



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, November 18, 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 September 30, 2009 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of September 30, 2009.</i> Pg. 1	Johanna Masielat
B. Transportation for Livable Communities (TLC) Complete Streets Concept / Priority Development Areas (PDAs) <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve STA’s Transportation for Livable Communities/Priority Development Area Work Plan as detailed in Attachment B.</i> Pg. 7	Robert Guerrero

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. Senior and Disabled Advisory Committee** Elizabeth Richards
- Recommendation:
Forward recommendation to the STA Board to approve the following:
- 1. The formation of an Advisory Committee to address senior and disabled transportation issues in Solano County; and*
 - 2. Committee membership and purpose as outlined in Attachment F.*
- Pg. 13**

- D. 2010 Solano Project Delivery Working Group (PDWG) Work Plan** Kenny Wan
- Recommendation:
Forward a recommendation to the STA Board to approve the Solano Project Delivery Working Group FY 2009-10 Work Plan as shown in Attachment A.
- Pg. 47**

VI. ACTION FINANCIAL ITEMS

- A. 2010 State Transportation Improvement Program (STIP)** Sam Shelton
- Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;*
 - 2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield's Fairfield/Vacaville Train Station project in FY 2012-13;*
 - 3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville's local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA's 50/50 Funding policy; and*
 - 4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo's Downtown Streetscape Pedestrian Links Project.*
- (1:45 – 1:55 p.m.)
- Pg. 53**

- B. Proposal for Allocation of Project Cost Savings** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to support retaining cost savings to the projects as listed in Attachment A.
- (1:55 – 2:05 p.m.)
- Pg. 63**

VII. ACTION NON-FINANCIAL ITEMS

- A. 3-Year Project Initiation Document (PID) Priorities for Caltrans** Janet Adams
- Recommendation:*
Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) to submit to Caltrans as specified in Attachment C.
(2:05 – 2:10 p.m.)
Pg. 65
- B. Comprehensive Transportation Plan (CTP) Project List** Robert Macaulay
- Recommendation:*
Forward a recommendation to the STA Board to release the 2009 Draft CTP Projects list for public comment, including review by the CTP Committees.
(2:10 – 2:20 p.m.)
Pg. 71
- C. STA's Final Draft 2010 Legislative Priorities and Platform** Jayne Bauer
- Recommendation:*
Forward a recommendation to the STA Board to approve the STA Final Draft 2010 Legislative Priorities and Platform as specified in Attachment A.
(2:20 – 2:25 p.m.)
Pg. 73

VIII. INFORMATIONAL – DISCUSSION

- A. Solano County Coordinated Funding Investment Strategy** Janet Adams
Informational Sam Shelton
(2:25 – 2:30 p.m.)
Pg. 85
- B. Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
Informational
(2:30 – 2:35 p.m.)
Pg. 109
- C. Napa-Solano Travel Demand Model Update** Robert Macaulay
Informational
(2:35 – 2:40 p.m.)
Pg. 115

- D. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County**
Informational
(2:40 – 2:45 p.m.)
Pg. 123
- Robert Macaulay

NO DISCUSSION

- E. Solano Employer Commute Challenge 2009 Final Results**
Informational
Pg. 129
- Judy Leaks
- F. Project Delivery Update**
Informational
Pg. 131
- Kenny Wan
- G. Funding Opportunities Summary**
Informational
Pg. 135
- Sara Woo
- H. STA Board Meeting Highlights of October 14, 2009**
Informational
Pg. 141
- Johanna Masiclat
- I. STA Board and Advisory Committee Meeting Schedule for 2009**
Informational
Pg. 147
- Johanna Masiclat

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, December 16, 2009.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
September 30, 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
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Dan Kasperson	City of Suisun City
	Jeff Knowles	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
	Liz Niedziela	STA
	Judy Leaks	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Johanna Masielat	STA

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

Liz Brisson	MTC
Ed Huestis	City of Vacaville
Michael Jones	Caltrans District 4
Wayne Lewis	City of Fairfield
Mike Roberts	City of Benicia
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 announced the following:

1. Caltrans' "soft" opening of the Interstate 80 Westbound Carpool Lane on Thursday, September 29, 2009. The ribbon-cutting is tentatively scheduled on October 29, 2009 at a time to be determined.
2. The STA 12th Annual Awards is scheduled on November 4, 2009 at the Jelly Belly Grand Ballroom.

Janet Adams reminded the STA TAC that Caltrans has asked for a 3-year Project Initiation Document (PID) work plan. She cited that the draft submittals are due to the STA October 1, 2009 and edits to the work plan will be allowed by a local agency during the public comment period by Caltrans over the next few months.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Royce Cunningham, the STA TAC approved Consent Calendar Items A thru D to include changes made by the Consortium at an earlier meeting to the TDA Matrix (October 2009).

A. Minutes of the TAC Meeting of August 26, 2009

Recommendation:

Approve TAC Meeting Minutes of August 26, 2009.

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

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.

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

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.

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

VI. ACTION FINANCIAL ITEMS

- A. American Recovery and Reinvestment Act Update**
Kenny Wan provided a status report of all American Recovery Reinvestment Act (ARRA) funded projects, both Local Streets and Roads and transit projects. In addition, he reviewed MTC's cost saving policy along with reprogramming recommendations for cost savings due to low bids.

After the discussion, the STA TAC modified the reprogramming recommendations for the STA Board for ARRA funds to change the reobligated amount for Benicia's State Park Road Bridge Widening project from \$131,000 to \$62,000 and to reobligate Vallejo's Downtown Streetscape Project in the amount of \$69,000.

Recommendation:

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

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

- B. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B**
Liz Niedziela reviewed the STA Board recommendation prioritized plan for FY 2009-2010 proposal supplemental funding. She cited that the City of Dixon is recommended for \$228,698 in supplemental STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period. She added that the City of Fairfield is recommended for \$6,529 in Prop 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

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.

