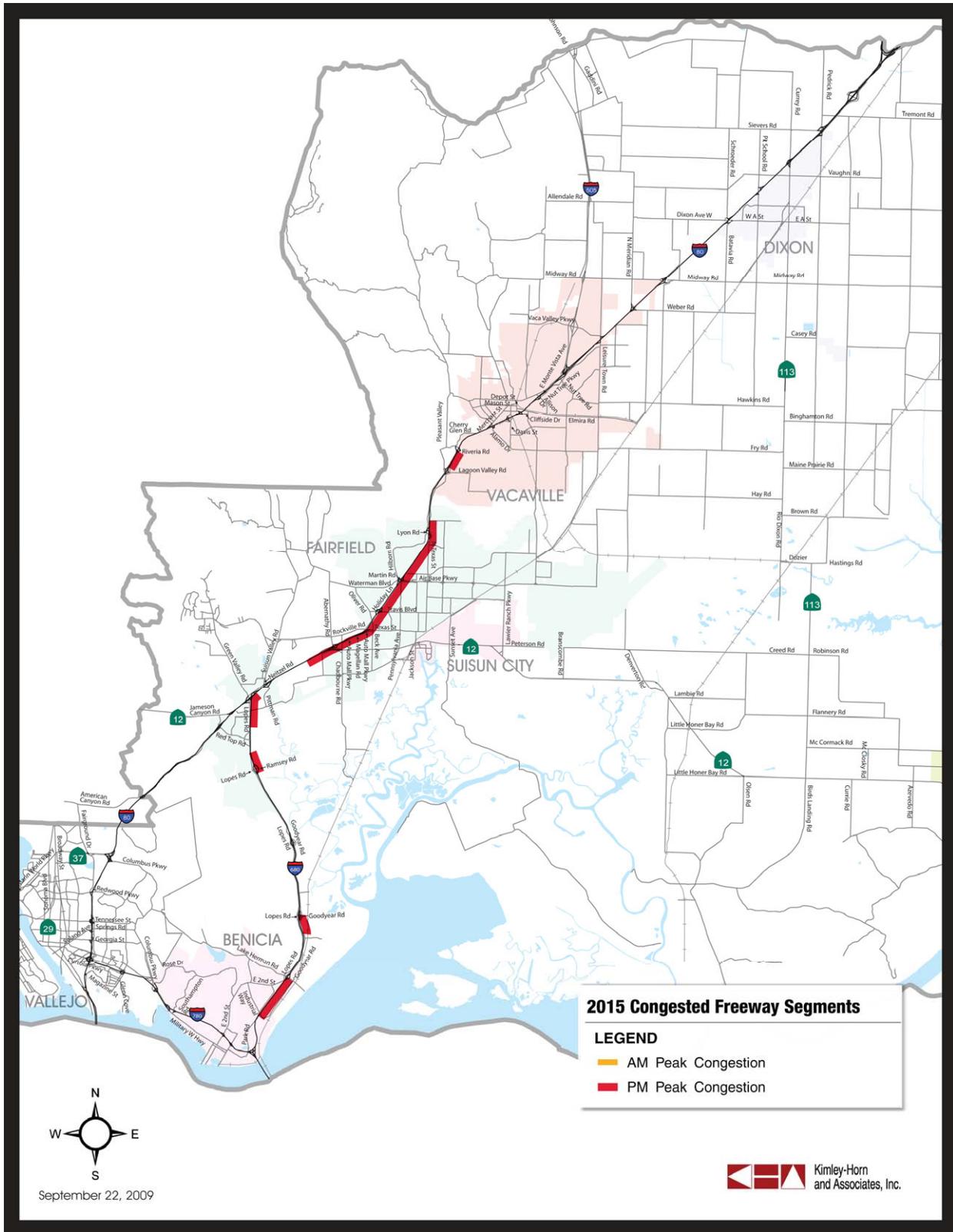


Figure E-3: Year 2015 Congestion

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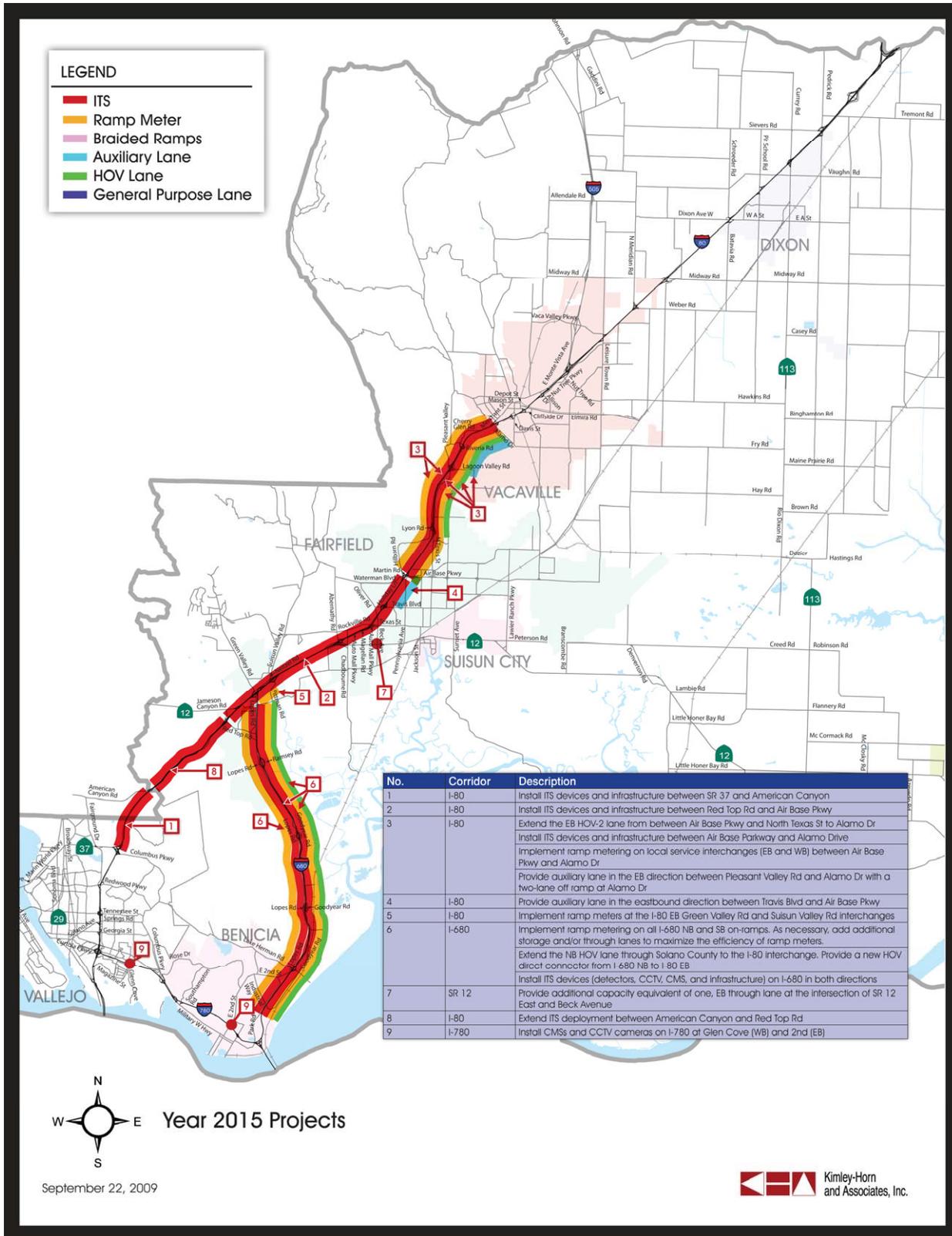


Figure E-4: Year 2015 Proposed Improvements

SOLANO HIGHWAY OPERATIONS STUDY EXECUTIVE SUMMARY

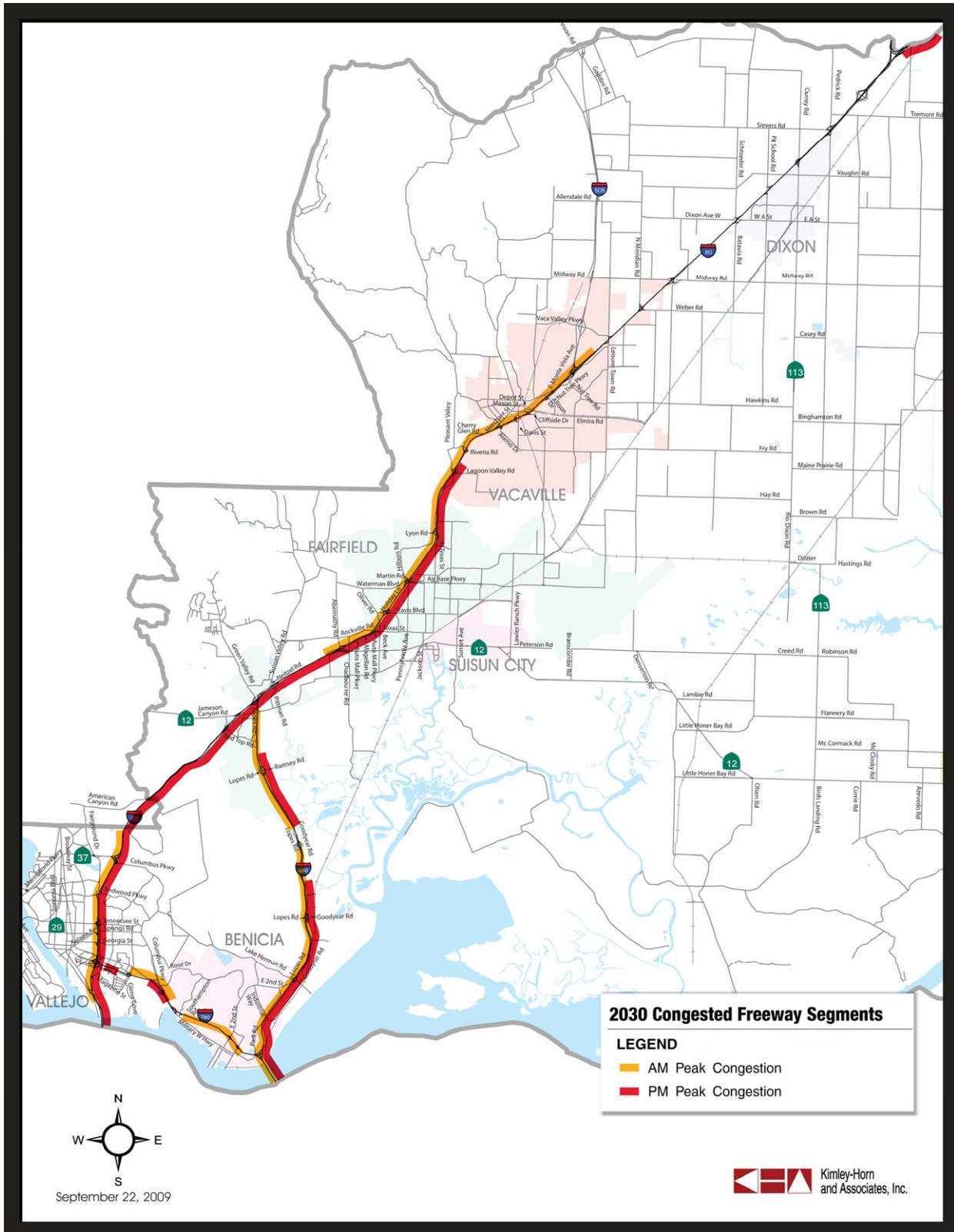


Figure E-5: Year 2030 Congestion

SOLANO HIGHWAY OPERATIONS STUDY EXECUTIVE SUMMARY

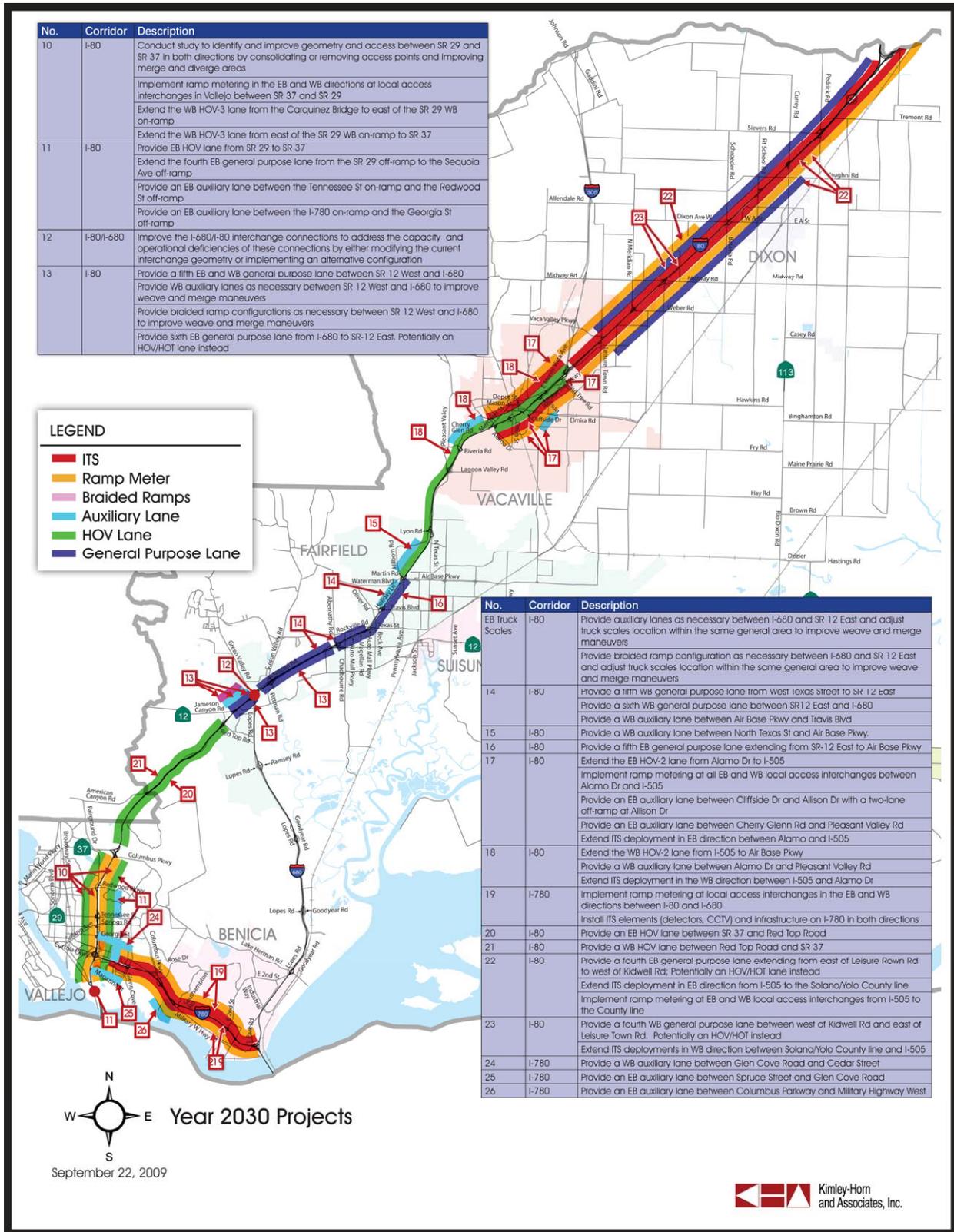


Figure E-6: Year 2030 Proposed Improvements

SOLANO HIGHWAY OPERATIONS STUDY
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Table E-1: Year 2015 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
1	I-80	Install ITS devices and infrastructure between SR 37 and American Canyon Road. This will consist of CCTV cameras, changeable message signs and communications infrastructure.	\$6,500,000
2	I-80	Install ITS gap between Red Top Road and Air Base Parkway. This will consist of CCTV cameras, Highway Advisory Radio and communications infrastructure.	\$6,000,000
3	I-80	Extend the EB HOV-2 lane from between Air Base Parkway and North Texas Street to Alamo Drive.	\$19,000,000
		Install ITS devices and infrastructure between Air Base Parkway and Alamo Drive	\$7,800,000
		Implement ramp metering on local service interchanges (EB and WB) between Air Base Parkway and Alamo Drive. This will include four interchanges with eight on-ramps.	\$2,200,000
		Provide an EB auxiliary lane between Pleasant Valley Road and Alamo Drive. Provide a two-lane off-ramp at Alamo Drive. This includes the EB auxiliary lane between Cherry Glen Road and Pleasant Valley Road.	\$7,200,000
		Subtotal No. 4:	\$36,200,000
4	I-80	Provide auxiliary lane in the EB direction between Travis Boulevard and Air Base Parkway. Install ITS devices and infrastructure.	\$18,000,000
5	I-80	Implement ramp meters at the I-80 EB Green Valley Road and Suisun Valley Road interchanges	\$550,000
6	I-680	Implement ramp metering on all I-680 NB and SB on-ramps. As necessary, add additional storage and/or through lanes to maximize the efficiency of ramp meters.	\$2,700,000
		Install ITS elements (detectors, CCTV, CMS & Infrastructure) on I-680 in both directions	\$9,200,000
		Extend the NB HOV lane through Solano County to the I-80 interchange. Provide a new HOV direct connector from I-680 NB to I-80 EB.	\$44,100,000
		Subtotal No. 6:	\$56,000,000
7	SR 12	Provide additional capacity equivalent of one, EB through lane at the intersection of SR 12 East and Beck Avenue	\$2,900,000
8	I-80	Extend ITS deployment between American Canyon and Red Top Road	\$3,600,000
9	I-780	Install CMS and CCTV cameras on I-780 at Glen Cove (WB) and 2nd Street (EB)	\$1,400,000
Total Year 2015 Improvements:			\$131,150,000

SOLANO HIGHWAY OPERATIONS STUDY
EXECUTIVE SUMMARY

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
10	I-80	Conduct study to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating or removing access points and improving merge and diverge areas.	\$500,000
		Implement ramp metering in the EB and WB directions at local access interchanges in Vallejo between SR 37 and SR 29	\$3,500,000
		Extend the WB HOV-3 lane from the Carquinez Bridge to east of the SR 29 WB on-ramp	\$3,800,000
		Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37	\$14,900,000
		Subtotal No. 10:	\$22,700,000
11	I-80	Provide an EB HOV lane from SR 29 to SR 37	\$15,200,000
		Extend the fourth EB general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp	\$3,000,000
		Provide an EB auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp	\$13,800,000
		Provide an EB auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp	\$9,200,000
		Subtotal No. 11:	\$41,200,000
12	I-80/I-680	Improve the I-680/I-80 interchange connections to address the capacity and operational deficiencies of these connections by either modifying the current interchange geometry or implementing an alternative configuration	\$100M (allocated)
13	I-80	Provide a fifth EB and WB general purpose lane between SR 12 West and I-680.	\$23,000,000
		Provide WB auxiliary lanes as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$2,600,000
		Provide WB braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$4,200,000
		Provide sixth EB general purpose lane from I-680 to SR 12 East. <i>Potentially an HOV/HOT lane instead.</i>	\$36,800,000
		Subtotal No. 13:	\$66,600,000
EB Truck Scales	I-80	Provide EB auxiliary lanes as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)
		Provide EB braided ramp configuration as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)