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

VII. ACTION NON-FINANCIAL ITEMS

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

Robert Macaulay reviewed the comments received on the Draft Solano CMP from 3 sources: the City of Fairfield, Benicia Mayor Elizabeth Patterson, and MTC. He clarified that MTC's comments are considered an informal review, but are not likely to change substantially as the formal review process proceeds and do not change the conclusions of the 2009 CMP update.

Recommendation:

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

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

B. **I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan**

Sam Shelton provided an overview of the Solano Highway Operations Study. He cited that the overall study consists of four main parts; background research and literature review, operations improvement analysis, visual design guidelines and public outreach. He cited that additional modifications were made by the Arterials, Highways and Freeways Committee at their meeting on September 28, 2009 and the Study will be brought back to be reviewed by the committee at their next meeting tentatively scheduled in November and to be forward for Board approval in December.

After discussion, the STA TAC requested to table this item until the meeting in December.

Recommendation:

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

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC voted to table this item until the meeting in December.

C. **STA Safe Routes to School (SR2S) Program's FY 2009-10 Work Plan**

Sam Shelton distributed and provided information on STA SR2S Program FY 2008-09 program activities and the student travel mode statistics. He informed the TAC that 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.

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.

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

D. STA’s Draft 2010 Legislative Priorities and Platform

Jayne Bauer requested comments and/or feedback from TAC members on the Draft 2010 Legislative Platform and Priorities. She cited that staff will forward the draft to the STA Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period.

Recommendation:

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

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

VIII. INFORMATIONAL ITEMS

A. Solano County Coordinated Funding Investment Strategy

Sam Shelton requested feedback from the TAC as STA staff is preparing to move forward in developing the coordinated funding strategy. Sam Shelton cited that the feedback will be included in the countywide transportation priorities, area of focus, and policies that would guide this process. He added that over the next three months, staff will be presenting funds estimates, project implementation options that will provide a framework for this approach.

B. 2010 State Transportation Improvement Program (STIP) Update

Sam Shelton reviewed the new 2010 STIP funding in FY 2013-14 and FY 2014-15 for Transportation Enhancement (TE) projects and 2010 STIP funding estimate impact on 2008 STIP projects. He cited that a final fund estimate is scheduled to be adopted by the CTC in October 2009 which means the STA will be able to act on a 2010 STIP Solano project recommendation to MTC in December 2009.

C. Regional Transportation Impact Fee (RTIF) Update

Sam Shelton reviewed the revised RTIF schedule for the STA’s Nexus Study, showing each group’s meeting and what items will be on their agendas for information and action. He reviewed the revised schedule estimates of completing the Nexus Study by September 2010 and begins implementation of a RTIF by the end of 2010. He cited that future RTIF updates will contain a table of action items and attach draft nexus study materials reviewed and recommended by all three RTIF committees (RTIF Technical Working Group, RTIF Stakeholders Committee, and RTIF Policy Committees).

D. STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary

Robert Guerrero provided an overview of the STA’s T-PLUS program and the status of current TLC Projects. He cited that STA plans to meet with PDA project sponsors in the coming weeks, and to later host a workshop for the cities and the County staff to discuss in detail program eligibility and requirements. The TAC requested these meetings be combined with STA’s meeting regarding funding strategies.

NO DISCUSSION

- E. Comprehensive Transportation Plan (CTP) Update – Project List**
- F. Fiscal Year (FY) 2008-09 Abandoned Vehicle Abatement (AVA) Program Annual Report**
- G. Unmet Transit Needs Process for Fiscal Year (FY) 2009-10 and FY 2010-11**
- H. Project Delivery Update**
- I. Funding Opportunities Summary**
- J. STA Board Meeting Highlights of September 9, 2009**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 18, 2009.**



DATE: November 6, 2009
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Transportation for Livable Communities (TLC) Complete Streets Concept/
Priority Development Areas (PDAs)

Background:

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

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

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

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

Discussion:

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

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

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

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

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

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

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

Recommendation:

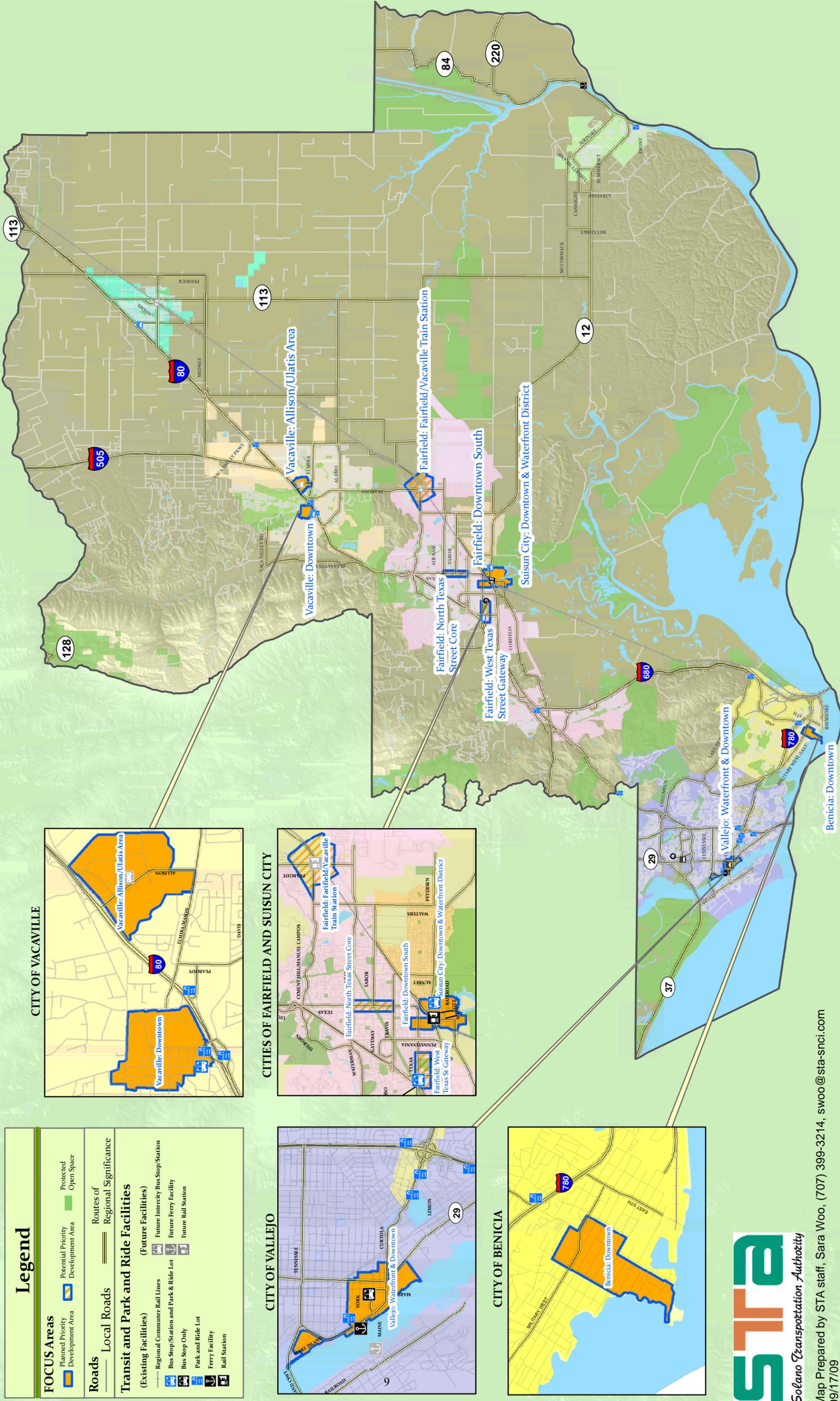
Forward a recommendation to the STA Board to approve STA’s Transportation for Livable Communities/Priority Development Area Work Plan as detailed in Attachment B.

Attachment:

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

Solano County Priority Development Areas

ATTACHMENT A



Legend

FOCUS Areas

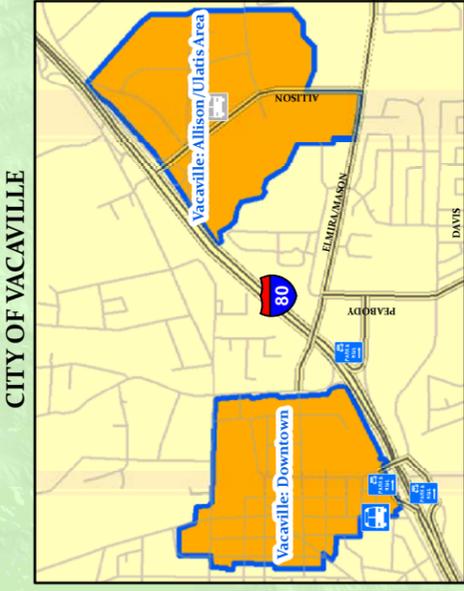
- Planned Priority Development Area
- Potential Priority Development Area
- Protected Open Space

Roads

- Local Roads
- Routes of Regional Significance

Transit and Park and Ride Facilities (Future Facilities)

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. PDA Sponsors Begin Programming Process (May 2010)

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



DATE: November 6, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior and Disabled Advisory Committee

Background:

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

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

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

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

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

The goals of the initial Summit were to:

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

Discussion:

To follow up on the issues raised, a Senior and Disabled Transportation Summit II was held scheduled on Friday, October 30, 2009 to provide a forum to explore solutions to the challenges facing transportation services and programs for seniors and disabled individuals in Solano County (see Attachment A). Over 140 people attended Summit II. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees also included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there. Solano transit operators were involved with the planning of this event and were a main part of the event's program. Each operator presented an overview of the transit services provided by their agency.

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

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

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

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

Supervisor Spering discussed the establishment of a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services (Attachment D).

Comment cards were available at the Summit II and 40 people completed one. The overall response to the summit and the presentations were positive (Attachment E). A section of the comment card allowed people to request additional information on various services as well as express interest in being on the proposed new committee. The STA and the transit operators will work together to respond to the requests for further information. Many individuals expressed interest in being members on the proposed new committee. At this time, staff is requesting action on the establishment, purpose and membership categories of the new committee.

Recommendation:

Forward recommendation to the STA Board to approve the following:

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

Attachments:

- A. Senior and Disabled Transportation Summit II Event Program
- B. Senior & Disabled Transportation Guide (separate enclosure)
- C. PowerPoint of ADA Paratransit Overview (separate enclosure)
- D. Proposed Committee purpose and membership
- E. Summary of Summit II Event Comments

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

John Dewey

**SENIOR AND
DISABLED
TRANSPORTATION
SUMMIT II**

SOLANO

FRIDAY, OCTOBER 30, 2009

Joseph Nelson Community Center, Suisun City

Sponsored by:

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

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

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

Program Participants

Lois Wolk, State Senator, California Fifth District

Mariko Yamada, State Assemblymember, California Eighth District

Dilenna Harris, Councilmember, City of Vacaville

Kristen Mazur, Paratransit Program Coordinator, Metropolitan Transportation
Commission

Transit Operators' Solutions Panel:

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

Brian McLean, Transit Manager, City of Vacaville

George Fink, Transit Manager, City of Fairfield

Crystal Odum Ford, Transportation Superintendent, City of Vallejo

Melissa Bryan, Transportation Program Coordinator, City of Benicia

John Andoh, Transit Coordinator, City of Rio Vista

Paul Wiese, Engineering Manager, Solano County

Reverend Robert Fuentes, Executive Director, Faith in Action

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

Challenges and Innovations Panel:

Daryl K. Halls, Executive Director, Solano Transportation Authority

Bonnie Nelson, Transit Consultant, Alameda County Transportation Improvement
Authority

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

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

Notes

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



EMERITUS
Senior Living

700 Texas Street
Fairfield

at Vacaville, Westwind
Gardens and Rancho Solano

Thanks to the members of our Summit Planning Committee:

Solano Transportation Authority: Daryl Halls,

Elizabeth Richards, Liz Niedziela, Jayne Bauer

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

Stephen Pierce, Catherine Cook, Sabine Goerke-Shrode

Senior Coalition of Solano County: Rochelle Sherlock

City of Vacaville: Brian McLean

City of Dixon: Jeff Matheson

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

NON-PROFIT TRANSPORTATION PROVIDERS

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

Area Agency on Aging Senior

Escort Program (707) 643-1798

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

Fairfield Senior Volunteer Driver

Program (707) 428-7556

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

Faith in Action/Ride With Pride

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

American Cancer Society

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

INTERCITY SERVICES

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

GREYHOUND BUS LINES

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

PRIVATE TRANSPORTATION

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

Americare Alliance (707) 447-7734

AA Medical Transportation (707) 552-1193

Garcia's Transportation (707) 689-6609

Murphy Medical Transport (707) 580-1429

Stan's Chaperone Service (707) 761-4430

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

INTER-COUNTY SERVICES

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

Napa VINE connects Vallejo to the Napa Valley.

YoloBus connects Vacaville, Winters and Davis.

VINE (800) 696-6443

Yolo Bus (530) 666-2877

SolanoExpress (800) 535-6883

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

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



Solano County



SENIOR & DISABLED Transportation Guide



SOLANO | NAPA
COMMUTER INFO

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

www.commuterinfo.net

Effective October 2009

Transportation in Solano County



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

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

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



FIXED-ROUTE TRANSIT

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

Operating Hours, Fares, Special Programs and Promotions

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

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

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

PARATRANSIT SERVICE

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

Eligibility, Obtaining Applications, Fares and Requesting a Trip

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

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

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

REDUCED-FARE TAXI

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

Eligibility and Purchasing Taxi Tickets

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

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

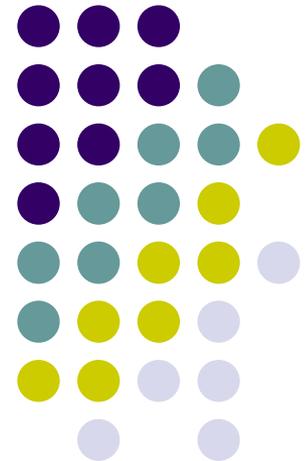
Scheduling Your Taxi Ride

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

ADA Paratransit

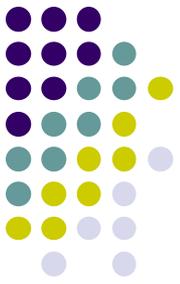
Solano County Senior and Disabled
Transportation Summit II
October 30, 2009

Kristen Mazur, Transit Program Manager
Metropolitan Transportation Commission

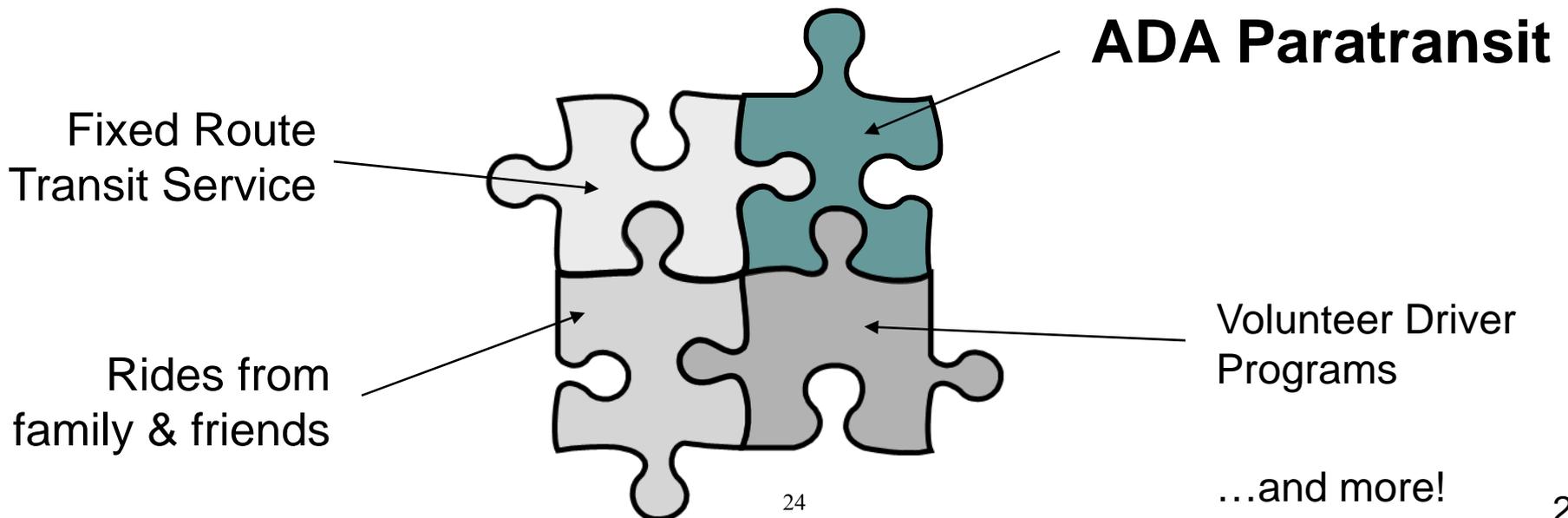


METROPOLITAN
TRANSPORTATION
COMMISSION

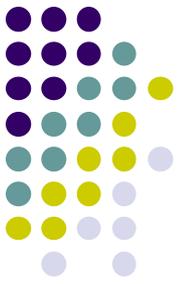
ADA Paratransit: One Piece of the Puzzle