SOLANO HIGHWAY OPERATIONS STUDY
EXECUTIVE SUMMARY

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
14	I-80	Provide a fifth WB general purpose lane from West Texas Street to SR 12 East	\$9,000,000
		Provide a sixth WB general purpose lane from SR 12 East to I-680	\$11,500,000
		Provide a WB auxiliary lane between Air Base Parkway and Travis Boulevard	\$12,000,000
		Subtotal No. 14:	\$32,500,000
15	I-80	Provide a WB auxiliary lane between North Texas Street and Air Base Parkway.	\$20,000,000
16	I-80	Provide a fifth EB general purpose lane extending from SR 12 East to Air Base Parkway	\$40,300,000
17	I-80	Extend the EB HOV-2 lane from Alamo Drive to I-505	\$19,200,000
		Implement ramp metering at all EB and WB local access interchanges between Alamo Drive and I-505	\$2,800,000
		Provide an EB auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive	\$3,500,000
		Provide an EB auxiliary lane between Cherry Glenn Road and Pleasant Valley Road	\$9,200,000
		Extend ITS in EB direction between Alamo Drive and I-505	\$2,300,000
		Subtotal No. 17:	\$37,000,000
18	I-80	Extend the WB HOV-2 lane from I-505 to Air Base Parkway	\$32,800,000
		Provide a WB auxiliary lane between Alamo Drive and Pleasant Valley Road	\$4,400,000
		Extend ITS in the WB direction between I-505 and Alamo Drive	\$2,000,000
		Subtotal No. 20:	\$39,200,000
19	I-780	Implement ramp metering at local access interchanges in the EB and WB directions between I-80 and I-680	\$4,400,000
		Install ITS elements (detectors, CCTV and infrastructure) on I-780 in both directions	\$6,700,000
		Subtotal No. 21:	\$11,100,000
20	I-80	Provide an EB HOV lane between SR 37 and Red Top Road	\$36,000,000
21	I-80	Provide a WB HOV lane between Red Top Road and SR 37	\$36,000,000
22	I-80	Provide a fourth EB general purpose lane extending from east of Leisure Town Road to west of Kidwell Road. <i>Potentially an HOV/HOT lane instead.</i>	\$78,000,000
		Extend ITS in EB direction from I-505 to the Solano County line	\$8,100,000
		Implement ramp metering at EB and WB local access interchanges from I-505 to the County line	\$4,700,000
		Subtotal No. 24:	\$90,800,000

SOLANO HIGHWAY OPERATIONS STUDY
EXECUTIVE SUMMARY

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
23	I-80	Provide a fourth WB general purpose lane between west of Kidwell Road and east of Leisure Town Road. <i>Potentially an HOV/HOT lane instead.</i>	\$132,300,000
		Extend ITS in WB direction between Solano/Yolo County line and I-505	\$8,000,000
		Subtotal No. 25:	\$140,300,000
24	I-780	Provide a third WB general purpose lane between the Glen Cove Road on-ramp and the Cedar Street on-ramp. Connect to the existing third lane starting at the Cedar Street on-ramp.	\$4,100,000
25	I-780	Provide an EB auxiliary lane between Spruce Street and Glen Cove Road	\$2,900,000
26	I-780	Provide an EB auxiliary lane between Columbus Parkway and Military Highway West	\$2,900,000
Total Year 2030 Improvements:			\$623,600,000

PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS

The project identification and prioritization process involved packaging the list of strategy packages identified in the FPI studies and the Corridor Level ITS Architecture and Implementation Plan, developing specific projects and organizing them in priority order. The purpose of developing the specific projects is to combine strategies as appropriate in order to realize the potential synergies when constructing the projects. In addition, combining or bundling the packages into discrete projects will enable each project to be funded and constructed separately. For example, ITS strategies were combined with operational improvement strategies where practical. One such case is where the installation of an auxiliary lane lends itself well to the installation of ITS devices including communications infrastructure, CCTV cameras and vehicle detection.

System management strategies in the short-term scenarios (Year 2015) were left as individual projects. Under these cases, keeping these strategies as individual projects provides the ability to prioritize them in earlier years instead of combining them with an operational improvement that is slated for installation over the long-term (Year 2030).

Once the project bundling was developed, each project was prioritized using several factors including:

- Impact on reducing congestion;
- Cost;
- Balancing corridor improvements; and
- Overall Feasibility

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Each project's impact on reducing congestion during the horizon year forecasts was documented in the FPI studies. Thus, the prioritization of the projects focused more on the timing and location of the projects within those horizon years.

The prioritization for the most part followed the order of the improvement packages identified in the FPI studies. Where there were deviations, these included ranking projects such that other freeway corridors would receive improvements in order to balance the order of the improvements (e.g., Project #6 versus Project #8). Additionally, ITS improvements were combined with other FPI packages (e.g., Projects #17 and #18) in order to realize synergies when constructing the projects. Other HOV gap filling projects were ranked lower except in those cases where they would provide a level of continuity (e.g., Project #11).

ITS coverage alone does not relieve congestion. Thus, the project identification and prioritization process attempted to combine ITS elements with operational improvements. The prioritization also attempted to order the installation of the projects such that meaningful segments of the freeways are covered with successive projects. Additionally, the order of improvements along the different freeway corridors was prioritized such that a balance of improvements could be maintained across the three corridors.

The estimates of costs of each project and subset of each project was based on a high level estimate of quantities for each type of project. The items for the development of the 'Order of Magnitude' cost estimates included, where appropriate, widening, roadway and pavement sections, median and bridge modifications, overhead signs, communications infrastructure, lighting, pavement delineation, CCTV cameras, changeable message signs, and ramp meters. Each project cost includes allowances for project management, engineering, environmental, traffic control and a contingency.

Year 2015

The installation of system management strategies for the short-term was deemed the highest priority for the corridors, particularly for I-80. This was done, as system management are the most cost effective strategies for the corridor under the Year 2015 – this is supported by the mitigation strategies listed in the I-80 FPI report. These types of strategies reduce the amount of non-recurrent congestion as they provide the tools and means to identify, respond to and clear incidents in a timely manner before the incident causes congestion.

The operational improvements for the short term (2015) focused on relieving congestion in the Fairfield and Vacaville areas along I-80. Additionally, the forecast of a series of congested locations and bottlenecks on I-680 in the northbound direction resulted in the need for operational improvements. The I-80 operational improvements ranked higher than the I-680 improvements due to the levels of congestion and cost. With the goal of maintaining a balance between corridors in terms of the order of project priorities, improvements along I-680 (Project #6) were ranked slightly higher than one system management strategy along I-80 (Project #8).

Under Projects #3 and #6, ITS improvements were combined with other operational improvements including HOV lanes, auxiliary lanes and ramp metering. Additionally, ramp

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metering implementations were packaged such that both directions at each interchange would be combined. As an example, I-680 (Project #6) includes SB ramp metering, even though the implementation of ramp metering along I-680 in the SB direction is not recommended until Year 2030 in the FPI.

The other projects in Year 2015 consisted of standalone ITS improvements along I-80 and I-780, and improvements at the intersection of SR12 East and Beck Avenue. For I-780, the installation of CMS and CCTV cameras at two locations near I-80 and I-680 are intended to provide some form of system management coverage in the short-term until such time as ITS improvements can be combined with other operational improvements.

For Year 2015, nine projects are recommended for deployment totaling approximately \$131,000,000. Under this year, full ITS coverage along I-680 in the County and on I-80 from the Carquinez bridge to Alamo Drive would be achieved.

Year 2030

Following the same process as Year 2015, the projects identified for Year 2030 were derived from bundling the improvement packages from the FPI and including system management strategies. As an example, Project #17 includes HOV lanes, auxiliary lanes, and ramp metering taken from the I-80 FPI Package F plus the implementation of ITS improvements.

For ramp metering, the projects were bundled such that both directions of the freeway corridors would implement ramp metering. Using Project #17 as an example, ramp metering in the WB direction was added to this project even though it was not part of FPI Package F.

The prioritization of projects was generally divided into segments along the freeway corridors. The areas through Vallejo were ranked the highest followed by areas through Fairfield and Vacaville (I-80 and I-680), through Benicia along I-780 and finally along I-80 to the county line.

The operational improvements along I-80 through Vallejo (Projects #10 and #11) were prioritized highest partly to balance the set of improvements along I-80 to the west along with the cost and amount of congestion forecast for this segment. Additionally, the corridor has been studied at length and based on the level of planning, it is anticipated that this segment may be the most prepared for the installation of the operational improvements. There is already ITS coverage including CCTV cameras, CMS and vehicle detection along this segment. The projects include HOV lanes as part of the project bundle mainly for continuity and synergy of projects, e.g., since auxiliary lanes and ramp metering are recommended, adding in the EB HOV lane (Project #11) would provide continuity of the HOV lane from the Carquinez Bridge.

The improvements at the I-80/680/SR12 interchange (Project #12), while prioritized lower than the I-80 segment through Vallejo, are currently being analyzed and developed, and the overall cost is anticipated to be significantly higher in comparison.

The improvements in the vicinity between SR 12 West and SR 12 East (Projects #13 and #14) are forecast to have significant congestion such that additional general purpose and auxiliary lanes

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are needed in both directions of I-80. This influenced the high ranking of projects along this segment. The recommendations from the I-80 FPI were modified based on direction in order to account for the segment of I-80 EB that is currently being designed as part of the EB truck scales relocation project. Under this project, auxiliary lanes and braided ramps will be included. However, a sixth EB general purpose lane is not part of the current design.

The operational improvements and ITS installations along I-80, east of Alamo Drive (Projects #17 and #18), round out the recommended priority projects. The HOV lanes in both directions along I-80 between SR 37 and Red Top Road were identified as gap filling projects and thus were prioritized accordingly (Projects #20 and #21).

Along I-780, the installation of ramp metering (Project #19) were ranked lower in priority as the levels of congestion forecast along this corridor are substantially less than the other corridors. However, this project, which includes full ITS coverage was prioritized ahead of the HOV gap filling projects along I-80 (Projects #20 and #21). Auxiliary lanes along I-780 at three locations round out the list of projects (Projects #24, #25 and #26).

For Year 2030, 17 projects are recommended for deployment totaling approximately \$622,000,000. Under this year, full ITS coverage would be achieved along all three freeway corridors in the County.

HOV LANE IMPLEMENTATION

The implementation of HOV (HOV-2 and HOV-3) lanes along the three corridors will take place in phases over the short and long term. The first HOV-2 lane implementation will open in 2009 between Red Top Road and Air Base Parkway. Figure E-7 illustrates the planned implementation of HOV lanes by corridor segment, horizon year and occupancy.

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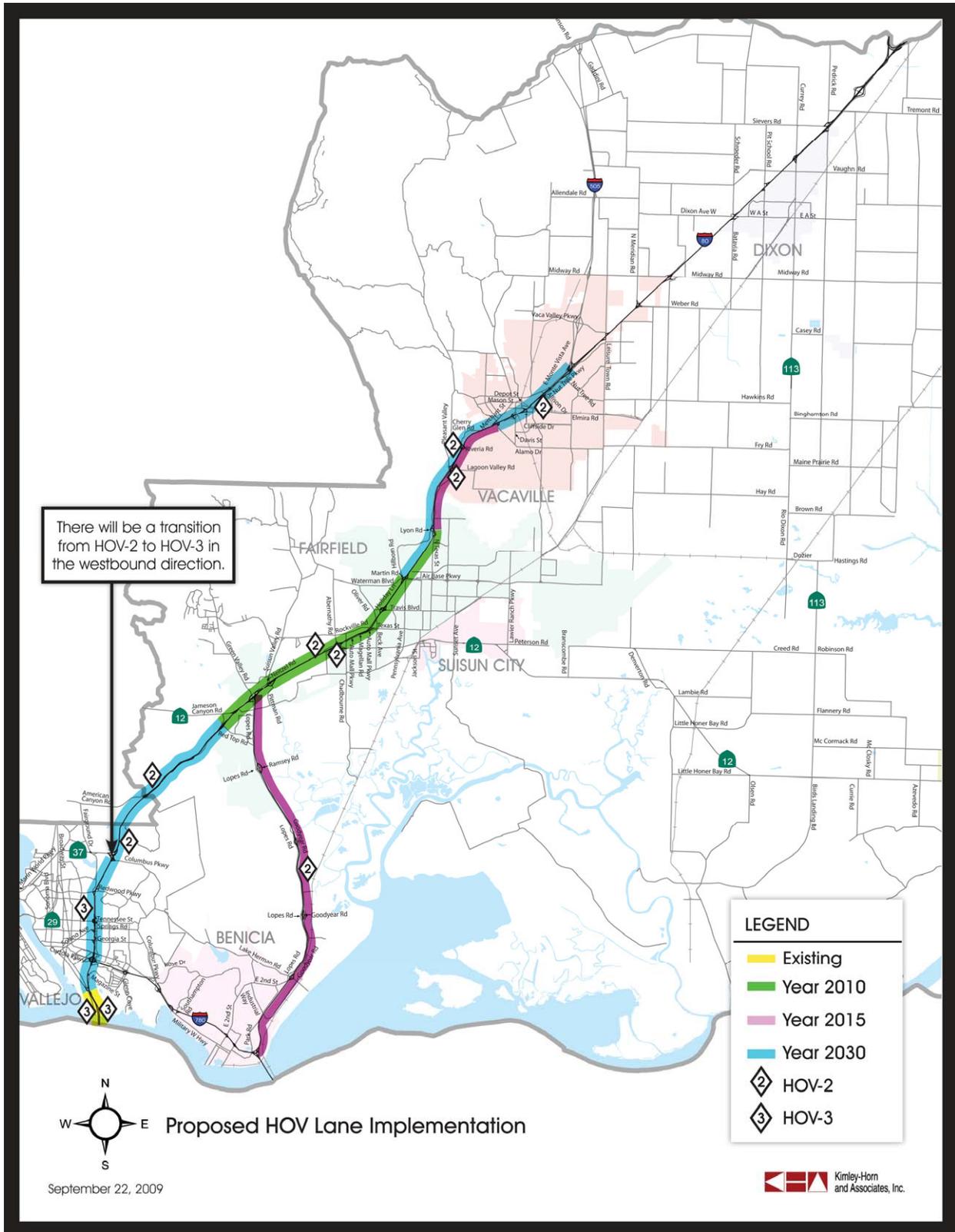


Figure E-7: HOV Lane Implementation

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VISUAL DESIGN GUIDELINES

The Visual Design Guidelines are intended as a guide for use by the Cities along the corridor and engineering/design consultants responsible for preparing visual and aesthetic treatments along the corridors. The guidelines provide direction to design efforts so that the corridors maintain a strong sense of identity and character throughout phased development of construction projects. The guidelines are not intended as specifications therefore state and local codes and standards shall be followed by the designers, however, if a standard is specified in this document, it shall prevail.

Goals are broad recommendations that form the baseline for the design theme. Objectives refine the intent of goals by making specific recommendations. Together they help guide the design effort. The goals for the I-80/680/780 Corridor Design are:

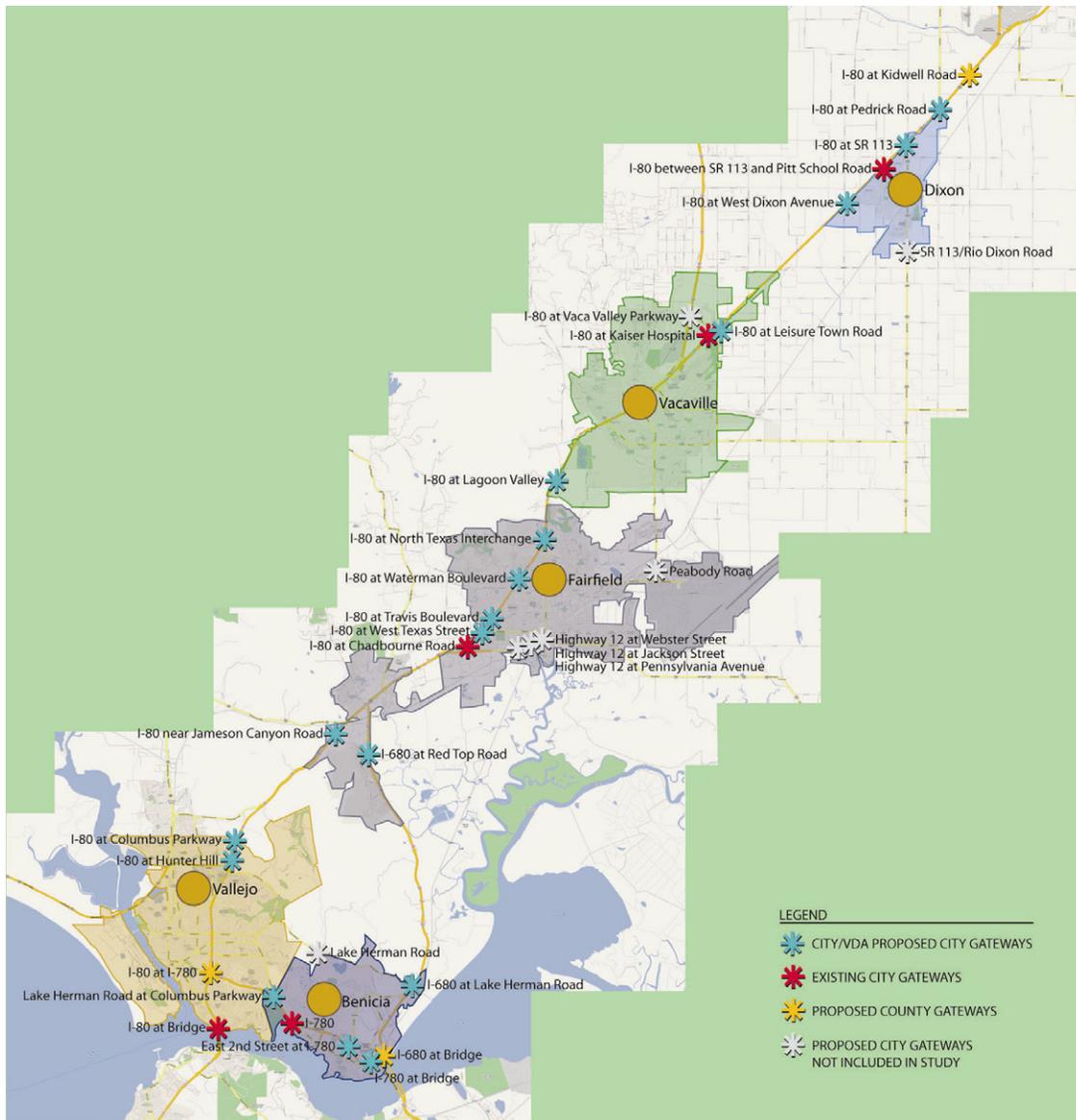
- Develop a cohesive landscape and hardscape program for the entire project area
- Develop a gateway, landscape and hardscape palette that is unique and expresses the identity of each city, yet fits into the overall program
- Create a landscape and hardscape program using sustainable, environmentally friendly and maintenance friendly plants and materials

Gateways

The design of the landscape and other design elements will create a continuous impression throughout the I-80/680/780 Corridors. Again, repetition of colors, shapes, materials, textures, key plants and site improvements within each theme will create accents at gateway locations while relating to each other to create a cohesive impression along the interstates. Each gateway location highlights a city's entry point and unique plantings are used to accent main points of interest in each city along the interstate. In many locations, a sign accompanies the unique planting scheme.

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Design Themes

The design theme for the I-80/680/780 Corridors emphasizes strong planting schemes along the edges of the travel way as a unifying element and accents entry points to each City with gateway signage, overpass signage and/or special planting. The corridors were divided into three landscape themes: Nautical, Agricultural and Naturalistic. Within each area and jurisdiction, gateway locations have been identified along with identity colors for each jurisdiction that will be applied to site improvements.

Nautical Theme

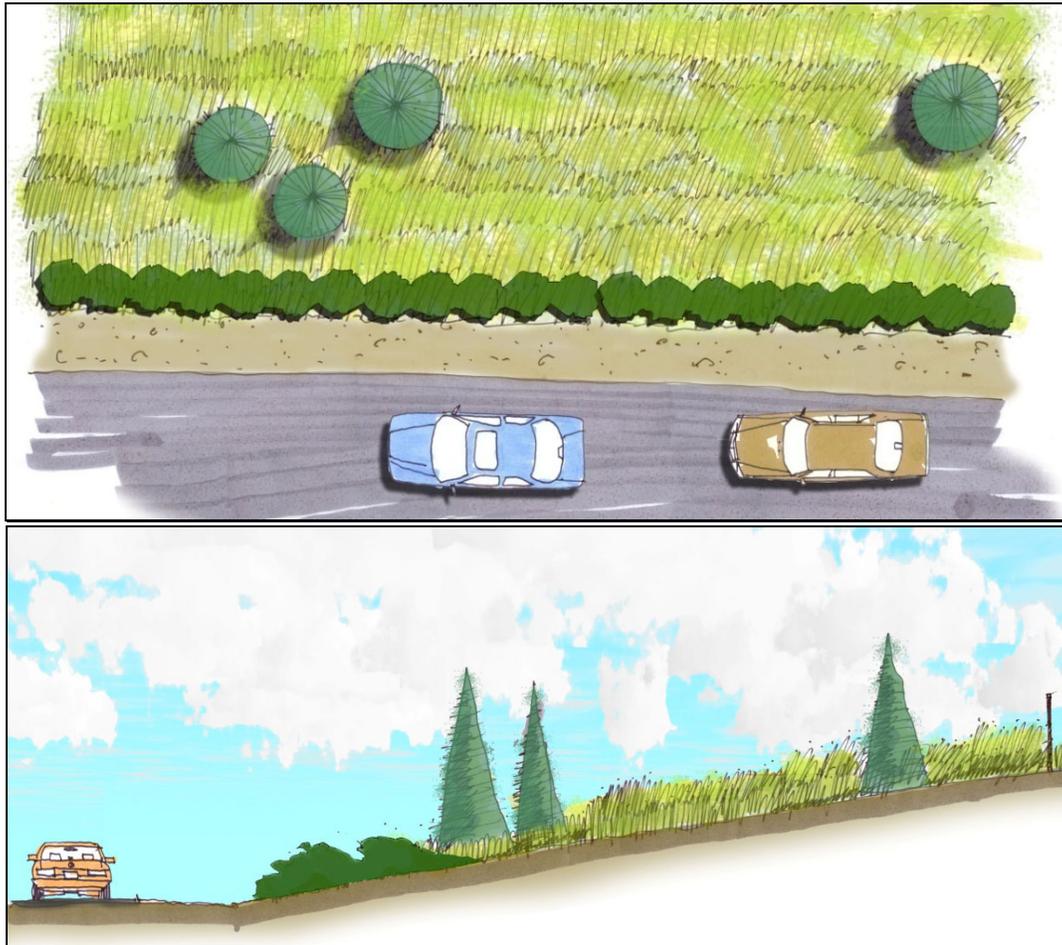
The nautical theme is inspired by the ocean and the patterns ships make in the water. Undulating grasses and drifts of soft branched shrubs represent ocean waves. The 'waves' are interrupted by triangular conifer trees resembling the pointed sails of boats and ships. The grasses and shrubs

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are slightly monochromatic in color and change with the season from grey, yellow and/or green or by fall or flower color. The planting scheme will be complimented by gateway signage and treatments that reflect the rich nautical history of both Vallejo, Benicia and Solano County.

The nautical theme is carried through the cities of Vallejo and Benicia. Accent bands or designs illustrate the City's identity color.



Nautical Theme

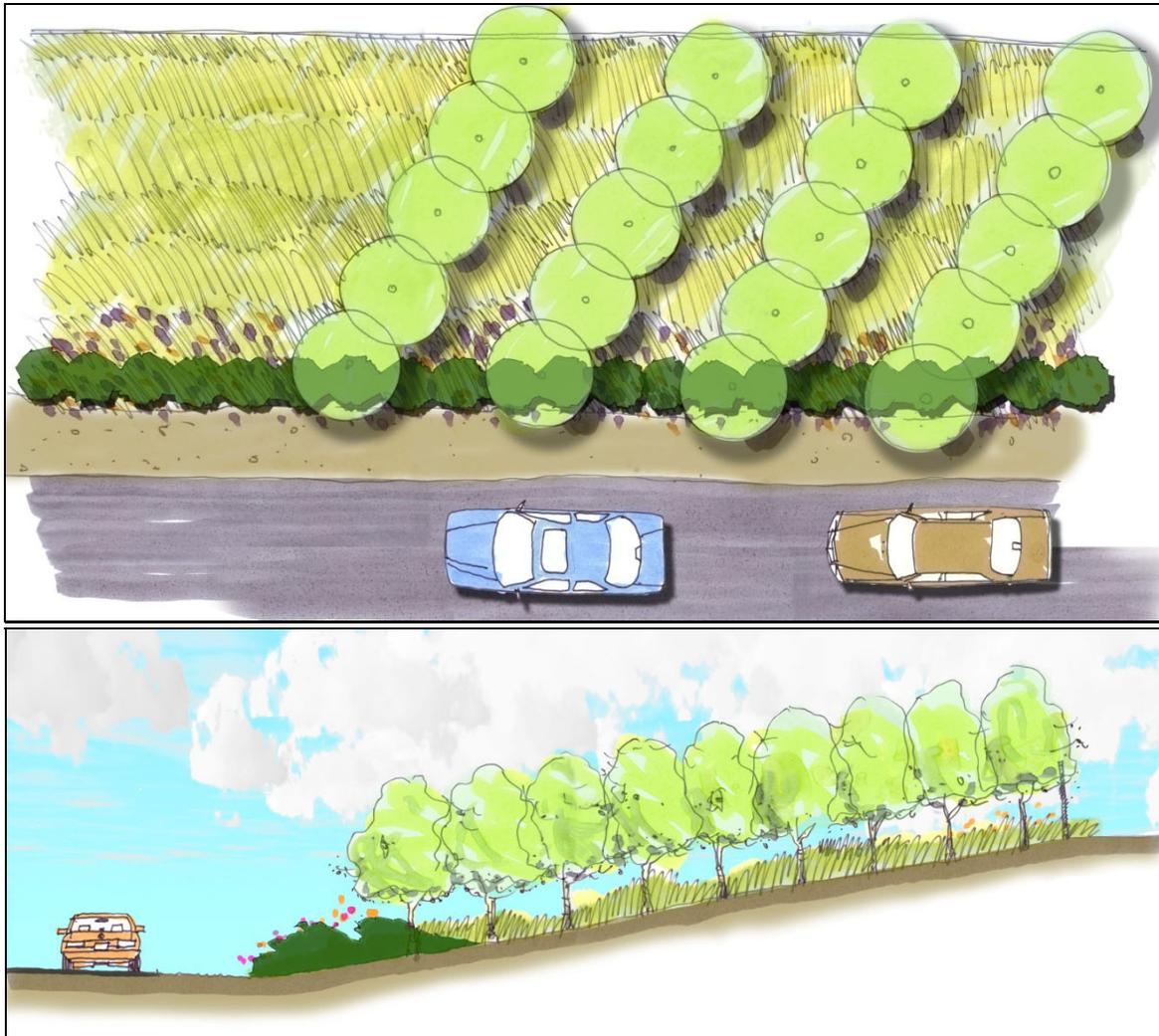
Agricultural Theme

The agricultural theme is inspired by the fields of crops and orchards along the Solano corridor. An orchard effect is represented using multiple lines of colorful hedges and flowering trees. Linear patterns of plantings are meant to not only mimic the nearby fruit and vegetable fields, but the tree rows also act as a wind break and visual barrier. The majority of the ground cover planting is of a neutral palette. In specific locations throughout the corridor, accent plantings in a linear pattern with seasonal color can be applied. The planting scheme will be complimented by gateway signage and treatments that reflect the agricultural roots in Dixon, Vacaville, Fairfield and Solano County.

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The agricultural theme is carried through the cities of Dixon and Vacaville. The agricultural themed gateways have a similar layout to the nautical themed gateways but differ due to variation in the planting palette and pattern.



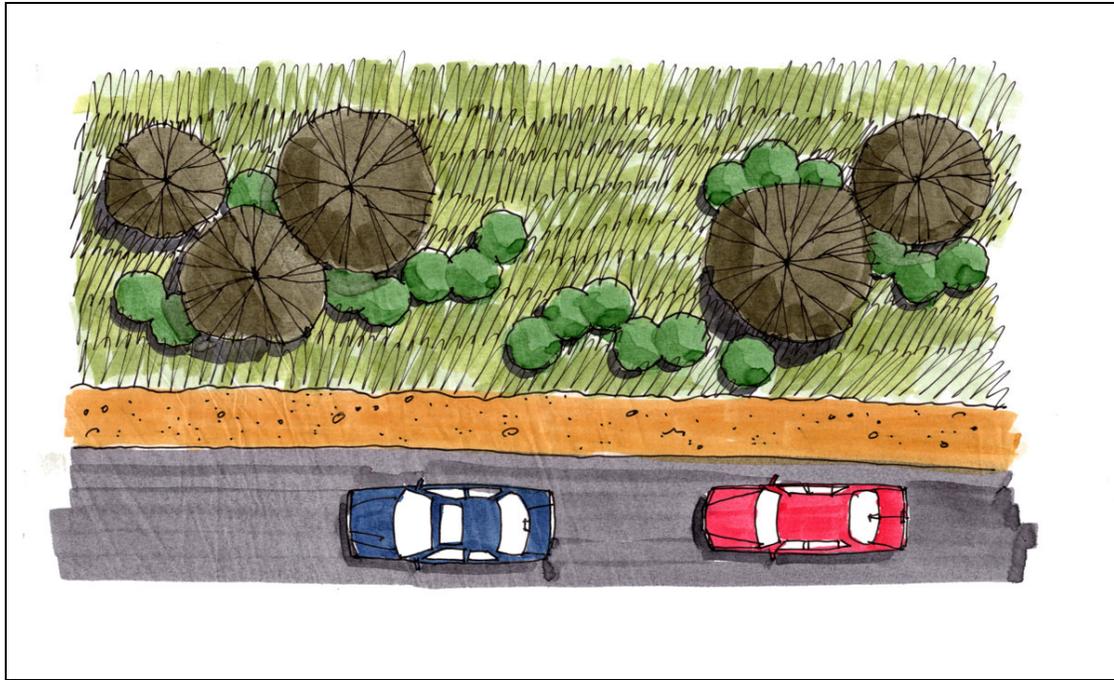
Agricultural Theme

Naturalistic Theme

The naturalistic planting scheme is inspired by the native hillside landscape along the Solano corridor. A naturalistic arrangement of planting brings the hillside aesthetic to the road edge using native trees, shrubs, ground covers, wildflowers and grasses. The majority of the ground cover planting is of a neutral palette of drifts of native plants. The naturalistic theme is carried throughout unincorporated areas and in between the gateway landscaping locations in all jurisdictions along the corridors.

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Naturalistic Theme

Solano County and City of Fairfield Gateways

The Solano County and Fairfield gateway are a combination of the nautical and agricultural themes. The Solano County gateway uses the stone wall, agricultural orchard planting and the nautical post with all the jurisdictional colors on it and metal cut out letters. The City of Fairfield gateway has an aeronautical theme with agricultural hedgerows planted in association with the gateway feature.

Design Elements

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Several elements occur within the I-80/680/780 Corridor that contribute to the overall themes and create a unified image. These elements become a readable visual sequence along the corridor and help create a coherent image and identity for motorists.

This section outlines the recommended treatment of each element to be incorporated into the design of the I-80/680/780 Corridor. Consultant engineers and designers responsible for design and construction documents for the corridor should consult these guidelines for the recommended treatment of each element. A few of the design elements include:

- Retaining Walls
- Sound Walls
- Underpass Treatments and Abutments
- Structure Treatments – Supports and Railings
- Highway Signage Support Structure

Retaining Walls

Retaining walls are used to minimize grade or elevation changes that occur along the roadway. There will be two options for retaining walls:

- Cast in place concrete with typical panel of a fractured fin texture with a recessed accent band at the top of the wall or minimal design that is reflective of a community element such as the wall in Benicia
- Custom stamped design in retaining wall such as the walls in Vacaville

Sound Walls

The sound walls are grey with split face block face and cap accented with two rows of blocks that protrude from the face of the wall every other block to make a dashed pattern at the top of the wall in the third and fifth row from the top. There is a smooth face block band below the cap block and each jurisdiction may paint the surface with their signature color to identify the area as being part of the City.

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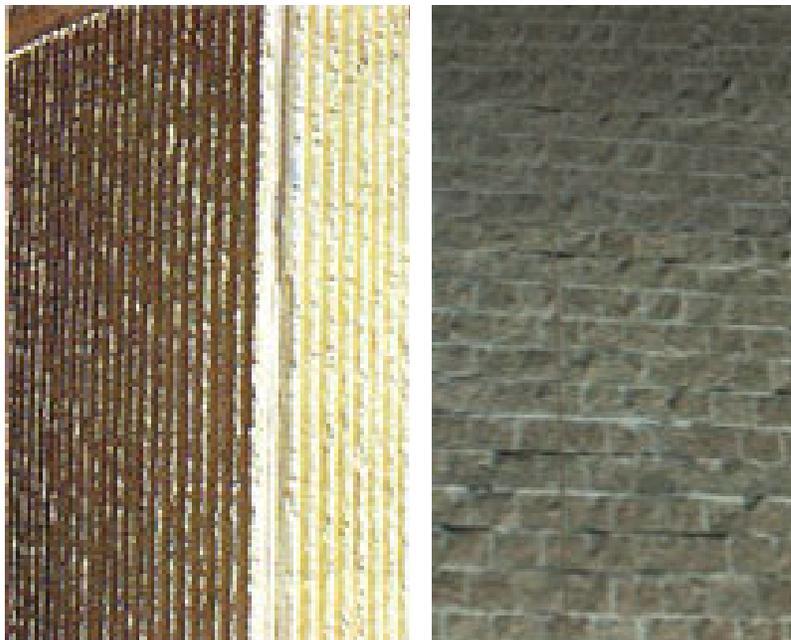


Sound Wall Treatment

Underpass Treatments

The split face texture will be surrounded by smooth concrete banding on all sides. Alternate treatment for the sloped paving may include artistic relief sculptures or designs for jurisdictional identity and enhancement. This would be done through special agreements with Caltrans.

The bridge abutment of the underpass when new will have the 'fractured fin' texture or the split face texture to match the retaining and sound walls. The fractured fin pattern is a standard Caltrans with a vertical pattern with $\frac{3}{4}$ " relief. The color will match the sound walls and will be surrounded by smooth bands of concrete on all sides.



Fractured Fin and Split Face Concrete Underpass Treatments

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Structure Treatments – Supports and Railings

Consistent treatment of overpasses, underpasses and crossings reinforce the I-80/680/780 Corridor theme. Typical new structures should be the same and are natural colored concrete with split face or fractured fin accents consistent with the retaining and sound wall treatments, which further strengthens the relationship between individual elements and the overall themes. The fractured fin pattern is a standard vertical ribbed pattern with $\frac{3}{4}$ " relief. All structures shall have a smooth accent band running the length of the bridge parapet to allow for the application of identity colors. The pier column is to have rounded edges with an inset fractured fin accent band in the centre of the column on both sides.



Bridge Structure Treatment

Highway Signage Support Structure

Highway signage support structures hold directional and informational signage pertinent to the driver. The recommended structure is the "arc type" and should be used for new and replacement structures as improvements occur so that within 15-20 years signage structures will be unified along the study corridor.



Freeway Signage Support Structure Treatment

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PUBLIC OUTREACH STRATEGIES

Information/Education Tools

To provide a rich educational and informative reference on the various operational improvements that will be considered, an "operations improvement tool box" was developed. This toolbox provides a menu of operational improvements considered and/or recommended for the freeway corridors. In addition, fact sheets were developed for ITS management strategies that include a description of the improvement, a brief synopsis of the pros and cons, identification of the benefits, application of the improvement in other areas of California and the US with specific emphasis on areas similar to study area corridors.

Toolbox

The toolbox is designed to be an interactive tool that works hand in hand with the fact sheets. The types of operational improvements that are part of the toolbox include:

OPERATIONAL IMPROVEMENTS

- HOV lanes
- Auxiliary lanes
- Truck climbing lane

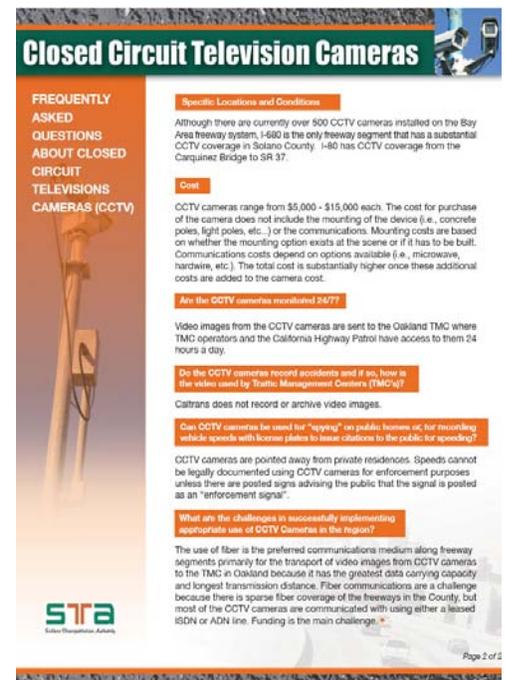
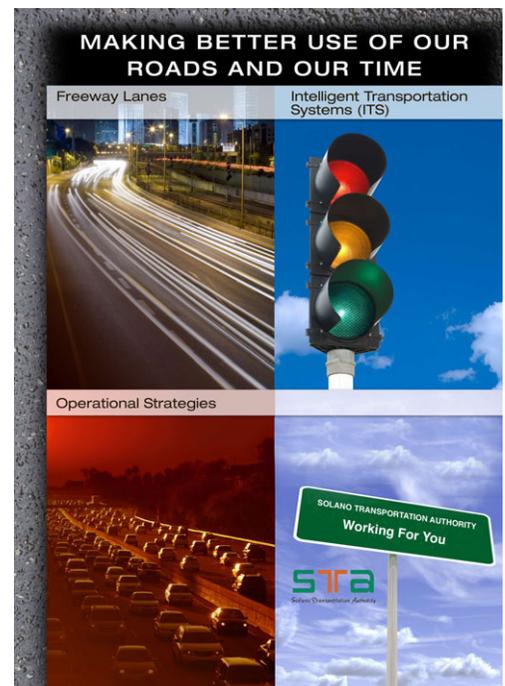
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Ramp Meters
- Closed Circuit Television (CCTV) cameras
- Vehicle Detection Systems (VDS)
- Changeable Message Signs (CMS)
- Highway Advisory Radio (HAR)
- Communications Network

OPERATIONAL STRATEGIES

- Traffic Incident Management
- Emergency Management
- Active Traffic Management
- Diversion Management
- Lane Management
- Speed Harmonization – Variable Speed Limits
- Adaptive Ramp Metering
- Express Lanes (High Occupancy Toll or HOT Lanes)

The toolbox being an interactive tool will enable the STA to post it on the STA website and can also be provided to other



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agencies for posting on their websites and other public postings.