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



Important Transportation Definitions



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



ADA Overview

1990 Americans with Disabilities Act (ADA)

Intent:

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



ADA Overview

1990 Americans with Disabilities Act (ADA):

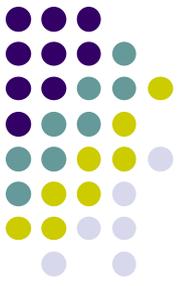
- **Public Transportation:** Prohibits public entities from denying individuals with disabilities the opportunity to use public transportation services, if the individuals are capable of using the system.



ADA Overview

Specific actions to avoid discrimination:

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



ADA Overview

What makes a service “accessible”?

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

When is ADA Paratransit Service Required?



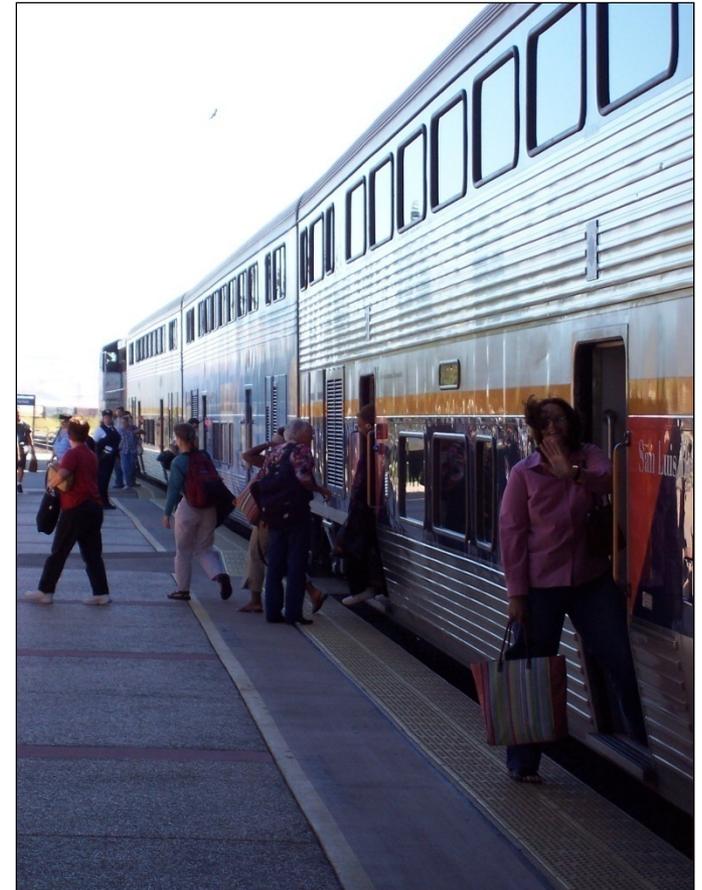
- Only required if the fixed route service is operated by a ***public entity***, AND
- Only required if the fixed route service is ***open to the general public***, AND



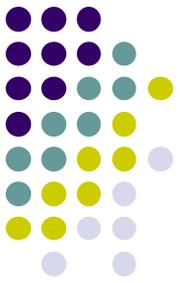
When is ADA Paratransit Service Required?



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



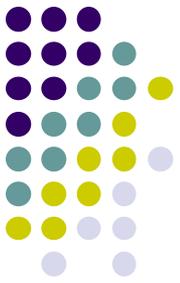
To Whom Must ADA Paratransit Service be Provided?



Three categories of eligibility:

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

To Whom Must ADA Paratransit Service be Provided?



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

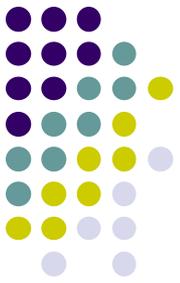
To Whom Must ADA Paratransit Service be Provided?



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



To Whom Must ADA Paratransit Service be Provided?



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

of eligibility:

Permanent
Temporary
Conditional



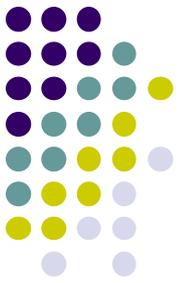
What Level of Service Is Required?



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

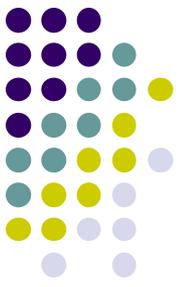


What Level of Service Is Required?



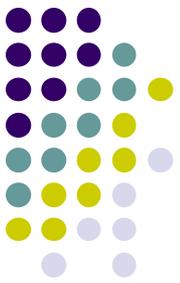
ADA Paratransit service must:

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



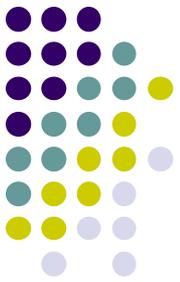
In Conclusion...

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



In Conclusion...

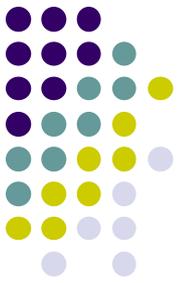
- There are transportation needs which go beyond the scope and intent of the ADA
- Agencies are not prohibited from providing service that exceeds ADA requirements
- The regulations do not prohibit agencies from providing a different level of service to non-ADA eligible users of the paratransit system



In Conclusion...