Fact Sheets

The purpose of the fact sheets is to provide brief summary material on the key ITS strategies. The intended audience includes the public and other non-technical readers who want more information on what these types of system management strategies are. The fact sheets provide valuable information on what the Solano Transportation Authority can use in its system management set of strategies to manage congestion.



DATE: September 18, 2009
 TO: STA TAC
 FROM: Sam Shelton, Project Manager
 RE: STA Safe Routes to School Program's FY 2009-10 Work Plan

Background:

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

In 2005, the STA began the Safe Routes to School (SR2S) planning without identified program funding. Since the plan was adopted in February 2008, the STA has successfully brought together over \$1M to begin the program. A summary of the distribution is as follows:

STA Safe Routes to School Program – Grant Funds Overview

Grant Program	Agency	STA SR2S Program Use	Grant
Clean Air Program	Yolo-Solano Air Quality Management District (YSAQMD)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$60,000
		FY 2009-10 Encouragement & Education activities + Program Coordinators	\$60,000
STA's Eastern Solano Congestion Mitigation and Air Quality Program (ECMAQ)	Solano Transportation Authority (STA)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$240,000
Transportation for Clean Air (TFCA) Program Manager funds (managed by STA Staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2008-09 and FY 2009-10 Encouragement & Education activities	\$116,000
		FY 2009-10 and FY 2010-11 Program Coordinators	\$60,000
Transportation for Clean Air (TFCA), Regional Grant (managed by BAAQMD staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2009-10 and FY 2010-11 Education, Encouragement, and Engineering (radar speed signs)	\$400,000
Transportation Development Act (TDA) Article 3	Solano Transportation Authority (STA)	FY 2009-10 Bicycle Education (assemblies, bike rodeos, and equipment)	\$40,000
T-PLUS Federal Planning Funds	Solano Transportation Authority (STA)	FY 2009-10 SR2S Plan Update (add more schools)	\$85,000
TOTAL			\$1,058,000

In 2008, assisted by the STA's SR2S Plan & Program's recommendations and support, the City of Vallejo and the City of Suisun City received over \$1M in grant funding from Caltrans for SR2S Safety Engineering Projects. In 2009, the City of Vallejo received an additional \$500,000 from the Caltrans SR2S engineering program.

After adoption of the STA's Countywide SR2S Plan in February 2008, the STA implemented two pilot programs: 1) a \$300,000 pilot engineering project grant program; and 2) a pilot education and encouragement program. \$300,000 in pilot engineering projects have been awarded grant funding and are estimated to be completed by the Summer 2009.

Four schools participated in the STA's pilot education and encouragement program between May and June 2008, holding Bike Rodeos and Walk & Roll events in preparation for FY 2008-09 activities. Bike Rodeos are a series of bike safety training stations designed to improve bicycling skills and rider awareness in cooperation with local police. Walk and Roll days are encouragement events where students who walk and bike to school are given tickets (a few blocks from school by volunteers) that they can redeem for treats and prizes.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008 (Attachment A). The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events (Attachment B). Attached are student travel mode statistics before and after FY 2008-09 program activities (attachment C).

Discussion:

On September 24, 2009, the STA's Safe Routes to School Advisory Committee (SR2S-AC) will review the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools (Attachment D). In June 2008, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. After review by the SR2S Advisory Committee on September 23rd, STA staff will execute an agreement with Solano County Department of Public Health to provide both services for 2 years.

Fiscal Impact:

None. The FY 2009-10 SR2S Program Work Plan's funding is already part of the STA's FY 2009-10 Budget and Work Plan. No new funding will be added or removed.

Recommendation:

Forward a recommendation to the STA Board to approve STA's Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D.

Attachments:

- A. STA SR2S Program 3-Year Work Plan (FY 2008-09, 09-10, 10-11), 01-13-09
- B. STA SR2S Program FY 2008-09 Program Activities, 01-13-09
- C. STA SR2S Program Student Travel Mode Statistics (October 2007 & May 2009) – (To be provided under separate cover.)
- D. STA SR2S Program FY 2009-10 Program Activities, 09-21-09

**Solano Transportation Authority
Safe Routes to School Program
FY 2008-09, 09-10, 10-11 Work Plan**



Safe Routes to School Advisory Committee (SR2S-AC) Tasks:

1. Review & Recommend the following documents to the STA Board for public release:

- *STA SR2S Program Work Plan*
This document will explain in detail how the STA plans to achieve the goals of the SR2S Program with specific tasks.
- *STA SR2S Program Status Report*
This report will describe the status of funded SR2S projects and programs in Solano County. Statistics collected from bi-annual surveys will also be presented in this report.
- *STA SR2S Program Factsheet*
This factsheet will be a 2-sided handout, briefly describing the STA's SR2S Program, to educate the public about the SR2S Program.

2. Advocate for additional funding sources to fund the SR2S Program.

- *Federal, State, Regional, and Local*
Grants come in all shapes and sizes and STA staff will keep the SR2S-AC informed of grant opportunities to fund the SR2S Program.

3. Recommend SR2S projects and programs to the STA Board for funding.

- *Future Education, Encouragement, and Enforcement Programs*
3-year Education & Encouragement Program: Currently, the STA has *\$281,000 for SR2S maps, Walk and Roll events, and education materials in Western Solano County. Funding for projects in Eastern Solano County will need to be identified.
- *Future Engineering Programs*
Radar Speed Sign Program: Currently, the STA has \$275,000 to build about 23 radar speed signs on the western side of Solano County (Benicia, Fairfield, Suisun City, and Vallejo). Additional funding for projects in Eastern Solano County will need to be identified. STA Staff will work with local SR2S task forces to select projects. Project recommendations will be made by early summer.
- *Hire Part-time SR2S Coordinators for Program Coordination & Safety*
As identified in the SR2S Plan, a full-time coordinator will be required to efficiently manage a Countywide SR2S Program. STA Staff has recommended that future air district grants be spent on funding a program coordinator and a safety specialist for FY 2009-10 and FY 2010-11. This program coordinator would also be in charge of adding additional schools to the STA SR2S Plan.

*The STA's SR2S 3-Year Budget has more details of funded projects and programs and is available upon request.

FY 2008-09 Education and Encouragement Specific Work Plan

For FY 2008-09, ten schools have been selected to receive a total of \$23,500 for encouragement events (see table below). Based on the 2008 SR2S pilot encouragement events, STA staff believes that about 3-4 encouragement events can be scheduled between now and the end of June per school, for a total of 30 to 40 events. STA does not have dedicated staff to coordinate and facilitate this many events. As discussed at the last two SR2S-AC meetings, committee members recommended entering funding agreements with partner agencies willing to support the program. STA has executed the following funding agreements to support these schools:

FY 2008-09 STA Safe Routes to School Program, Participating Schools, Partner Agencies, and Lead Staff

City	School	Grant Funding	Partner Agency	Staff Contacts
Benicia	Benicia High School	\$2,500	Benicia PD	Sgt. Frank Hartig
Benicia	Benicia Middle School	\$1,500	Benicia PD	Sgt. Frank Hartig
Benicia	Matthew Turner Elementary	\$1,500	Benicia PD	Sgt. Frank Hartig
Fairfield	Anna Kyle Elementary	\$2,500	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	David Weir Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	E. Ruth Sheldon Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Suisun City	Dan O. Root Elementary	\$2,500	Suisun PD	Stan Switala, SRO
Suisun City	Suisun Elementary	\$2,000	Suisun PD	Stan Switala, SRO
Vallejo	Dan Mini Elementary	\$1,500	VCUSD	Vanita Finney
Vallejo	Steffan Manor Elementary	\$2,500	VCUSD	Vanita Finney
Vallejo	Widenmann Elementary	\$2,000	VCUSD	Vanita Finney

* Judy Leaks and Tracy Nachand will assist with coordination of other schools as needed. An additional \$4,000 will be allotted to Solano Napa Commuter Information (SNCI) program to assist as needed.

The table above lists the partner agency staff that will be the lead staff on coordinating and facilitating events at the listed schools. Below is a sample timeline of school-specific meetings & events:

FY 2008-09 STA SR2S Sample School-site Timeline

2009	Meeting/Event	Attendees	Lead Staff Tasks
Feb	Coordination meeting #1 <ul style="list-style-type: none"> Set event dates, Discuss volunteer base, Event scope & initial materials discussion (prizes.). 	<ul style="list-style-type: none"> School principals School volunteer coordinators Judy Leaks (SNCI) Partner Agency Representative Local Police representative 	<ul style="list-style-type: none"> Set coordination meeting dates. Begin developing materials.
			(3.5-4.0 hrs)
Mar	Coordination meeting #2 <ul style="list-style-type: none"> Finalize dates & event scope. Distribute materials 	<ul style="list-style-type: none"> School principals (optional) School volunteer coordinator Judy Leaks (SNCI) Partner Agency Representative Local Police representative 	<ul style="list-style-type: none"> Finalize materials (posters, prizes, treats, tickets). Set event dates.
			(2.0-3.0 hrs)
Mar-June	Hold 3-4 Walk & Roll events between March & June. Hold Bike Rodeos with cooperation from police departments.	<ul style="list-style-type: none"> SNCI/Solano County assistance (for first event) + volunteers Partner Agency Representative Local Police for Bike Rodeos 	<ul style="list-style-type: none"> Coordinate with schools and facilitate events.
			(1.5-2.0 hrs/school)
May	Statistics Gathering <ul style="list-style-type: none"> Teachers collect walk/bike info 	<ul style="list-style-type: none"> Sam Shelton (STA) School Principals Teachers 	<p><u>TOTAL HOURS</u> = 11-22 5-7 hours startup, 2-3 hours per event (3-4 events) = 6-12 hours</p>

FY 2008-09 Education and Encouragement Specific Work Plan

For FY 2008-09, ten schools have been selected to receive a total of \$23,500 for encouragement events (see table below). Based on the 2008 SR2S pilot encouragement events, STA staff believes that about 3-4 encouragement events can be scheduled between now and the end of June per school, for a total of 30 to 40 events. STA does not have dedicated staff to coordinate and facilitate this many events. As discussed at the last two SR2S-AC meetings, committee members recommended entering funding agreements with partner agencies willing to support the program. STA has executed the following funding agreements to support these schools:

FY 2008-09 STA Safe Routes to School Program, Participating Schools, Partner Agencies, and Lead Staff				
City	School	Grant Funding	Partner Agency	Staff Contacts
Benicia	Benicia High School	\$2,500	Benicia PD	Sgt. Frank Hartig
Benicia	Benicia Middle School	\$1,500	Benicia PD	Sgt. Frank Hartig
Benicia	Matthew Turner Elementary	\$1,500	Benicia PD	Sgt. Frank Hartig
Fairfield	Anna Kyle Elementary	\$2,500	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	David Weir Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	E. Ruth Sheldon Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Suisun City	Dan O. Root Elementary	\$2,500	Suisun PD	Stan Switala, SRO
Suisun City	Suisun Elementary	\$2,000	Suisun PD	Stan Switala, SRO
Vallejo	Dan Mini Elementary	\$1,500	VCUSD	Vanita Finney
Vallejo	Steffan Manor Elementary	\$2,500	VCUSD	Vanita Finney
Vallejo	Widenmann Elementary	\$2,000	VCUSD	Vanita Finney

* Judy Leaks and Tracy Nachand will assist with coordination of other schools as needed. An additional \$4,000 will be allotted to Solano Napa Commuter Information (SNCI) program to assist as needed.

The table above lists the partner agency staff that will be the lead staff on coordinating and facilitating events at the listed schools. Below is a sample timeline of school-specific meetings & events:

FY 2008-09 STA SR2S Sample School-site Timeline			
2009	Meeting/Event	Attendees	Lead Staff Tasks
Feb	Coordination meeting #1 <ul style="list-style-type: none"> Set event dates, Discuss volunteer base, Event scope & initial materials discussion (prizes). 	<ul style="list-style-type: none"> School principals School volunteer coordinators Judy Leaks (SNCI) Partner Agency Representative Local Police representative 	<ul style="list-style-type: none"> Set coordination meeting dates. Begin developing materials. (3.5-4.0 hrs)
Mar	Coordination meeting #2 <ul style="list-style-type: none"> Finalize dates & event scope. Distribute materials 	<ul style="list-style-type: none"> School principals (optional) School volunteer coordinator Judy Leaks (SNCI) Partner Agency Representative Local Police representative 	<ul style="list-style-type: none"> Finalize materials (posters, prizes, treats, tickets). Set event dates. (2.0-3.0 hrs)
Mar-June	Hold 3-4 Walk & Roll events between March & June. Hold Bike Rodeos with cooperation from police departments.	<ul style="list-style-type: none"> SNCI/Solano County assistance (for first event) + volunteers Partner Agency Representative Local Police for Bike Rodeos 	<ul style="list-style-type: none"> Coordinate with schools and facilitate events. (1.5-2.0 hrs/school)
May	Statistics Gathering <ul style="list-style-type: none"> Teachers collect walk/bike info 	<ul style="list-style-type: none"> Sam Shelton (STA) School Principals Teachers 	<u>TOTAL HOURS</u> = 11-22 5-7 hours startup, 2-3 hours per event (3-4 events) = 6-12 hours

STA Safe Routes to School Program FY 2009-10 & FY 2011-12 Work Plan

Revised, 09-23-09



Budget Summary by Program Task FY 2009-10 FY 2010-11



Education (\$42,000)		
\$ 7,900	\$ 15,100	Bicycle Rodeo Equipment & Education Materials
\$ 7,900	\$ 11,100	Student Safety Patrols
\$ 15,800	\$ 26,200	SUB TOTAL



Enforcement (\$29,300)		
		Police Distribute Materials
As determined by each participating school and police department	Increase patrol during school travel times	
	Multi-agency police task force in school enforcement	
	Bicycle rodeos and other safety events	
\$ 10,400	\$ 18,900	SUB TOTAL



Encouragement (\$187,200)		
\$ 15,900	\$ 24,000	Participate/Market in Bike to School Day
\$ 59,400	\$ 15,000	Safe Routes to School Maps
\$ 33,400	\$ 39,500	Walk and Roll events
\$ 108,700	\$ 78,500	SUB TOTAL



Coordination (\$192,000)		
\$ 99,750	\$ 92,250	Planning, Program, and Safety Coordination
\$ 234,650	\$ 215,850	TOTAL Program Expenditures

SR2S Coordinator Tasks



	FY 2009-10	FY 2010-11
Schools Reached	30-50 schools	50-80 schools
Tasks per school		
Kickoff Mtg	1	1
Follow-up Mtg	1	1
Bike Rodeos	2	2
Safety Assmb	2	2
Walk n Roll	<u>3</u>	<u>2</u>
Event Prep	NA	NA
B2SN/PTA mtg	<u>2</u>	<u>1</u>



DATE: September 16, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2010 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 14, 2009, the STA Board adopted its 2009 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2009. The STA Legislative Matrix (Attachment A) is highlighted with the year-end results of the state legislative activity.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the attached Draft 2010 Legislative Platform and Priorities for comment at the TAC and Consortium meeting in September.

STA staff will forward the Draft 2010 Legislative Platform and Priorities (Attachment B) with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2010 Legislative Platform and Priorities will be placed on the December 2009 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. STA's Draft 2010 Legislative Priorities and Platform

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 Solano Transportation Authority	LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session <i>September 16, 2009</i>	Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 277 Ammiano (D) Transportation: local retail transaction and use taxes: Bay Area.	Vetoed 08/31/09	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	Watch
AB 744 Torrico (D) Transportation: Bay Area high-occupancy vehicle network.	SEN Approps. 08/27/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	Support
AB 1219 Evans (D) Public transportation: Solano Transportation Authority.	Chaptered (# 143) 08/06/09	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

Bill Number/Topic	Location	Summary	Position
ACA 9 Huffman (D) Local government bonds: special taxes: voter approval.	ASM Third reading 09/11/09	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.	Support
ACA 10 Torlakson (D) Taxation: Education Finance District: special tax	To ASM Third reading 09/11/09	Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.	None
ACA 15 Arambula (D) Local government transportation projects: special taxes: voter approval	ASM inactive file 09/11/09	Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.	Support 06/10/09
SB 205 Hancock (D) Traffic congestion: motor vehicle registration fees. This became SB 83 (Hancock) 09/02/09	ASM Approps. Under submission 08/27/09 To enrollment 09/10/09	Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.	Support

Bill Number/Topic	Location	Summary	Position
SB 406 DeSaulnier (D) Land Use: environmental quality	Enrolled 09/15/09	This bill authorizes an additional fee (one or two dollars) on vehicle registration through an existing fee mechanism to be used for planning purposes related to SB 375 (Steinberg), and proposes new duties, membership, and funding for the Strategic Growth Council and the Planning Advisory and Assistance Council.	Support
SCA 6 Simitian (D) Taxation: educational entities: parcel tax.	SEN third reading 09/11/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.	None
SCA 12 Kehoe (D) Public safety services: local government.	SEN third reading 09/11/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.	None
SB 716 Wolk (D) Local transportation funds.	To enrollment 09/10/09	Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.	Watch

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p><u>HR 1571</u> Tauscher (D-CA) Private investment in Commuter Vanpooling Act of 2009</p>	<p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p>	<p>This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.</p>	<p>None</p>
<p><u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	<p>None</p>
<p><u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	<p>None</p>



Solano Transportation Authority

DRAFT 2010 Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
 - A. New Authorization as submitted for Federal Fiscal Year (FFY) 2010
 1. I-80/I-680/SR 12 Interchange
 2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
 3. Alternative Fuel SolanoExpress Bus Replacement
 4. Vacaville Intermodal Station (Phase 2)
 - B. Appropriations as submitted for Federal Fiscal Year (FFY) 2010
 1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
 2. Fairfield Transportation Center
 3. Alternative Fuel SolanoExpress Bus Replacement
 4. Vacaville Intermodal Station (Phase 2)
 5. SR 12 Major Investment Study
 - C. New Authorization as proposed for Federal Fiscal Year (FFY) 2016
 1. I-80/I-680/SR 12 Interchange (Phase 2)
 2. Travis AFB North Gate Access Improvements
 3. Jepson Parkway Project
 4. North Connector West End at SR 12
 5. Fairfield Transportation Center
 - D. Appropriations as proposed for Federal Fiscal Year (FFY) 2011
 1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
 2. Fairfield Transportation Center
 3. Alternative Fuel SolanoExpress Bus Replacement
 4. Safe Routes to School
 5. Dixon Intermodal/Parkway Blvd. Rail Crossing
 6. I-80 Corridor Vallejo Economic Development Plan
 7. Vallejo Ferry Station (Future phase)
 8. Curtola Transit Center (Phase 1)
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate.

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7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor.
8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
9. Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
11. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
12. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
13. Support federal and state legislation framed by California Consensus Principles (Item XIV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
4. Support legislation that increases employers' opportunities to offer commute incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

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7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor. (Priority #7)

II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. (Priority #8)
3. Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375. (Priority #9)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. (Priority #10)
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.

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(For Review by STA TAC/Consortium on 09/30/09)

III. Congestion Management

1. Monitor administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

V. Environmental

1. Monitor legislative and regulatory proposals related to the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
3. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure current level of service directly between Vallejo and San Francisco.

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(For Review by STA TAC/Consortium on 09/30/09)

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation. *(Priority #11)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
10. Ensure that fees collected for the use of High Occupancy Toll (HOT) Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*
11. Support federal and state legislation framed by California Consensus Principles (Item #XIV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #13)*
12. Support ongoing efforts to protect and enhance federal funding as reauthorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
13. Participate in efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIV), focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2010.

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14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
16. Monitor the distribution of state transportation demand management funding.
17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)
18. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

VIII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IX. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

X. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation projects.

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(For Review by STA TAC/Consortium on 09/30/09)

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

XI. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Monitor the implementation of the High Speed Rail project.

XII. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XIII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.

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3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large Urbanized Areas (UZAs).
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (Priority # 12)

XIV. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
 - Rebuilding America – state of good repair
 - Global Competitiveness – gateways and goods movement
 - Metropolitan Mobility – regions greater than 1 million population
 - Connecting America – connections to smaller cities and towns
 - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
 - Highway Safety – incentives to save lives
 - Environmental Stewardship – both human and natural environments
 - Energy Security – development of alternative transportation fuels
 - Federal Lands – providing public access on federal property
 - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
 - a. Oversee various aspects of the development of the outcome-based performance standards.
 - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.
4. Major revenue reform is necessary:
 - a. All levels of government and the private sector must contribute their appropriate shares.
 - b. User financing must be implemented.
 - c. Budgetary protections for the Highway Trust Fund must be put in place.
 - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
 - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
 - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.

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DATE: September 21, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director and Director of Projects
Sam Shelton, Project Manager
RE: Solano County Coordinated Funding Investment Strategy

Background:

STA staff is recommending the creation of a coordinated funding strategy that considers the projects that are currently moving forward with existing funding, opportunities to leverage grant funds, the next programming cycle of federal and state funding, and the vision defined through the Comprehensive Transportation Plan (CTP) process. The overall amount of funds that will come from the 2010 State Transportation Improvement Program (STIP), the Transportation Development Act (TDA) Article 3, the Congestion Mitigation Air Quality Improvement Program (CMAQ), the Eastern Solano County Congestion Mitigation and Air Quality Improvement Program (ECMAQ), federal annual appropriations, and future federal earmarks is estimated to be \$20 million over the next 3 years. In addition, the County has nearly \$100 million of Regional Measure 2 (RM 2) funds dedicated to transit intermodal facilities. Programming of these new funds will be occurring over the next 6 months.

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

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

Therefore, staff is proposing to develop a funding strategy to program these funds based on an overall strategy that will, over the long term, complete priority projects identified through the CTP process. Specifically, these resources would be combined and coordinated so they mutually benefit from each other and result in projects being fully funded and implemented faster and providing more “complete” projects. This is similar to what the STA’s 10-year STIP strategy created.

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

Discussion:

The STA staff is seeking feedback from the TAC as STA staff prepare to move forward in developing this coordinated funding strategy. This requested feedback includes the countywide transportation priorities, areas of focus, and policies that would guide this process. Over the next three months, staff will be presenting funds estimates, project implementation options that will provide a frame work for this approach.

Attached is a draft agenda for meetings between STA planning & project delivery staff, TAC members and involved local planners and project managers (Attachment A). Also attached are draft “Funding Strategy” questions which STA seeks responses to as part of the discussions.

Recommendation:

Informational.

Attachments:

- A. Draft Coordinated Funding Strategy Agenda, 09-09.
- B. Draft Coordinated Funding Strategy Policy Questions, 09-09 (To be provided under separate cover.)



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

[date]

[time] STA Main Conference Room (or local meetings)

**STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I. CALL TO ORDER—SELF INTRODUCTIONS		Janet Adams, STA
II. DISCUSSION ITEMS		
A.	Introduction to Coordinated Funding Strategy Process	Janet Adams, STA
B.	Local Priority Project Delivery Status and Current Local Funding Strategies	Sam Shelton, STA
C.	STA Comprehensive Transportation Plan (CTP) Goals & Priorities	Bob Macaulay, STA
D.	Review of funded projects, previous strategies, and funding estimates	Sam Shelton, STA
E.	STA Coordinated Funding Strategy Policy Questions	Janet Adams, STA
III. ADJOURNMENT		Janet Adams, STA
	Discuss summary of input at the November 25, STA TAC meeting.	

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DATE: September 21, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2010 State Transportation Improvement Program (STIP) Update

This report will be provided under separate cover.

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DATE: September 21, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

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

- RTIF Technical Working Group, (4 meetings to date),
Public Works & Planning Directors who review the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (1 meeting to date),
Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (3 meetings to date),
Mayors, City Managers, CAO representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

Discussion:

Revised RTIF Schedule

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

Reorganizing the committee review process receiving appointments to the RTIF Stakeholders Committee, and revising the travel demand model has delayed the project from its original aggressive schedule as proposed by the December 2008 Nexus Study RFP. The initial RTIF Stakeholders Committee is scheduled for September 24, 2009. Future RTIF updates will contain a table of action items and attach draft nexus study materials reviewed and recommended by all three RTIF committees.

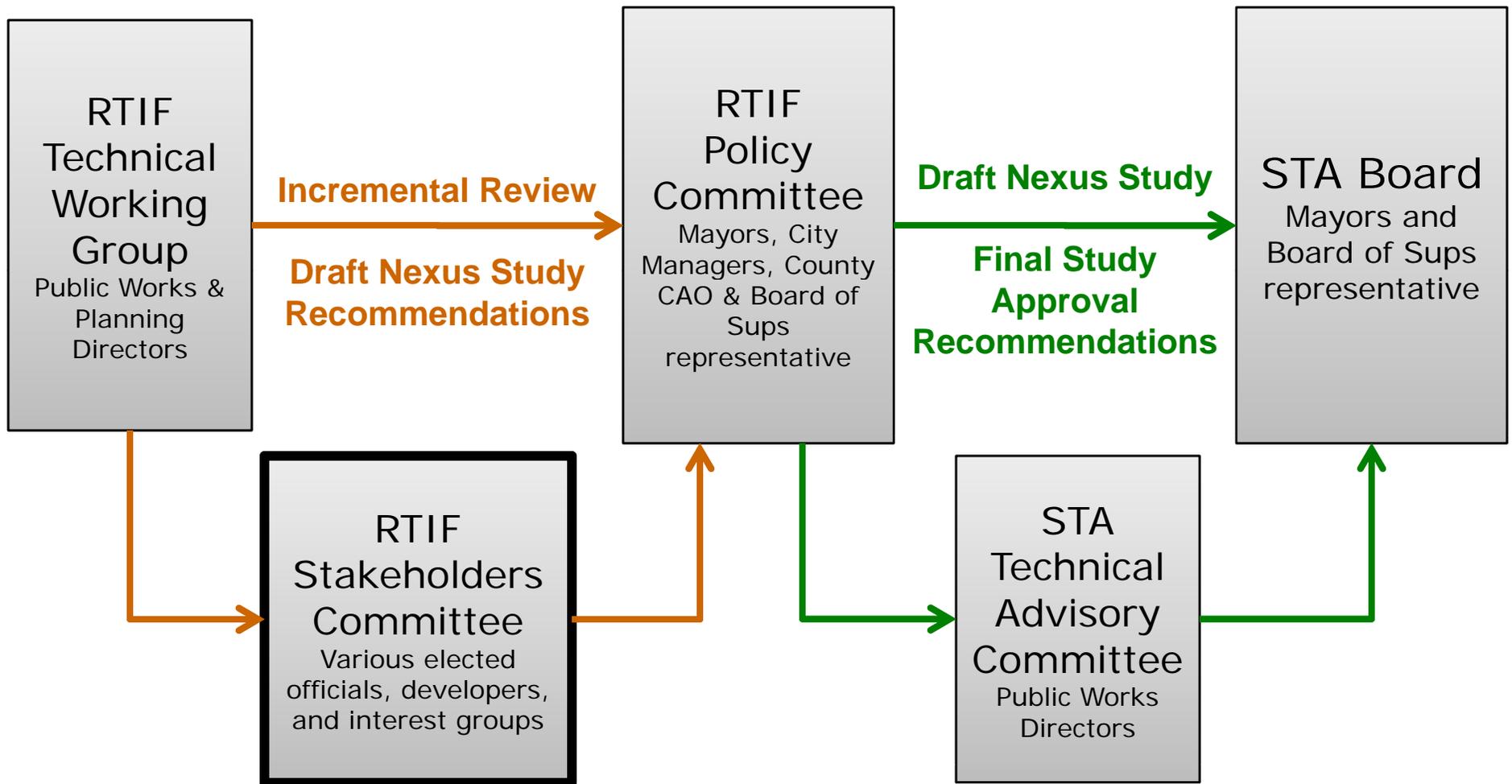
Recommendation:

Informational.

Attachments:

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

Overview of study approval process



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

Solano Transportation Authority

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

DRAFT, 09-15-09

2009	Technical Working Group (2 nd Thurs)		Stakeholder Committee (4 th Thurs)		Policy Committee (2 nd Weds)	
	Date	Items	Date	Items	Date	Items
April	04-01-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Modeling Update • Local Impact Fee Projects 			04-08-09	<ul style="list-style-type: none"> • Board Approves RTIF Outreach
May					05-04-09	<ul style="list-style-type: none"> • Intro to EPS • Draft Timeline • Recommend Governance Model to STA Board • Adopts Stakeholder committee
June						
July	07-22-09	<ul style="list-style-type: none"> • Review Capital Project Criteria • Modeling Update 				
Aug	08-19-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update 				
Sept			09-24-09	<ul style="list-style-type: none"> • Intro to EPS, Draft Timeline • Collect Concerns 		
Oct	10-08-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Modeling Update • Review Program Implementation Options 	10-22-09	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options 		
Nov					11-13-09 or early December	<ul style="list-style-type: none"> • Review revised Capital Project Criteria • Review Program Implementation Options
Dec	12-10-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 	12-17-09	<ul style="list-style-type: none"> • <u>Recommend Capital Project Criteria</u> • <u>Recommend Program Implementation Options</u> • Review draft RTIF Project List & Costs based on criteria 		

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



DATE: September 22, 2009
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: STA Transportation Planning and Land Use Solutions (T-PLUS) Program/
Transportation for Livable Communities (TLC) Program Update

Background:

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

As part of the initiation of STA's T-PLUS Program, the STA developed a TLC Toolkit and held a conference titled "Partners in Planning" focusing on TLC principles and ideas in April 2003. STA followed up with the development of the TLC Plan in October 2005 to promote the Solano County TLC Program and prioritize potential TLC projects in Solano County. The STA also committed a portion of the Eastern Solano CMAQ funds to the Solano County TLC Program. Subsequently, the STA Board has approved \$125,000 in TLC planning grants in FY 2005-06 and \$4.4 million for TLC capital projects between FY 2007-08 to FY 2009-10. A complete list of STA funded County TLC Projects and a T-PLUS Program Timeline Summary are included as Attachment A and B. In FY 2008/09, the Solano Napa Travel Demand Model was updated as part of the STA's T-PLUS Program.

Discussion:

MTC's current funding projection shows \$78 million for the Bay Area TLC Program over the next three years. Per MTC's policy two-thirds, or \$52 million, of the \$78 million will be programmed by MTC as part of the Regional TLC Program. The remaining balance of \$26 million will be programmed by the Bay Area CMA's based on a population split. Solano County's population makes up 7% of the Bay Area and can expect to receive \$1.8 million if this current estimate is adopted by the MTC. It is important to note that these estimates are preliminary and subject to change. Another important point is that STA has Eastern Solano CMAQ funds that can be added to the Solano TLC Program. MTC expects to have the CMAQ estimates available in mid-October prior to their Planning and Operations Committee.

Although the funding amounts have not been finalized, MTC staff has begun to develop TLC criteria for prioritizing projects in anticipation of the upcoming TLC funds. STA staff is planning to develop TLC

criteria consistent with the Regional TLC Program and the Alternative Modes Element's goals and policies of the Comprehensive Transportation Plan Update.

There is one fundamental policy change that MTC has adopted for the upcoming TLC programming cycle: TLC funds can only be used for projects in designated Priority Development Areas (PDAs). Solano County has a total of 9 designated PDAs (planned or potential, as defined in the PDA program). In the coming weeks, STA staff plans to meet with PDA project sponsors, and to later host a workshop for the cities and the County staff to discuss in detail program eligibility and requirements. The goal is to develop a process for prioritizing TLC funds for Solano County's PDA projects and assess which TLC projects are the best candidates for the upcoming Regional TLC Program call for projects. This effort is being conducted in parallel to STA's efforts to develop an overall funding strategy to help fund priority projects. MTC staff is tentatively planning to issue a call for Regional TLC Capital Projects in December 2009.

STA staff will provide an overview of the STA's T-PLUS program and the status of current TLC Projects at the October 14th Board Meeting.

Recommendation:

Informational.

Attachments:

- A. STA's Transportation For Livable Communities (TLC) Capital Projects
- B. STA T-PLUS Program Timeline Summary

STA's Transportation for Livable Communities (TLC) Capital Projects

Agency	Project	Approved	Funding Source		Fiscal Year	Status
Suisun City	Driftwood Drive Project	\$372,200	\$372,200	TE	FY2007-08	Complete
Benicia	State Park Road Overcrossing	\$1,000,000	\$680,000	CMAQ	FY 2009-10	Contract Awarded.
			\$320,000	TE	FY2008-09	
Solano County	Old Town Cordelia Improvement Project	\$1,300,000	\$500,000	CMAQ	FY2008-09	Received E-76. Advertise October.
			\$800,000	TE	FY2009-10	
Vacaville	Intermodal Station	\$900,000	\$900,000	ECMAQ	FY 2008-09	Received E-76. Advertise October.
Vacaville	Creekwalk Extension	\$822,000	\$822,000	ECMAQ	FY 2008-09	Contract Awarded.
Total		\$4,394,200				

STA T-PLUS Program Timeline Summary

2000

- Jepson Parkway Concept Plan

2003

- Transportation and Land Use Toolkit
- STA Partners in Planning Conference

2004

- Solano Countywide TLC Plan
- I-80/680/780 Transit Corridor Study

2005

- Solano Countywide Bicycle Plan Update
- Solano Countywide Pedestrian Plan Update
- STA awards planning TLC Planning Grants
 - *Rio Vista Waterfront Plan \$50,000*
 - *Fairfield Allan Witt Transportation Linkage/West Texas TLC Plan \$50,000*
 - *Vacaville Creekwalk TLC Plan \$25,000*

2006

- STA awards capital TLC Grants 1st round
 - *Suisun Driftwood Drive \$372,000*
 - *Benicia State Park Road Overcrossing \$1 million*
 - *Solano County's Old Town Cordelia Improvement Project \$500,000*

2008

- STA awards capital TLC Grants 2nd round
 - *Vacaville Creekwalk Extension \$822,000*
 - *Vacaville Intermodal Train Station \$900,000*
- Solano Napa Travel Demand Update
- North Connector TLC Corridor Concept Plan

2009

- ARRA TLC Funds Provided additional funds to Solano County's Old Town Cordelia Project \$800,000



DATE: September 18, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Project List

Background:

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

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

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

Discussion:

Almost 200 projects have been submitted; project lists from the cities of Dixon and Rio Vista have not been received as of this date. The project submittals are contained in Attachment A. STA staff has assigned a CTP number to each project. In cases where multiple jurisdictions submitted the same project or program, STA has assigned a single CTP number to the project.

Over the next two months, STA staff will meet with each of the jurisdictions to review their project submittals. Some projects may be identified as local, rather than regional, and not recommended for inclusion in the CTP. At the November TAC meeting, a final project list will be presented, and will include projects identified by regional partners such as Caltrans, the Capitol Corridor, the ferry operator and the two air districts.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. 2009 CTP Call for Projects List

CMP Project (specific location and dispersed location projects) and Program Submittals