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

What is MTC's Role in Paratransit?

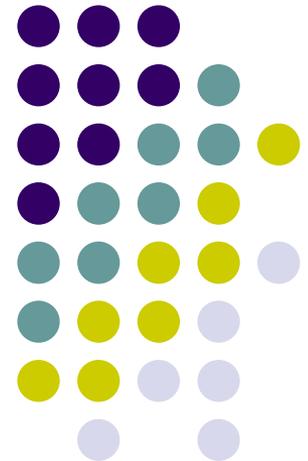


- Manage grant programs for projects that go “beyond the ADA”
- Provide State Transit Assistance funds to counties for paratransit operations (before state budget cuts)
- Fund capital projects that meet ADA standards (e.g., bus replacements, accessibility improvements)
- Allow federal capital funds to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

ADA Paratransit

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

Kristen Mazur, Transit Program Manager
Metropolitan Transportation Commission



METROPOLITAN
TRANSPORTATION
COMMISSION

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

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

Tasks:

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

MEMBERSHIP:	
Transit Operators	<ul style="list-style-type: none"> • Benicia Breeze • Dixon Read-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	<ul style="list-style-type: none"> • Health and Social Services • Transportation
Non-Profit	<ul style="list-style-type: none"> • Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Senior Coalition	
Solano Community College	
Medical Providers	<ul style="list-style-type: none"> • Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	
Members at Large	

Solano Transportation Authority Board



Advisory Coordinating Council
for
Solano Seniors, Elderly and Disabled



Transit
Operators

Medical
Providers

Members
at Large

Non-
Profits

PCC

County of
Solano

Senior
Coalition

Solano
Community
College

STA

Senior and Disabled Transportation Summit II
Participant Comment Card Summary

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

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DATE: November 6, 2009
TO: STA TAC
FROM: Kenny Wan, Assistant Project Manager
RE: 2010 Solano Project Delivery Working Group (PDWG) Work Plan

Background

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

1. Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.
2. Regular staff and city/county updates regarding project delivery status.
3. Insure that all project delivery deadlines are met by local project sponsors.
4. Discuss and resolve project delivery issues cooperatively.
5. Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.

Discussion

2010 PDWG Work Plan

As the new fiscal year has arrived, STA is planning the Fiscal Year (FY) 2009-10 work plan and would like to discuss the proposal with PDWG members. A more comprehensive Project Delivery Report and a 10-year investment summary is included in the work plan. STA staff would need assistance from PDWG members to complete this task. Details are as follows:

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

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

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

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

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

2) **Comprehensive Project Delivery Reports**

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

Fund Sources in the existing report:

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

Fund Sources that will be included in the future report:

STA, MTC, and Air District Grants

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

All Caltrans Grants, including but not limited to:

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

Fiscal Impact:

No Fiscal Impact.

Recommendation

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

Attachments:

- A. Solano Project Delivery Working Group FY 2009-10 Working Plan and Schedule
- B. Draft Project Delivery Report summary table and Project Details Form

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

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

Attachment B: Draft Project Status Summary Table

Agency	Project	Funding Total	Shortfall	Date	Status	Attention
Benicia					Current Task	
					Next Task	
					Completeion	
Benicia					Current Task	
					Next Task	
					Completeion	
Dixon					Current Task	
					Next Task	
					Completeion	
Dixon					Current Task	
					Next Task	
					Completeion	
Fairfield					Current Task	
					Next Task	
					Completeion	
Fairfield					Current Task	
					Next Task	
					Completeion	
Vacaville					Current Task	
					Next Task	
					Completeion	
Vacaville					Current Task	
					Next Task	
					Completeion	
Vallejo					Current Task	
					Next Task	
					Completeion	
Vallejo					Current Task	
					Next Task	
					Completeion	
Rio Vista					Current Task	
					Next Task	
					Completeion	
Rio Vista					Current Task	
					Next Task	
					Completeion	
Suisun					Current Task	
					Next Task	
					Completeion	
Suisun					Current Task	
					Next Task	
					Completeion	
Solano County					Current Task	
					Next Task	
					Completeion	
Solano County					Current Task	
					Next Task	
					Completeion	

Attachment B2 Draft Detail Project Information Table

BASIC INFORMATION

Sponsor:		Project Title:	
TIP or Project ID:		Primary Contact:	
		Project Description	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase			Fund Sources Total
			Env	Design	ROW	
1)						
2)						
3)						
4)						
5)						
Project Phase Total:						(Project Total)

Action / Milestones	Date	Notes/Deadlines
Environmental Studies		
Field Review		
Upcoming Funding Deadlines?		
Request Funding Obligation/Allocation?		
Receive Funding Obligation/Allocation?		
Begin Design		
Final Design		
Request ROW Acquisition?		
Receive ROW E-76		
ROW Utilities Acq?		
ROW Cert		
Request CON E-76		
Receive CON E-76		
Advertise Date		
Contract Award Date		
Project Completion		
Project Closeout		

Potential Project Issues

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DATE: November 4, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2010 State Transportation Improvement Program (STIP)

Background:

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

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

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

Discussion:

New 2010 STIP funding is severely limited

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

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

New funding for Planning, Programming, and Monitoring (PPM) activities is limited to a \$383,000 target in FY 2013-14 & FY 2014-15. PPM funds traditionally fund Project Study Reports (PSR) for future STIP funded projects, as required by the CTC prior to

being programmed into the STIP or reviewed by Caltrans staff for projects on the highway system, such as local interchanges, corridor studies and project development activities. These reports conduct a preliminary analysis of a project's purpose, need, scope, and feasibility (see STA TAC Item VII. A., "3-Year Project Initiation Document (PID) Priorities").