September, 2009

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 1	Benicia	Improve I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways	Install traffic signals and construct interchange improvements. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance	Planned	Improves mobility, efficiency, safety; support a planned Priority Development Area, supports economic vitality, protects the environment, promotes bicycle/pedestrian use, supports use of transit services.
09CTP 2	Benicia	Improve I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways	Construct improvements to I-80/I-680/ SR-12 interchange to provide additional lanes and smoother merges, reducing congestion and improving through-put. The project will be built in phases. This is a Route of Regional Significance	Per STA	Per STA
09CTP 3	Benicia	Widen I-680 from Benicia Bridge to I-80	Arterials, Highways and Freeways	Construct one additional mixed-flow lane in each direction. This is a Route of Regional Significance	Per STA	Per STA
09CTP 4	Benicia	Construct HOV System on I-80 and I-680	Arterials, Highways and Freeways	Construct HOV lanes on I-80 from the Yolo County line to the Contra Costa County line, and I-680 from the I-80/I-680 interchange to the Contra Costa County line. This is a multi-phase project. These are Routes of Regional Significance	Per STA	Per STA
09CTP 4	Benicia	Install I-780 (E 2nd to E 5th) Auxiliary Lanes	Arterials, Highways and Freeways	Construct mixed-flow aux lane and interchange improvements. This is a Route of Regional Significance	Planned	Improves mobility, system efficiency, safety
09CTP 6	Benicia	Install I-780 (Columbus Pkwy to Military West) Aux Lanes	Arterials, Highways and Freeways	Construct mixed-flow aux lane and interchange improvements. This is a Route of Regional Significance	Planned	Improves mobility, system efficiency, safety
09CTP 7	Benicia	Improve I-680/ Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned	Improves mobility, system efficiency, and safety
09CTP 8	Benicia	Improve I-780/ Southampton/West 7th Interchange Ramps	Arterials, Highways and Freeways	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned	Improves mobility, system efficiency, and safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 9	Benicia	Improve I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned	Improves mobility, system efficiency, and safety
09CTP 10	Benicia	Construct Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned	Improves mobility and system efficiency
09CTP	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alternative Modes	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	Permitted and Ready to Construct	Protects the environment, promotes bicycle/pedestrian use, improves safety and mobility
09CTP 11	Benicia	Construct Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alternative Modes	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Preliminary Design	Improves mobility, protects the environment, promotes bicycle and pedestrian use, improves safety
09CTP 12	Benicia	Construct First Street Streetscape Project	Alternative Modes	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street.	Planned	Improves mobility, supports economic vitality, supports a Priority Development Area, promotes bicycle and pedestrian use, improves safety
09CTP 13 a b c	Benicia	Construct 3 New Transfer/Park-n-Ride Facilities	Alternative Modes	Construct new facilities at a) Military at First St./Downtown (Rte. 78), b) Military at Southampton Rd. (Rte. 78), and c) intersection of Park Rd./Industrial Way (Rte. 40). May include local and express bus and park-and-ride. These are RM-2 funded facilities. This is a Route of Regional Significance.	Planned	Improve mobility, system efficiency, supports economic vitality, supports a Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 14	Benicia	Install Bike and Walkway Connections to the Historic Arsenal, Clocktower and Camel Barn Facilities	Alternative Modes	Construct continuous bike and sidewalk facilities from the downtown to the Arsenal, including Clocktower and Camel Barn.	Planned	Improve mobility, promote bicycle and pedestrian use
09CTP 15	Benicia	Install Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alternative Modes	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned	Promote bicycle and pedestrian use
09CTP 16	Benicia	Install Citywide Bike Path Improvements per General Plan/ Capital Improvement Program (CIP)	Alternative Modes	Construct bike path improvements throughout Benicia per the General Plan/CIP.	Planned	Promote bicycle use
09CTP 17	Benicia	Install Citywide Walkway Improvements per General Plan/ CIP	Alternative Modes	Construct walkway improvements throughout Benicia per the General Plan/CIP.	Planned	Promote pedestrian use
09CTP 18	Benicia	Citywide Traffic Calming Program	Alternative Modes	Install traffic calming improvements as needed and identified in the CIP.	Existing Program	Promotes bicycle and pedestrian use, improves safety
09CTP 13 c	Benicia	Construct Benicia Intermodal Transportation Station	Alternative Modes	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus, park-and-ride and Capitol Corridor train connections. This is a Route of Regional Significance.	Planned	Improve mobility, system efficiency, supports economic vitality, supports a planned Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 19	Benicia	Provide Ferry Service to Benicia	Alternative Modes	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal.	Planned	Improve mobility, system efficiency, supports economic vitality, supports a Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety
09CTP 13 c	Benicia	Construct Benicia Multi-Modal Rail Station	Transit	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus, park-and-ride and Capitol Corridor train connections. <i>Project also listed in Alternative Modes.</i> This is a Route of Regional Significance.	Planned	Improve mobility, system efficiency, supports economic vitality, supports a planned Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety
09CTP 19	Benicia	Provide ferry service to Benicia	Transit	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <i>Project also listed in Alternative Modes.</i>	Planned	Improve mobility, system efficiency, supports economic vitality, supports a Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 20	Benicia	Provide more joint bus operations	Transit	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Existing/Planned Program	Support use of transit services, improve equitable access to transportation
09CTP 21	Benicia	Improve or replace bus shelters	Transit	Upgrade or replace 12 bus shelters.	Permitted and ready to construct	Support use of transit services.
09CTP 13 a b c	Benicia	Construct 3 New Transfer/Park-n-Ride Facilities	Transit	Construct new facilities at Military at a)First St./Downtown (Rte. 78), b) Military at Southampton Rd. (Rte. 78), and c) intersection of Park Rd./Industrial Way (Rte. 40). May include local and express bus and park-and-ride. These are RM-2 funded facilities. <i>Project also listed in Alternative Modes.</i> This is a Route of Regional Significance.	Planned	Improve mobility, system efficiency, supports economic vitality, supports a Priority Development Area, protects the environment, supports use of transit, promotes bicycle/pedestrian use, improves safety
09CTP 22	Benicia	Improve Transit Schedules	Transit	On time performance	Existing/Planned Program	Support use of transit services, improve equitable access to transportation
09CTP 23	Benicia	Increased Transit Marketing	Transit	Advertise to increase ridership	Existing/Planned Program	Support use of transit services, improve equitable access to transportation
09CTP 24	Benicia	Increase Transit Service and Routes	Transit	Expand existing and create new routes. Increase frequency of trips.	Existing/Planned Program	Support use of transit services, improve equitable access to transportation
09CTP 2	Solano County	Improve the I-80/I-680/SR 12 Interchange	Arterials, Highways and Freeways	Construct improvements to the I-80/I-680/SR 12 interchange to provide additional lanes and better merging areas, reducing congestion and improving capacity. This is a Route of Regional Significance.	Planned	Improves regional mobility and system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 25	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways	Pavement conditions on sections of I-80 need significant rehabilitation. This is a Route of Regional Significance.	Construction complete or ongoing on some segments. Other segments are planned.	Improves regional mobility, system efficiency and safety
09CTP 26	Solano County	Improve I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways	Construct one additional mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned	Improves regional mobility and system efficiency
09CTP 27	Solano County	Improve I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned	Improves regional mobility and system efficiency
09CTP 28	Solano County	Construct a comprehensive HOV system on I-80 and I-680	Arterials, Highways and Freeways	Improve traffic flow and safety. These are Routes of Regional Significance.	Portions are under construction. Other portions are planned.	Improves regional mobility and system efficiency
09CTP 29	Solano County	Improve SR 12 East from I-80 to Rio Vista, including the Sacramento River Bridge	Arterials, Highways and Freeways	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes improving the Sacramento River Bridge. This is a Route of Regional Significance.	Planned	Improves regional mobility, system efficiency and safety
09CTP 30	Solano County	Improve SR 12 West from I-80 to Napa County	Arterials, Highways and Freeways	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders in each direction. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance.	Planned	Improves regional mobility and system efficiency
09CTP 31	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. This is a Route of Regional Significance.	A Major Investment Study has been completed.	Improves system efficiency and safety
09CTP 32	Solano County	Construct the North Connector	Arterials, Highways and Freeways	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. This is a Route of Regional Significance.	The east segment (Suisun Parkway) is under construction. The central segment is under construction. The west segment is planned.	Improves regional mobility and system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 33	Solano County	Construct the Jepson Parkway	Arterials, Highways and Freeways	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit facilities and links, and Class I bike/ped facilities. This is a multiphase project. This is a Route of Regional Significance.	Portions of the parkway are complete. Other portions are planned.	Improves regional mobility and system efficiency
09CTP 34	Solano County	Construct the fairgrounds area transportation improvements in Vallejo	Arterials, Highways and Freeways	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. These are Routes of Regional Significance.	A Project Study Report for the project is complete.	Support the County’s economic vitality and priorities, improves regional mobility and system efficiency
09CTP 35	Solano County	Widen Peabody Road two four lanes	Arterials, Highways and Freeways	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned.	Improves regional mobility and system efficiency, and supports the County’s economic vitality and priorities
09CTP 36	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. These are Routes of Regional Significance.	Planned.	Improves regional mobility, improves safety and promotes bicycle use
09CTP 37	Solano County	Construct improvements from the Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways	Construct improvements to Petersen Road, Canon Road, and North Gate Road. These are Routes of Regional Significance.	Funding to initiate environmental work has been received.	Improves local mobility, improves safety and supports the County’s economic vitality and priorities

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 38	Solano County	Reopen and improve McGary Road	Arterials, Highways and Freeways	Construct improvements, including Class 2 bike/ped facilities, to McGary Road in order to open it to through traffic and enhance the existing roadway.. This is a Route of Regional Significance.	Construction of closed section of McGary Road is scheduled for Spring of 2010.	Improves regional mobility and promotes bicycle and pedestrian use
09CTP 39	Solano County	Construct transportation improvements to support the north Dixon limited industrial area (I-80 - Pedrick Road – Tremont Road – Kidwell Road area)	Arterials, Highways and Freeways	Construct various transportation improvements to accommodate projected increasing traffic. These are Routes of Regional Significance.	Planned.	Supports the County's economic vitality and priorities
09CTP 40	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned.	Improves local mobility and safety
09CTP 41	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands. Many of these are located on Routes of Regional Significance.	Existing program.	Improves local mobility and safety, and promotes bicycle and pedestrian use
09CTP 42	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit Element	Address regional commute needs as the County's population grows by expanding public transit capabilities.	Planned.	Improves regional mobility and supports use of transit services
09CTP 43	Solano County	Implement study recommendations to consolidate intercity transit services	Transit Element	Conduct a study to examine possibilities for consolidation of local and express bus services to provide more effective public transit performance.	A Solano Transit Consolidation Study is under way. Benicia and Vallejo are discussing potential consolidation.	Supports use of transit services and improves system efficiency.
09CTP 44	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit Element	Improve County-to-County public transit connections to better serve the County's growing commute population.	Planned.	Improves regional mobility and supports use of transit services
09CTP 45	Solano County	Construct additional multi-modal rail stations in cities	Transit Element	Construct additional rail stations to provide more effective public rail transit in Solano County. Specific projects are Benicia (09 CTP 13 c) and Dixon Rail stations are Transit Facilities of Regional Significance.	Planned.	Supports use of transit services and improves equitable access to transportation

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 46	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit Element	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations. Rail stations are Transit Facilities of Regional Significance.	Planned	Supports use of transit services and improves equitable access to transportation
09CTP 47	Solano County	Support light rail commuter service	Transit Element	Support options for potential light rail service in Solano County.	Planned.	Supports use of transit services and improves equitable access to transportation
09CTP 48	Solano County	Support more joint bus operations	Transit Element	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned.	Supports use of transit services and improves equitable access to transportation
09CTP 49	Solano County	Consolidate paratransit operations	Transit Element	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Planned.	Improves equitable access to transportation
09CTP 50	Solano County	Support Solano County's paratransit operations	Transit Element	Provide paratransit transportation to ADA qualified riders.	Solano County paratransit service is ongoing.	Improves equitable access to transportation
09CTP 51	Solano County	Support the provision of wireless internet connections on public transit	Transit Element	Provide wireless internet service on public transit to better serve the needs of riders.	Planned.	Supports use of transit services
09CTP 52	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit Element	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing program.	Supports use of transit services and improves equitable access to transportation
09CTP 38	Solano County	Reopen and improve McGary Road	Alternative Modes	Reopen the closed portion of McGary Road, and rehabilitate the remainder of McGary Road, including Class 2 bike/ped facilities. This is a Route of Regional Significance.	Construction of closed section planned for spring of 2010.	Improves regional mobility, promotes bicycle use and improves safety
09CTP 54	Solano County	Construct Vacaville-Dixon Bike Route	Alternative Modes	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Part of this is a Route of Regional Significance.	Three segments of the Pitt School Road portion of the project have been constructed. Other segments are planned.	Improves local mobility, promotes bicycle use, and improves safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 55	Solano County	Construct Old Town Cordelia Improvement Project	Alternative Modes	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. This is a Route of Regional Significance.	The project is designed, and construction is scheduled for spring of 2010.	Improves local mobility, promotes bicycle and pedestrian use, and improves safety
09CTP 56	Solano County	Construct Jepson Parkway bike path and landscaping project	Alternative Modes	Construct a Class 1 bike/ped path along the Jepson Parkway, including Vanden Road. This is a Route of Regional Significance.	Planned.	Improves regional mobility, promotes bicycle and pedestrian use, and improves safety.
09CTP 57	Solano County	Construct middle Green Valley Improvements, including pedestrian, bicycle and landscaping improvements	Alternative Modes	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned.	Improves local mobility, promotes bicycle and pedestrian use, and improves safety.
09CTP 58	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alternative Modes	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use. Many of these are located on Routes of Regional Significance.	Existing program.	Promotes bicycle and pedestrian use and improves safety
09CTP 59	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alternative Modes	Purchase open space and construct multi-use paths and trails. This will likely be located along I-80, which is a Route of Regional Significance.	Planned.	Protects and improves the environment, and promotes bicycle and pedestrian use
09CTP 2	Suisun City	Improve I-80/ I-680/ SR12 Interchange	Arterials, Highways and Freeways	Construct improvements to I-80/I-680/ SR-12 interchange to provide additional lanes and smoother merges, reducing congestion and improving through-put. The project will be built in phases. This is a Route of Regional Significance	Planned – Managed by STA and supported by Suisun City.	a. Improves regional and local mobility; b. Improve system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 30	Suisun City	Improve SR 12 West from I-80 to SR 29	Arterials, Highways and Freeways	Widen SR 12 in Jameson Canyon to 2 lanes in each direction, plus shoulders and related improvements. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance	Designed – Managed by STA and supported by Suisun City.	a. Improves regional and local mobility; b. Improve system efficiency
09CTP 29	Suisun City	Improve SR 12 East from I-80 to Rio Vista	Arterials, Highways and Freeways	Widen SR-12 from 4 lanes to 6 lanes from I-80 to eastern Suisun City Limits. Widen SR-12 from 2 lanes to 4 lanes from Suisun City to Vista. This is a Route of Regional Significance	Planned - Managed by Others and supported by Suisun City; Dependent on future development.	a. Improves regional and local mobility; b. Improve system efficiency
09CTP 29	Suisun City	Widen SR 12 from I-80 to Walters Rd.	Arterials, Highways and Freeways	This is a subset of the previous project.	Planned.	a. Improves regional and local mobility; b. Improve system efficiency
09CTP 29	Suisun City	Improve median on SR 12 from Marina Blvd to Walters Rd.	Arterials, Highways and Freeways	This is a subset of the previous project.	Planned.	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety
09CTP 33	Suisun City	Construct Jepson Parkway	Arterials, Highways and Freeways	Construct 4-lane continuous expressway from SR-12, along Walters Rd, Cement Hill Rd, Vanden Rd and Leisure Town Rd to I-80. Project includes transit facilities and links, and Class I bike/ped facilities. This is a multiphase project. This is a Route of Regional Significance	Suisun City phase complete; Suisun City supports construction of remaining phases.	a. Improves regional and local mobility; b. Improve system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 60	Suisun City	Improve Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways	Widen Cordelia Road from 2 lanes to 4, including bike lines, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. Project 09CTP 55 addresses a portion of Old Cordelia Road. This is a Route of Regional Significance	Planned – Suisun City portion dependent on development.	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety
09CTP 61	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance	Preliminary Design.	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety
09CTP 62	Suisun City	Improve and provide additional bus shelters	Transit Element	Install solar bus shelters to bus stops as needed.	Planned – Managed by FAST.	g. Support use of transit services
09CTP 63	Suisun City	Provide express bus from Lawler Ranch	Transit Element	Provide an express bus route to Lawler Ranch as warranted.	Planned – Managed by FAST.	g. Support use of transit services
09CTP 64	Suisun City	Provide direct bus connections to rail station	Transit Element	Provide additional direct bus connections to rail station as warranted. This is a Transit Facility of Regional Significance	Planned – Managed by FAST.	g. Support use of transit services
09CTP 65	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alternative Modes	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. This project will be complete in June 2010 after landscaping and lighting have been completed by the City.	Path - In Construction. Landscaping and Lighting – Preliminary Designed.	a. Improves mobility. h. Promote bicycle and/or pedestrian use. i. Improves safety.
09CTP	Suisun City	Driftwood Waterfront Pedestrian Plaza (Sheldon Plaza)	Alternative Modes	This project has been completed.	PROJECT IS COMPLETE.	PROJECT IS COMPLETE.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 66	Suisun City	Petersen Road Bike Path	Alternative Modes	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex.	Planned – Part of Travis Air Force Base South Gate Project managed by Solano County.	a. Improves mobility. h. Promote bicycle and/or pedestrian use. i. Improves safety.
09CTP 66	Suisun City	Grizzly Island Trail <i>SR 12 Pedestrian Path (south side)</i>	Alternative Modes	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Snow Drive to Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive. Grant received from SR2S for \$900,000. City seeking additional funds for project. Conceptual plans to begin in September 2009.	Planned.	a. Improves mobility. h. Promote bicycle and/or pedestrian use. i. Improves safety.
09CTP 67	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alternative Modes	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned	h. Promote bicycle and/or pedestrian use.
09CTP 68	Suisun City	Park-and-ride lot Landscape Project	Alternative Modes	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned.	g. Support use of transit services.
09CTP 69	Suisun City	Additional Suisun City Park-and-ride lot	Alternative Modes	Construct a park-and-ride lot at an unknown location as needed.	Planned.	g. Support use of transit services.
09CTP 70	Suisun City	Rail Station Improvements	Alternative Modes	Install bike lockers, construct parking lot improvements and other necessary improvements as needed to facilitate transit users. This is a Transit Facility of Regional Significance	Planned – Ongoing.	g. Support use of transit services.
09CTP 71	Suisun City	Union Pacific Railroad Sound Walls	Alternative Modes	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned.	f. Protect and improve the environment. i. Improves safety.
09CTP 72	Suisun City	Kellogg Street Waterfront Improvements	Alternative Modes	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.	Planned.	a. Improves mobility.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 73	Suisun City	McCoy Creek Pedestrian/Bike Path	Alternative Modes	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned.	a. Improves mobility. h. Promote bicycle and/or pedestrian use. i. Improves safety.
09CTP 74	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alternative Modes	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned.	a. Improves mobility. h. Promote bicycle and/or pedestrian use. i. Improves safety.
09CTP 75	Suisun City	Railroad Avenue Widening and Realignment	Arterials, Highways and Freeways	Widen Railroad Avenue from Sunset Avenue to Olive Avenue from 2 lanes to 3 lanes with bike lanes and center turn lane. Realign Railroad Avenue at both eastern and western ends – from Humphrey Drive realigning terminus point to Olive Avenue & Sunset Avenue to re-align with existing Railroad Avenue west of Sunset Avenue. This project will be done in phases. This is a Route of Regional Significance	Planned	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety
09CTP 76	Suisun City	Railroad Avenue Extension	Arterials, Highways and Freeways	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 West-bound on-ramp. This is a Route of Regional Significance	Planned	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 77	Suisun City	Downtown Bypass Road	Arterials, Highways and Freeways	Construct a 2 lane new arterial from Cordelia Road to Spring Street.	Planned.	a. Improves regional and local mobility; b. Improve system efficiency i. Improves Safety
09CTP 78	Vacaville	I-80 WB On-Ramp @ Alamo Dr./Merchant St.	Arterials, Highways and Freeways	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance	Planned	Improves Safety
09CTP 79	Vacaville	I-80 WB On-Ramp @ Mason St.	Arterials, Highways and Freeways	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance	Planned	Improves Safety
09CTP 80	Vacaville	I-80 WB On-Ramp @ Davis / Hickory St.	Arterials, Highways and Freeways	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance	Planned	Improves Safety
09CTP 81	Vacaville	I-80 EB On-Ramp @ Cliffside Dr.	Arterials, Highways and Freeways	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance	Planned	Improves Safety
09CTP 82	Vacaville	I-80 EB On-Ramp @ Davis St.	Arterials, Highways and Freeways	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance	Planned	Improves Safety
09CTP 83	Vacaville	California Drive Extension and Overcrossing @ I-80	Arterials, Highways and Freeways	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections.	Planned	Improves mobility, Improves system efficiency, Promotes bicycle and/or pedestrian use

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 84	Vacaville	I-505 SB Interim Ramp Improvements @ Vaca Valley Parkway	Arterials, Highways and Freeways	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance	Preliminary Design	Improves mobility, Improves safety, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 85	Vacaville	Improve I-505 Interchange @ Vaca Valley Pkwy.	Arterials, Highways and Freeways	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 33	Vacaville	Jepson Parkway	Arterials, Highways and Freeways	Construct a 4 lane divided arterial from SR-12 in Suisun to I-80 @ Leisure Town Road in Vacaville. Facility is multiphase and will include transit facilities as well as Class 1 and 2 bike facilities. This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency, Promotes bicycle and/or pedestrian use

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 86	Vacaville	Widen Browns Valley Parkway (Vaca Valley Parkway to E. Monte Vista Ave.)	Arterials, Highways and Freeways	Widen Browns Valley Parkway in both directions to provide 4-lane, divided arterial with Class 1 bike path.	Planned	Improves mobility, Improves safety, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 87	Vacaville	Widen E. Monte Vista Ave. (Airport Road to Vaca Valley Pkwy.)	Arterials, Highways and Freeways	Widen E. Monte Vista Ave. in both directions to provide 4-lane, divided arterial with pedestrian walkways and on-street bike lanes.	Planned	Improves mobility, Improves safety, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 88	Vacaville	Widen Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency
09CTP 89	Vacaville	Widen Gibson Canyon Rd. (Cernon St. to Farrel Rd.)	Arterials, Highways and Freeways	Widen Gibson Canyon Rd. in both directions to provide a 4-lane, un-divided arterial with protected left turn pockets at various intersections.	Planned	Improves mobility, Improves safety, Improves system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 90	Vacaville	Orange Drive Extension (current eastern terminous to Weber/Meridian Rd.)	Arterials, Highways and Freeways	Extend Orange Drive as a 4-lane, divided arterial from its current terminous east of Leisure Town Road to the Weber/Meridian Rd interchange.	Planned	Improves mobility, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 91	Vacaville	Extend Vaca Valley Pkwy. (Wrentham Dr. to Gibson Canyon Rd.)	Arterials, Highways and Freeways	Extend Vaca Valley Pkwy. as a 4-lane, divided arterial from Wrentham Dr. to Gibson Canyon Rd., aligning with Farrel Rd. To include either Class 1 or Class 2 Bike facilities.	Planned	Improves mobility, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 92	Vacaville	Widen Vaca Valley Pkwy. (Crescent Dr. to Browns Valley Pkwy.)	Arterials, Highways and Freeways	Widen Vaca Valley Pkwy to provide 4 lanes with divided median and protected turn pockets from I-505 to Browns Valley Pkwy; and 6 lanes with divided median and protected turn pockets from I-505 to Crescent Dr.	Planned	Improves mobility, Improves system efficiency, Promotes bicycle and/or pedestrian use
09CTP 93	Vacaville	Construct HOV Lanes on I-80 from Fairfield to Vacaville	Arterials, Highways and Freeways	Construct new HOV lane in each direction from Fairfield to Leisure Town Rd in Vacaville. This is a route of regional significance. This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 94	Vacaville	Widen I-80	Arterials, Highways and Freeways	Widen I-80 to provide 4 lanes EB and WB east of Leisure Town Road to the City limits. Similar to 09CTP 26 (widen I-80 from Leisure Town Road to Kidwell Road) This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency
09CTP 95	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance	Planned	Improves mobility, Improves safety, Improves system efficiency
09CTP 96	Vacaville	Expansion of local fixed route transit service	Transit	Add additional fixed-route bus lines to areas of the City of Vacaville not currently served by regular 30-minute City Coach bus service.	Planned	Improves mobility, improves system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 97	Vacaville	Phase 1 Vacaville Transportation Center	Transit	<p>Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout.</p> <p>This is a Transit Facility of Regional Significance</p>	Phase 1 fully funded. Construction completion expected August 2010.	<p>Improves mobility, improves system efficiency, Support a TLC project, Improves equitable access to transportation, project improves the environment, support use of transit services, promotes bicycle and or pedestrian use, improves safety</p>

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 97	Vacaville	Phase 2 Vacaville Transportation Center	Transit	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance	Planned	Improves mobility, improves system efficiency, Support a TLC project, Improves equitable access to transportation, project improves the environment, support use of transit services, promotes bicycle and or pedestrian use, improves safety
09CTP 98	Vacaville	Revenue vehicle fixed route bus replacement	Transit	Replace five, medium duty, year 2000 Bluebird CNG buses with new 35 foot, low-floor CNG buses.	Planned	Improves mobility, improves system efficiency
09CTP 99	Vacaville	Electronic farebox and automated fare dispensing machines	Transit	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program	Improves system efficiency, support use of transit services
09CTP 100	Vacaville	Real-time bus arrival systems	Transit	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations and major bus stops throughout Vacaville.	Planned	Improves system efficiency, support use of transit services

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 101	Vacaville	Transit amenities and bus stop improvements	Transit	Install bus shelters, bus benches, trash receptacles, map display cases, and other transit passenger conveniences to enhance public transit as a viable transportation alternative.	Existing Program	Support use of transit services
09CTP 102	Vacaville	Expand transit maintenance facility	Transit	Expand existing transit maintenance facility to include an additional maintenance bay, floor lift, exhaust capture and venting system, and storage area.	Planned	Support use of transit services
09CTP 103	Vacaville	Transit Stops and Bus Pullouts	Transit	Construct transit bus stop pads and bus pullouts to enhance the transportation services offered within the City of Vacaville.	Existing Program	Support use of transit services
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program	Improves mobility, improves system efficiency, support use of transit services
09CTP 105	Vacaville	Real-time bus arrival systems	Transit	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned	Improves mobility, improves system efficiency, support use of transit services
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit	Procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned	Improves mobility, improves system efficiency, support use of transit services

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 107	Vacaville	Accessible Taxi Program (operations)	Transit	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned	Improves mobility, improves system efficiency, support use of transit services
09CTP 108	Vacaville	Downtown Multi-Family Housing Program	Alternative Modes	The eastern portion of Downtown Vacaville includes approximately five acres of properties acquired and currently owned by the Vacaville Redevelopment Agency. In planning for the redevelopment of the area, the Opportunity Hill Master Plan and Design Guidelines were developed with participation from the community and area businesses to document the overall vision for development. The vision includes mixed-uses and high-density housing (up to 65 dwelling units per acre) to attract a diverse community of professionals, families, and active adults of all backgrounds and income levels.	The Redevelopment Agency is currently in the process to initiate the actions necessary to realize the vision, including: completing a parking study and master plan to ensure parking needs will be met without negatively impacting the existing, developed Downtown area, and updating the Land Use and Development Codes and General Plan to allow for mixed-uses, high density housing, and any parking regulation changes that may be identified in the parking study and/or master plan.	Support a Priority Development Area

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 109	Vacaville	Ulatis Creek Bike Facilites	Alternative Modes	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd.	Planned and Preliminary Design (depending upon location)	Improves mobility, Promotes bicycle and/or pedestrian use, Protects and improves the environment, Improves safety, Supports a Transportation for Livable Communities and/or Priority Development Area project.
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alternative Modes	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd.	Planned and Preliminary Design (depending upon location)	Improves mobility, Promotes bicycle and/or pedestrian use, Protects and improves the environment, Improves safety, Supports a Transportation for Livable Communities and/or Priority Development Area project.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 111	Vacaville	Elmira Road Bike Path	Alternative Modes	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned	Improves mobility, Promotes bicycle and/or pedestrian use, Protects and improves the environment, Improves safety, Supports a Transportation for Livable Communities and/or Priority Development Area project.
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alternative Modes	The Alternative Fuel Vehicle (AFV) Incentive Program provides purchase buy down incentives for all-battery electric vehicles, dedicated Compressed Natural Gas (CNG) vehicles, Plug-In Hybrid Electric Vehicles (PHEV), and associated demonstration projects, along with appropriate refueling infrastructure to support the program. The AFV Incentive Program provides incentives for the City of Vacaville fleet and for those who live in, or work full-time in, the northeastern portion of Solano County, essentially the cities of Vacaville, Dixon, and Rio Vista.	Ongoing	Support the County's economic vitality and priorities; Protect and improve the environment
09CTP 27 and 28	Vallejo	Construct HOV / HOT lanes and improve interchanges on I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways	Construct new HOV lane in each direction and improve interchanges on I-80 from the Carquinez Bridge to SR 37. This is a Route of Regional Significance.	Planned	Improves mobility
09CTP 113	Vallejo	Improve I-80/American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways	Construct 600-space parking structure with bus route connection.	Planned	Improves mobility

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 114	Vallejo	Widen SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. Portions of this project are not in Solano County. This is a Route of Regional Significance.	Planned	Improves mobility
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways	Some, but not all, of these are Routes of Regional Significance.	Planned	Improves mobility
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned	Improves mobility
09CTP 117	Vallejo	Widen Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways	Widen Columbus Pkwy in each direction. This is a Route of Regional Significance.	Complete from SR 37 to Springs St. Springs St. to Benicia Road planned	Improves mobility
09CTP 118	Vallejo	I-80 Auxiliary Lanes Project	Arterials, Highways and Freeways	Install aux lanes between key interchanges. The interchanges are not specified. This is a Route of Regional Significance.	Planned	Improves mobility
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal	Transit Element	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure This is a Transit Facility of Regional Significance	Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned	Support a planned priority development area; support economic vitality and priorities; and support use of transit services
09CTP 120	Vallejo	Vallejo Station bus transit center	Transit Element	Covered bus bays, transit operations center offices, pedestrian enhancements This is a Transit Facility of Regional Significance	Permitted and ready to construct	Support a planned priority development area; support economic vitality and priorities; and support use of transit services

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 121	Vallejo	Vallejo Station ferry terminal parking structure Phase A	Transit Element	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. This is a Transit Facility of Regional Significance	Designed	Support a planned priority development area; support economic vitality and priorities; and support use of transit services
09CTP 121	Vallejo	Vallejo Station ferry terminal parking structure Phase B	Transit Element	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. This is a Transit Facility of Regional Significance	Preliminary design	Support a planned priority development area; support economic vitality and priorities; and support use of transit services
09CTP 122	Vallejo	Vallejo Station City Hall parking structure	Transit Element	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. This is a Transit Facility of Regional Significance	Planned	Support a planned priority development area; support economic vitality and priorities; and support use of transit services
09CTP	Vallejo	New ferries (3rd and 4th vessels)	Transit Element	Acquire two additional ferries for the Vallejo Ferry service. This is a Transit Facility of Regional Significance.	Complete	
09CTP 123	Vallejo	New ferries (5 th and 6 th vessels)	Transit Element	Increase ridership capacity.	Planned	Improve system efficiency
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit Element	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance	Planned	Improve system efficiency
09CTP	Vallejo	Vallejo SRTP transit capital program	Transit Element		Planned	Improve system efficiency
09CTP 125	Vallejo	Vallejo SRTP operating revenues (preventive maintenance)	Transit Element	10-year look-ahead	Planned	Improves system efficiency

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 126	Vallejo	Expand regional and local bus service	Transit Element	Including service to Fairgrounds to support County 360 project	Planned	Improves mobility; supports use of transit services; and improves equitable access to transportation
09CTP 127	Vallejo	Expand paratransit	Transit Element	Expand paratransit program over different modalities	Planned	Improves mobility; supports use of transit services; and improves equitable access to transportation
09CTP 128	Vallejo	Improve Mare Island Ferry maintenance facilities	Transit Element	Construct Phases I and II of the Mare Island Ferry Maintenance Facility This is a Transit Facility of Regional Significance	Planned	Improves mobility and supports use of transit services
09CTP 129	Vallejo	Upgrade Sereno Bus Transfer Facility	Transit Element	Add ridership amenities including covered waiting areas This is a Transit Facility of Regional Significance	Complete	Improves mobility and supports use of transit services
09CTP 130	Vallejo	Upgrade York & Marin Bus Transfer Facility	Transit Element	Add ridership amenities including covered waiting areas This is a Transit Facility of Regional Significance	Complete	Improves mobility and supports use of transit services
09CTP 131	Vallejo	Provide evening and weekend bus service	Transit Element	Provide greater flexibility for patrons	Planned	Improves mobility and supports use of transit services
09CTP 132	Vallejo	Connect to regional rail service	Transit Element	This is a Transit Facility of Regional Significance.	Planned	Improves mobility and supports use of transit services obility
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit Element	This is a project of Regional Air Quality Significance.	Planned	Improve system efficiency
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit Element	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned	Improves mobility and supports use of transit services

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit Element	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned	Improves mobility and supports use of transit services
09CTP 136	Vallejo	Mare Island Bus Service Phase 1 and 2	Transit Element	Initiate new routes on Mare Island	Planned	Improves mobility and supports use of transit services
09CTP 137	Vallejo	Bay Trail Completion	Alternative Modes	Complete segments of the Bay Trail.	Planned	Promote bicycle and/or pedestrian use
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways	Add additional east-west connection to local streets	Planned	Improves mobility
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alternative Modes	Construct a Class 1 bike/ped path along Blue Rock Springs Rd.	Planned	Promote bicycle and/or pedestrian use
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alternative Modes	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned	Promote bicycle and/or pedestrian use
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alternative Modes	Replace existing structure	Planned	Promote bicycle and/or pedestrian use
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alternative Modes	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned	Promote bicycle and/or pedestrian use
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alternative Modes	Construct a bike/ped path along Broadway.	Planned	Promote bicycle and/or pedestrian use
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alternative Modes	Island-wide construction of bike routes and circulation improvements	Planned	Promote bicycle and/or pedestrian use
09CTP 145	Vallejo	Light rail service to Contra Costa County	Alternative Modes	Light rail service to connect with BART	Planned	Improves mobility and supports use of transit services
09CTP 146	Vallejo	I-80 / Redwood interchange	Arterials, Highways and Freeways	Improve on/off ramp circulation from I-80	Planned	Improves mobility

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways	Improve on/off ramp circulation to SR 37	Planned	Improves mobility
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways	Increase capacity of roadway segment	Planned	Improves mobility
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit Element	Construct 1000-space multi-level parking structure with transit connections. This is a Transit Facility of Regional Significance.	Planned	Improves mobility; supports use of transit services; and improves equitable access to transportation
09CTP 150	Vallejo	Replace Mare Island Causeway	Arterials, Highways and Freeways	Replace existing causeway bridge. This is a Route of Regional Significance	Planned	Improves mobility
09CTP 151	Vallejo	Improve local street interchange access along I-80 corridor	Arterials, Highways and Freeways	Add frontage roads along I-80	Planned	Improves mobility
09CTP 152	Vallejo	Acquisition and re-use of rail lines throughout Vallejo	Alternative Modes	Re-activate rail service	Planned	Improves mobility and support use of transit services
09CTP 153	Vallejo	Upgrades to rail service on Mare Island	Alternative Modes	Improvements to at-grade railroad crossings on Mare Island	Planned	Improves mobility and support use of transit services
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit Element	Replace engines	Planned	Improve system efficiency
09CTP 155	Vallejo	City wide bike lanes	Alternative Modes	Conversion of some 4 lane roads to 3 lanes for addition of bike lanes	Planned	Promote bicycle and/or pedestrian use
09CTP 156	Vallejo	I 780/Lemon St. transit center	Transit Element	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned	Improves mobility; supports use of transit services; and improves equitable access to transportation

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Transit Element	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned	Improves mobility; supports use of transit services; and improves equitable access to transportation
09CTP 158	Vallejo	Water taxi service to Mare Island	Alternative Modes	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and Vallejo Ferry services.	Planned	Improves mobility and support use of transit services
09CTP 159	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alternative Modes	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd. This is a Route of Regional Significance.	Planned	Promote bicycle and/or pedestrian use
09CTP 160	Vallejo	Bus Shelter Replacement	Transit Element	A bus shelter is a bus stop that has a roof and at least one open side.	Planned	Improve equitable access to transportation
09CTP 161	Vallejo	Heavy Duty Equipment & Other Equipment Replacement	Transit Element	Miscellaneous Heavy Equipment and Office Equipment purchase.	Planned	Improve system efficiency
09CTP 162	Vallejo	Rehabilitation of the Bus Maintenance Facility	Transit Element	Rehabilitate the bus maintenance facility. Work includes repaving of the fleet and parking lots, bus wash replacement, security enhancements and building renovation This is a Transit Facility of Regional Significance	Planned	Improves safety
09CTP 163	Vallejo	AVL, GPS, CA Dispatch, Communication System upgrade & APC technology	Transit Element	Bus and Ferry Boat enhancements	Planned	Improve system efficiency
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit Element	Expand taxi program, call center and interface with Social Services Agencies	Planned	Improves mobility (local and regional)
09CTP 165	Vallejo	Service Vehicle Replacement	Transit Element	Existing service vehicles reached their useful life and is due for replacement	Planned	Improve system efficiency
09CTP 2	Fairfield	Improve I-80/I-680/SR 12 Interchange	Arterials, Highways and Freeways	Construct improvements to I-80/I-680/ SR-12 interchange to provide additional lanes and smoother merges, reducing congestion and improving through-put. The project will be built in phases. This is a Route of Regional Significance		STA is lead
09CTP 166	Fairfield	Improve I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 167	Fairfield	Improve I-80 from Red Top Rd. to I-505	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 168	Fairfield	Construct auxiliary lanes on I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways	Construct a mixed-flow lane in each direction. This is a Route of Regional Significance		STA is lead
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways	Construct interchange improvements. This is a Route of Regional Significance	This project is a City of Fairfield project, and is under construction. Completion Scheduled for 2010	Improves mobility, system efficiency, and safety by reconfiguring ramps and N Texas St. Gap closure on Manuel Campos Parkway
09CTP 93	Fairfield	Construct I-80 HOV lanes between I-680 and Cherry Glen (Phase 1)	Arterials, Highways and Freeways	Construct HOV lane in each direction. This is a multi-phase project. This is a Route of Regional Significance	An HOV lane from Red Top Road to Air Base Pkwy is under construction.	STA is lead
09CTP 93	Fairfield	Construct remaining portions of I-80 HOV lanes from I-680 to I-505 (Phase 2)	Arterials, Highways and Freeways	Construct HOV lane in each direction. This is a multi-phase project. This is a Route of Regional Significance	An HOV lane from Air Base Pkwy to I-505 is planned.	STA is lead
09CTP 171	Fairfield	Improve I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways	This interchange is part of the I-80/ I-680/SR-12 interchange complex. The I-80/ I-680/SR-12 interchange is listed separately. This is a Route of Regional Significance		STA is lead
09CTP 172	Fairfield	Relocate truck scales on I-80 at SR 12	Arterials, Highways and Freeways	Relocate existing truck scales approximately ¼ mile east. This is a multi-phased project. Relocation of the eastbound truck scale is planned to occur in 2011. This is a Route of Regional Significance		STA is lead
09CTP 30	Fairfield	Improve SR 12 West from I-80 to SR 29	Arterials, Highways and Freeways	Widen SR 12 in Jameson Canyon to 2 lanes in each direction, plus shoulders and related improvements. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance	This project is funded by Prop 1B/CMIA funds, and will begin construction in ____.	STA is lead
09CTP 29	Fairfield	Improve SR 12 East from I-80 to Rio Vista	Arterials, Highways and Freeways	Widen SR-12 from 4 lanes to 6 lanes from I-80 to ____. Widen SR-12 from 2 lanes to 4 lanes from ____ to Rio Vista. This is a Route of Regional Significance		STA is lead

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 33	Fairfield	Construct Jepson Parkway	Arterials, Highways and Freeways	Construct 4-lane continuous expressway from SR-12, along Walters Rd, Cement Hill Rd, Vanden Rd and Leisure Town Rd to I-80. Project includes transit facilities and links, and Class I bike/ped facilities. This is a multiphase project. This is a Route of Regional Significance	STA lead ? should this be broken into segments?	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.
09CTP 32	Fairfield	Construct North Connector	Arterials, Highways and Freeways	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12 at Red Top Road. This is a Route of Regional Significance	The east segment (Suisun Parkway) is under construction. The central segment is under construction. West segment is planned	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.
	Fairfield	Widen Air Base Pkwy at intersections	Arterials, Highways and Freeways	This is a Route of Regional Significance		This project no longer planned
09CTP 173	Fairfield	Construct Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways	Construct a 4-lane arterial to close gap in Manuel Campos Parkway This is a Route of Regional Significance	This segment is in construction and will be complete 2009/2010	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.
09CTP 174	Fairfield	Construct Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway This is a Route of Regional Significance	This segment is in Design	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.
09CTP 175	Fairfield	Widen Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance	This segment is in Planning	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 176	Fairfield	Widen Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance	This segment is in Planning	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.
09CTP 177	Fairfield	Construct Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. This is a Route of Regional Significance	This project is in Design. Construction expected by 2014.	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use. Supports transit.
09CTP 178	Fairfield	Construct SR 12 and Red Top Road/Business Center Drive Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 179	Fairfield	Construct I-80/Red Top Road Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 180	Fairfield	Construct I-680 and Red Top Road Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 181	Fairfield	Construct SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 182	Fairfield	Construct SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways	This is a Route of Regional Significance		STA is lead
09CTP 38	Fairfield	McGary Road Bike Path	Alternative Modes	Reconstruct McGary Road from Red Top Road to Lynch Canyon; include Class II Bike Lane. This is a Route of Regional Significance	This project is scheduled for construction in 2010.	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 74	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Transit Element	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City.		May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.
09CTP 184	Fairfield	Linear Park Path	Alternative Modes	Complete a Class I bicycle/pedestrian pathway which will ultimately connect Solano Community College via the North Connector project and northeastern Fairfield.	City of Fairfield is the lead agency. The section between Solano Community College and Dover Avenue has been largely completed (the final segment near Dover Avenue is under construction currently) Major upcoming improvements include the segment from Dover to Airbase and an access route to the existing crossing. The City is currently negotiating to obtain an easement for this segment. The segment between Claybank and Peabody will be constructed in four phases as part of The Villages at Fairfield project. The City is also negotiating for the right of way needed for the final segment between Peabody Road and Vacaville City Limits. Timing and budget is currently unknown.	Promotes bicycle and pedestrian use