Prior Commitments

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

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

2010 STIP Funding Estimate Impact on 2008 STIP Projects

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

2010 STIP Project Recommendations

STA Staff recommends that \$30.457M for the Jepson Parkway Project's Construction Phase 1 (Vanden Road from Peabody to Leisure Town) be delayed one year from FY 2011-12 to FY 2012-13 while other STIP projects remain on schedule. This will better line up funding with the schedule of the project which has been delayed due to the CTC tabling the allocation of STIP funds for design of the project and this will make it less likely MTC or CTC staff will choose to delay priority transit capital projects.

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

The remaining \$412,000 of 2010 STIP TE funding is recommended to be programmed to the City of Vallejo’s Downtown Streetscape Pedestrian Links Project. This commitment of STIP TE funds will make Vallejo’s Downtown “Priority Development Area” (PDA) more competitive for Regional MTC grants. This project is also shovel-ready and cleared environmentally. This project also has a sufficient shortfall to capture additional TE funds should they become available in early 2010.

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

2010 STIP Development Schedule

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

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

Fiscal Impact:

None.

Recommendation:

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

1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;
2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield’s Fairfield/Vacaville Train Station project in FY 2012-13;
3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville’s local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA’s 50/50 Funding policy; and
4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo’s Downtown Streetscape Pedestrian Links Project.

Attachments:

- A. Current Solano County 2008 STIP projects, as listed CTIPS database, Sept 2009
- B. 10-Year Investment Plan for Highways and Transit Facilities, Dec 2007
- C. 2010 STIP Fund Estimate County Targets, MTC Resolution No. 3928, Att 1-B

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2008 State Transportation Improvement Program

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

Solano County

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

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

2008 State Transportation Improvement Program

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

Solano County

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

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

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

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

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

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

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

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

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

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

MTC Resolution No. 3928

Attachment 1-B

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

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

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

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

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

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

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

Table 3: ARRA Backfill of RTIP Funds

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

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

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DATE: November 10, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Proposal for Allocation of Project Cost Savings

This report will be provided under separate cover.

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DATE: November 6, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 3-Year Project Initiation Document (PID) Priorities for Caltrans

Background:

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

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

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

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

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

Discussion:

On September 24, 2009 STA received a request from Pat Pang, Caltrans District 4 and requesting submittal of a 3-year work plan of preliminary engineering work from Solano County. Further, Caltrans has submitted to STA the final draft 3-year prioritized Work Plan for Fiscal Years (FYs) 2009-10 through FT 2011-12 (Attachment C). At this time STA is seeking the TAC to recommend approval of the 3-year PID prioritized work plan for Solano County.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) to submit to Caltrans as specified in Attachment C.

Attachments:

- A. Draft Caltrans PID Strategic Plan and Streamlining Report (Note: Due to the size of this report, staff has provided this attachment to the STA TAC members under separate enclosure. You may view or download this attachment in the electronic version posted on our website:
<http://www.solanolinks.com/agenda%202009.html#tac.>)
- B. STA Comment Letter Dated November 9, 2009 to Caltrans
- C. Solano County 3-Year PID Work Plan



Solano Transportation Authority

Member Agencies:

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

... working for you!

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

November 10, 2009

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

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

Dear Mr. Davis,

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

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

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

Sincerely,

JANET ADAMS, P.E.

STA Deputy Executive Director/Director of Projects

cc: Daryl Halls, STA

Bijan Sartipi, Caltrans District 4

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

# of Projects	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Project Cost with Support (\$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed Program Year	Regional Transportation Plan	Capital Fund Source	Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor
FY 09/10 Approved PIDs																				
FY09, D04, 025	QA	SOL	80	TBD	TBD	I/C modification	Hidden Brooke I/C	TBD	TBD	6/3/2010		PSR	TBD	TBD	TBD		TBD	12/1/2009	New-PID	City of Vallejo
FY09, D04, 026	QA	SOL	80	TBD	TBD	I/C modification	Pedrick Rd I/C in Dixon	TBD	TBD	TBD		PSR	TBD	TBD	TBD		TBD	TBD	New-PID	City of Dixon
FY09, D04, 027	LEAD	SOL	80	TBD	TBD	New EB and WB auxiliary lanes	Airbase Pkwy to Travis in City of Fairfield	TBD	TBD	TBD		PSR	TBD	TBD	TBD		TBD	TBD	New-PID	CT
FY09, D04, 028	QA	SOL	505	TBD	TBD	I/C modification	Vaca Valley I/C in City of Vacaville	3	TBD	12/1/2010		PSR/PR	TBD	TBD	TBD		TBD	TBD	New-PID	City of Vacaville
FY09, D04, 031	QA	SOL	80	23.1	23.1	Realign EB on and off-ramps and widen O/C structure from 2 lanes to 4 lanes	Lagoon Valley Blvd I/C Vacaville	3	3A790K	12/1/2009	30	PSR/PR	EIR	2008/09	N		Sameer Kheury	12/1/2006	Carryover-PID	
FY09, D04, 049	QA	SOL	12	24.6	25	Modify intersection	Church Rd in Rio Vista	TBD	0G050K	12/1/2009	60	PSR	CE	2013/14	Y	Local and State	TBD	7/1/2008	Carryover-PID	STA
FY09, D04, 053	MIS/FS/SS (QA)	SOL	113	19.1	21.2	SR-113 Major Investment and Corridor Study	SR12 to I-80	TBD	TBD	6/1/2010		STUDY(MIS-FS-SS)	TBD	TBD	N	N/A	C Oakes	3/30/2007	Non-PID (Carryover)	CT
FY 10/11 Proposed PIDs																				
1	QA	SOL	80			Add Express/HOV Ln(s)	I-80 Red Top to I-505	TBD		12/11/2011		PSR/PR	EIR	2013/14	Y	Enterprise Funds		7/10/2009	New-PID	STA
2	QA	SOL	80			Construct roundabout at American Canyon Way/Hiddenbrooke Parkway ramp junctions	Hidden Brooke I/C Vallejo	2.0		10/1/2010		PSR/PR	CE	2011/12	N	Local		1/0/1900	New-PID	Vallejo
3	QA	SOL	12			Study	I-5 to I-80	N/A		6/1/2011		STUDY(MIS-FS-SS)		2016/17	N/A	N/A		1/0/1900	New-PID	
4	QA	SOL	780			Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	66.0		10/1/2011		PR/PSR	Other (explain)		Y	RM2 and tbd		11/1/2009	New-PID	STA
5	QA	SOL	80			Study	I-80 Corridor through Vallejo	N/A		12/1/2011		STUDY(MIS-FS-SS)		2014/15				1/0/1900	New-PID	STA
6	LEAD	SOL	80			Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield	10.0		12/11/2011		PSR		2016/17				1/0/1900	New-PID	CT
7	QA	SOL	505			Modify Ramp	Vaca Valley I/C in Vacaville	3.0		6/1/2011		PSR/PR		2011/12		Impact Fees		1/0/1900	New-PID	Vacaville
8	QA	SOL	80	23.1	23.1	Reconstruct Interchange	Lagoon Valley Blvd I/C Vacaville	3.0	3A790K	12/11/2011	30	PSR/PR	EIR	2010/11	Y	Impact Fees		6/30/2008	Carryover-PID	Vacaville
FY 11/12 Proposed PIDs																				
1	QA	SOL	80			Reconstruct Interchange	I-80 at Pederick Rd in Dixon			6/1/2013		PSR				Impact Fees		1/0/1900	New-PID	
2	QA	SOL	80			Add HOV Ln(s)	I-80 Red Top to I-505			12/11/2011		PSR/PR	EIR	2013/14	Y	Enterprise Funds		7/10/2009	Carryover-PID	
3	QA	SOL	80			Study	I-80 Corridor through Vallejo			12/1/2011				2014/15				TBD	Carryover-PID	
4	LEAD	SOL	80			Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield			12/11/2011		PSSR		2016/17				TBD	Carryover-PID	