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 185	Fairfield	Fairfield/Vacaville Intermodal Train Station	Transit Element	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. This is a Transit Facility of Regional Significance.	Project in Design and targeted for completion by 2014	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use. Supports transit.
09CTP 186	Fairfield	Jepson Parkway Bike Path	Alternative Modes	Construct a Class I bike/ped path along the length of the Jepson Parkway in Fairfield. This is a Route of Regional Significance	Not sure why this is separate entry from Jepson Parkway if paths are going to be constructed as part of each segment of Jepson Parkway.	STA is lead
09CTP 187	Fairfield	Laurel & LedgeWood Creek Bike Paths	Alternative Modes	Extension of the LedgeWood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	These pathway projects are in Planning	Promotes bicycle and pedestrian use. Supports transit.
09CTP 188	Fairfield	I-80/Red Top Park-and-ride lot	Transit Element	Construct a 500 space park-and-ride lot on Red Top Road at I-80. This is a Transit Facility of Regional Significance	A 200 space first phase is in Design Construction of first phase is end of 2010.	Improves mobility, system efficiency, and safety. Supports transit.
	Fairfield	I-680/Industrial Way Park-and-ride lot	Transit Element	THIS PROJECT IS IN BENICIA NOT FAIRFIELD PROJECT		Benicia is lead
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit Element	Construct 200 space park and ride lot Gold Hill Road at I-680 This is a Transit Facility of Regional Significance	This project is in Planning	Improves mobility, system efficiency, and safety. Supports transit.
09CTP 191	Fairfield	Central Transfer Center	Transit Element	Construct Bus Transfer Facility off of North Texas Street	This project is in Planning	Promotes bicycle and pedestrian use. Supports transit.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 192	Fairfield	City Gateway Projects: 1-80/N. Texas, 1-80/W. Texas, SR-12/Pennsylvania, SR 12/Beck. 1-80/Red Top	Alternative Modes	Construct landscape improvements, pedestrian crosswalks, gateway monumentation, and signage.	Adopted conceptual plan outlines design parameters for each gateway. Construction will occur with other projects. e.g. North Texas is currently in construction as part of the North Texas IC.	Support economic vitality and priorities.
	Fairfield	City Gateway Projects: 1-80/N. Texas, 1-80/W.	Transit Element		This and next entry are one project combined above	
	Fairfield	Texas, SR-12/Pennsylvania, SR 12/Beck. 1-80/Red Top	Transit Element	Project lacks description.	This and previous entry are one project combined above	
	Fairfield	North Texas Street Transit Hub Access to Teen Center	Transit Element			This project should be dropped
	Fairfield	Fairfield/Vacaville Multimodal Rail Station	Alternative Modes	Construct a local/regional bus, park and ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high density mixed use development immediately adjacent to the station. Project is a Transit Element project. This is a Transit Facility of Regional Significance.		This is duplicate entry
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit Element	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. This is a Transit Facility of Regional Significance	First phase of expansion to expand from 640 to approximately 1,000 spaces environmentally cleared. Begin Design 2010	Improves mobility, system efficiency, and safety. Promotes bicycle and pedestrian use. Supports transit.
	Fairfield	Acquire Land and Develop Transit Operations Center	Alternative Modes		Project Status	CTP Goal Addressed
09CTP 194	Fairfield	Automatic Vehicle Location/Commuter Information Systems (GPS)	Transit Element	Develop communication network and GPS based automatic vehicle location system to provide real time information to transit riders	This project is in Design	Supports transit.
09CTP 195	Fairfield	ADA Access at bus facilities	Alternative Modes	Bring existing facilities into compliance with federal ADA and CCR Title ____.	Improvements being completed in phases as funding permits	Promotes bicycle and pedestrian use. Supports transit.
09CTP 196	Fairfield	Expand local bus service	Transit Element			Supports transit.

CTP ID	Agency	Title	CTP Element	Description	Project Status	CTP Goal Addressed
09CTP 42	Fairfield	Expand express bus service	Transit Element			Supports transit.
	Fairfield	Construct N. Texas Bus Transfer Facility	Alternative Modes			
09CTP 198	Fairfield	Provide change of mode facilities	Alternative Modes	Not sure if beneficial to leave such a general catchall entry in?		Promotes bicycle and pedestrian use. Supports transit.

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DATE: September 18, 2009
TO: STA TAC
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2008-09 Abandoned Vehicle Abatement (AVA) Program Annual Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration 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 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.

Discussion:

In FY 2008-09, STA was allocated \$362,832 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned of \$1,183 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies for the guidelines of the program. STA deducted \$10,885 (3%) of the funding received in FY 2008-09 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Fairfield did not submit any quarterly activity reports for FY 2008-09 as part of the AVA Program requirement. STA has received notification from the City of Fairfield of reasons why there were no AVA Program activities during the fiscal year. As a result, with no AVA Program activities for the City of Fairfield in FY 2008-09, funds that would have been allocated to the City of Fairfield for this purpose have been allocated to other agencies in Solano County using the AVA Program funding formula.

The following is a matrix summarizing FY 2008-09 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2008-09				FY 2007-08			
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement
City of Benicia	39	7	\$10,508	\$269	6	19	\$9,799	\$1,633
City of Dixon	5	5	\$473	\$95	308	156	\$2,895	\$9
City of Fairfield	0	0	\$0	\$0	986	986	\$41,988	\$43
City of Suisun	397	511	\$92,817	\$234	389	444	\$48,601	\$125
City of Vacaville	157	1,698	\$73,589	\$469	196	2,183	\$58,366	\$298
City of Vallejo	553	521	\$138,264	\$250	1,201	1,108	\$161,824	\$135
Solano County Unincorporated area	182	153	\$37,479	\$206	261	210	\$32,024	\$123
Total	1,333	2,911	\$353,130	\$265	3,347	5,106	\$355,497	\$106

Fiscal Impact:

None

Recommendation:

Informational.



DATE: September 21 2009
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Process for Fiscal Year (FY) 2009-10 and FY 2010-11

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Currently, two out of eight jurisdictions plan to use TDA funds for streets and roads (Rio Vista and the County of Solano) in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Discussion:

For FY 2009-10, MTC held a public hearing in December 2008 and received written comments. MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response. After working with Solano's transit operators, STA prepared a response for submittal to MTC.

On March 25, 2009, the STA Technical Advisory Committee (TAC) reviewed and unanimously approved STA staff's recommendation. On April 8, 2009, the STA Board reviewed and unanimously approved STA staff's recommended response and this was submitted to MTC. MTC is expected to present the responses to the Programming and Allocations Committee in November.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from Rio Vista and the County of Solano. For FY 2009-10, all TDA claims for local streets and roads are held by MTC until this process is completed.

MTC has begun establishing the process for FY 2010-11. MTC staff received approval at the September 9, 2009 Program and Allocation Committee meeting to proceed with the Solano County Unmet Needs Public Hearing. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process. The TAC, Consortium, and Paratransit Coordinating Council (PCC) will be included in this notification.

Recommendation:

Informational.



DATE: September 18, 2009
 TO: STA TAC
 FROM: Kenny Wan, Assistant Project Manager
 RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA’s Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There were 4 project delivery reminders this month:

1. FY Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) 2008-09 Federal Obligation Plan:
 MTC has adopted new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. As of July 14, 2009 approximately \$125.4 million or 74.3% of the STP/CMAQ funds have been obligated. Project sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible before the State runs out of obligation authority. Project sponsors are reminded that September 30, 2009 marks the end of Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users(SAFETEA-LU) and as a result, all unobligated funds will be rescinded by Federal Highway Administration (FHWA).

<u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u>			
- \$8.7 M in Federal funding			
- Receive E76 by April 30, 2009			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON (CMAQ & ARRA-TE). Bid opening
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Construction on-going
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON. Submitted E-76 in Sept.3
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Construction completed.

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Received E-76. Will advertise on Oct.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Received E-76 for CON. Will advertise on late Oct.
Vacaville	SOL070028	Vacaville Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Bid Opening.
Vacaville	SOL070029	Ulatis Creek – Allison to I-80	\$169,000 for ENV. Fund obligated.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Construction completed.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Contract awarded on May 19 th . Construction Completed.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$2,138,000 ARRA Fund and \$580,000 CMAQ for CON. Fund obligated June 16, 2009.

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months or risk loss of funding.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects				
Review Period: 01/01/09 – 03/31/09				
Invoice Submission Due to LPA: May 22, 2009				
Justification Due to DLAE: May 22, 2009				
Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Invoice received by State; awaiting approval. Monitor progress.	City received last check. Project close out.
Projects that will become inactive by June 2009				
Vacaville	Various Locations In Vacaville And Dixon, Leasing of electric vehicles	\$10,000	Authorized 09/08/02	Final report has sent out on late June. Waiting final cheque.
Fairfield	Linear Park Between N. Texas St. & Dover Ave. Pedestrian and bike path.	\$330,000	Authorized 04/18/07	Final Invoice \$10,155.52. City received first \$10,000

Projects that will become inactive by September 2009				
Suisun City	Various Locations Throughout City, striping for Bike Lanes	\$15,268	Authorized 8/1/2001. Last Billed 08/25/06	Staff has submitted close-out paperwork to DLAE
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007	Construction recently completed. Preparing final report of expenditure / final invoice this month.

3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the November 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by Sept 14, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

STIP ALLOCATION STATUS REPORT FOR FY08-09			
Projects that need allocation by November, 2009			
Submit allocation request by September 14, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project was deferred on June CTC meeting.
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Project was deferred on June CTC meeting.
MTC	TE reserve	\$381,000	Will lapse due to advances of ARRA-TE Funding
STIP ALLOCATION STATUS REPORT FOR FY09-10			
Projects that need allocation by September 10, 2009			
Submit allocation request by July 13, 2009			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request and advance from programmed CON funding.
Vallejo	Vallejo Ferry Terminal Parking	\$13,100,000	Amendment programming

	Phase 2		to CTC for \$13.1 million in FY09-10 for CON. 95% design done, will advertise in late August.
Vacaville	Jepson Parkway Gateway enhancement	\$230,000	Potential delay until FY11-12 due to advance of ARRA-TE funding
Solano	TE reserve	\$0	TE Reserve \$721K to go to other counties due to advance of ARRA-TE funding for Solano TE projects from other counties.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 18, 2009
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)*	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)*	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
Caltrans Highway Safety Improvement Program (HSIP)*	Sylvia Fung, Caltrans (510) 286-5226	October 8, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009

FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009
FTA Grant Program – 5317 New Freedom Program for <i>small urbanized areas</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public transportation agencies.

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

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

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

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

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

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



FUNDING OPPORTUNITY

Carl Moyer Off-road Equipment Replacement Program

For Sacramento Metropolitan Area

Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

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

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

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

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



FUNDING OPPORTUNITY
Carl Moyer Memorial Air Quality Standards Attainment Program
For San Francisco Bay Area
Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

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

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

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

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Application Due October 8, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Highway Safety Improvement Program (HSIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: The applicant for HSIP funds is an agency that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

Program Description: HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

Funding Available: Approximately \$50 million statewide is available for HSIP projects.

Eligible Projects: Examples (not limited to):

- An intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or other warning devices
- Improvement for pedestrian or bicyclist safety or for safety of persons with disabilities
- Conducting road safety audits
- Construction of a traffic calming feature
- Transportation safety planning
- Improvement of highway signage and pavement markings

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans), (510) 286-5226, sylvia_fung@dot.ca.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due October 31, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Funding Available: Approximately \$1.4 million is available for JARC rural projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans),
(916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due October 31, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects: Operating:
• Expansion of hours for paratransit service
• Enhancement of services
• Voucher programs
• Volunteer driver programs
Capital:
• Acquisition of accessibility equipment beyond ADA requirements
• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs
• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222 tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urbanized Area

Application Due October 31, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$1.6 million is available for New Freedom Small Urbanized Area Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<p><u>Capital:</u></p> <ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities
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Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222
tracey_frost@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com

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**Solano Transportation Authority
Board Meeting Highlights
September 9, 2009
6:00 p.m.**

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 September 9, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of September 9, 2009. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

ACTION –FINANCIAL ITEMS

A. State Route (SR) 12 East Major Investment Study Update

Recommendation:

Authorize the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000.

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

ACTION – NON FINANCIAL ITEMS

A. AMENDED - Addendum to the STA’s Revised Joint Powers Agreement

Recommendation:

Modify the proposed language as an addendum for the STA’s the amended JPA as specified.

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

B. Modeling Cooperative Agreement Amendment

Recommendation:

Approve an amendment to the Modeling Cooperative Agreement to designate the County Administrator or City Manager, *in consultation with the agency’s representative to the STA Board*, as appropriate, as responsible for making MTAC and MLUC appointments, as shown in Attachment A.

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

C. Draft 2009 Congestion Management Program (CMP) Update

Recommendation:

Authorize the Executive Director to release the Draft 2009 Solano CMP for review and comment.

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

D. Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System

Recommendation:

Adopt the Alternative Modes State of the System included as Attachment A and as recommended by the STA Alternative Modes Committee.

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

E. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Coordination and Memorandum of Understanding (MOU)

Recommendation:

Approve the following:

1. Resolution No. 2009-17 approving a Memorandum of Understanding by and among the STA, the City of Benicia, and the City of Vallejo for the implementation of the South Solano Transit Authority; and
2. Authorize the Executive Director to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Augustine, and a second by Board Member Vice Chair Sanchez, the STA Board unanimously approved Consent Calendar Items A thru P. At the request of Board Member Patterson, an amended version of Item A., STA Board Meeting Minutes of July 8, 2009, was provided and distributed which included track changes made to her comments and the motion taken under Agenda Item X.D, Suisun Valley Rains Drain Floor Control Study.

A. AMENDED - STA Board Meeting Minutes of July 8, 2009

Recommendation:

Approve STA Board Meeting Minutes of July 8, 2009.

B. On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved the STA Board Meeting Minutes of July 8, 2009 as amended.

C. I-80 Eastbound Cordelia Truck Scales Relocation Project Environmental Document

Recommendation:

Approve the following:

1. Resolution No. 2009-16 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$1.0 million in Bridge Toll funds for the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

D. I-80/I-680/State Route (SR) 12 Interchange Project Environmental Document

Recommendation:

Approve the following:

1. Resolution No. 2009-15 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.2 million in Regional Measure 2 funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

E. Accept Construction Contract for Demolition of North Connector Buildings

Recommendation:

Approve the following:

1. Accept the North Connector Building Demolition Contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

F. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document

Recommendation:

Approve a contract amendment for MTC/Nolte JV in the amount of \$1,940,000 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange Project.

- G. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Project**
Recommendation:
Approve a contract amendment for MTCO/Nolte JV in the amount of \$431,000 for additional services required for the Gordon Waterline relocation and geotechnical investigations for the I-80/I-680/SR12 Interchange project.
- H. Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex**
Recommendation:
Approve a contract amendment for PDMG in the amount of \$460,000 for project management services through June 30, 2011 for the I-80/I-680/SR 12 Interchange Complex projects, including the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.
- I. Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering**
Recommendation:
Authorize the Executive Director to amend the contract with PBS&J for \$295,000 for the additional work required to complete the Environmental Impact Statement (EIS).
- J. Napa-Solano Travel Demand Model Update**
Recommendation:
Authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.
- K. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – September 2009**
Recommendation:
Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim amount.
- L. Emergency Ride Home Program Contract Amendments**
Recommendation:
Authorize the Executive Director to:
1. Execute an agreement with Enterprise Rent-A-Car to provide interim Emergency Ride Home Program services for Solano County program participants for the term of the existing contract; and
 2. Execute amendments to extend the term of the existing contracts to deliver the Napa Emergency Ride Home (ERH) Program with Enterprise Rent-A-Car and Napa Valley Cab Company for two years with a two-year extension option.
- M. Intercity Transit Ridership Survey**
Recommendation:
Authorize the Executive Director to execute a contract with Quantum Market Research (QMR) for an amount not-to-exceed \$80,000.

N. Federal Stimulus Fund Swap

Recommendation:

Authorize the Executive Director to enter into funding exchange agreements between the cities of Vacaville & Rio Vista and the cities of Benicia & Dixon, for funding swap amounts previously approved by the STA Board for local transportation projects.

O. Modification to SolanoExpress Route 30

Recommendation:

Approve the following:

1. Notification of the service changes to Rt. 30 effective as specified in Attachment A; and
2. Authorize staff to work with FAST and funding partners to analyze early westbound service.

P. Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area

Recommendation:

Authorize the development and implementation of a long term Complete Streets policy implementation strategy for Solano County.

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

A. MTC Presentation:

None presented.

B. Caltrans Report:

None reported.

C. STA Reports:

1. Susan Lent, Akin Gump, provided a Federal Legislative report.
2. Board Chair Spering highlighted the Senior and Disabled Transportation Summit of June 26, 2009. He stated that the next Summit is tentatively scheduled for October 30, 2009 at a location yet to be determined.
3. STA Status Reports:
 - A. Projects – Janet Adams reported on upcoming construction projects.
 - B. Planning – Robert Macaulay reported on the priority development process of SB 375.
 - C. Transit and Rideshare – Elizabeth Richards announced the upcoming Employer Commute Challenge to begin in August 2009.

INFORMATIONAL ITEMS

- A. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report**
- B. Lifeline Program Year-End Update**
- C. STA Project Delivery & Monitoring Program**
- D. STA's Clean Air Program**
- E. Highway Projects Status Report:**
 - 1. I-80/I-680/SR 12 Interchange**
 - 2. I-80 EB Cordelia Truck Scales Relocation**
 - 3. North Connector**
 - 4. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 - 5. Redwood Parkway/Fairground Drive Improvements**
 - 6. Jepson Parkway**
 - 7. State Route 12 (Jameson Canyon)**
 - 8. State Route 12 East SHOPP Project**
 - 9. I-80 SHOPP Rehabilitation Projects**
- F. American Recovery and Reinvestment Act Update**
- G. Report on Senior and Disabled Transportation Summit #2**
- H. Legislative Update**
- I. Project Delivery Update**
- J. Funding Opportunities Summary**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The STA Board meeting was adjourned at 7:20 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 14, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: September 21, 2009
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2009

Background:

Attached are the STA Board and Advisory Committee meeting schedule for the remainder of calendar year 2009 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2009



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
REMAINDER OF CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., October 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., October 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15, 2009	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., October 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., November 4	6:00 p.m.	STA's 12 th Annual Awards	Jelly Belly	Confirmed
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., November 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 25	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 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

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 Fridays of every *Odd* Month