Office of
Projects/Plan
Coordination

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

ATTACHMENT C

# of Projects	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Project Cost with Support (\$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed Program Year	Regional Transportation Plan	Capital Fund Source	Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor
5	QA	SOL	80	23.1	23.1	Reconstruct Interchange	Lagoon Valley Blvd I/C Vacaville		3A790K	12/11/2011		PSR/PR	EIR	2010/11	Y	Impact Fees		6/30/2008	Carryover-PID	
6	QA	SOL	780			Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	66.0		10/1/2011		PR/PSR	Other (explain		Y	RM2 and tbd		11/1/2009	Carryover-PID	
FY 12/13 Proposed PIDs																				
1	QA	SOL	80			Reconstruct Interchange	I-80 at "A" Street in Dixon			6/1/2014		PSR				Impact Fees		TBD		
2	QA	SOL	80			Reconstruct Interchange	I-80 at Pederick Rd in Dixon			6/1/2013		PSR				Impact Fees		TBD	Carryover-PID	



DATE: November 3, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Project List

Background:

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

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

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

Discussion:

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

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

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

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

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

Fiscal Impact:

None.

Recommendation:

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

Attachment:

- A. Draft 2009 CTP Projects List (To be provided under separate cover.)



DATE: November 6, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Final 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. On October 14, 2009, the STA Board authorized the release of the 2010 Draft STA Legislative Platform and Priorities for public comment.

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, partner agencies, members of our federal and state legislative delegations, and the public for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and SolanoExpress Intercity Transit Consortium reviewed the Draft 2010 Legislative Platform and Priorities at their meetings in September, and the STA Board authorized the distribution of the draft document for a 30-day review and comment period on October 14, 2009.

Discussion:

At the Board meeting of October 14, 2009, the Board requested changes in language related to SB 375/sales tax measures and climate change, which staff has drafted. Board Member Patterson requested the inclusion of the "Green Corridor Program" with regard to the movement of goods along corridors, about which the Board requested more information. Board Chair Sperring requested staff research the issue first and provide some analysis before the Board considers acting on the proposal.

The "California Green Trade Corridor at the Ports of Oakland, Stockton and West Sacramento, California" project is an application by the Ports of Oakland, Stockton and West Sacramento, made under the Transportation Investment Generating Economic Recovery (TIGER) section of the American Recovery and Reinvestment Act (ARRA). The application is to provide for shore-based power to ships in port, since ship-based auxiliary generators are typically high-pollutant engines; and, to move containers by barge between the three ports, thereby taking traffic off of I-80 and I-580. The port-to-port shipment of containers is expected to take more than one thousand truck trips a week off of the freeway system. Barge traffic on the Sacramento River is only expected to result in two additional operations of the Rio Vista Bridge per week. Since the "California Green Trade Corridor" is a grant application and not a proposed bill or policy, staff recommends not adding it to the STA's Legislative Priorities and Platform.

The deadline for comments is not until November 13, 2009. As of the date of the drafting of this staff report, no additional comments have been received. The Final Draft 2010 Legislative Platform and Priorities (Attachment A) includes consideration of those comments which had been received by the writing of this report. If future comments need to be incorporated into the Priorities and Platform, staff will provide that information at or before the meeting on November 18, 2009. The Board is scheduled to review the Final Draft document at their meeting on the same day, November 18th.

Recommendation:

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

Attachment:

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



Solano Transportation Authority

FINAL DRAFT 2010 Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

7. Support or 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. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. ~~Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).~~
- ~~9.~~10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).
- ~~10.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- ~~11.~~12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
- ~~12.~~13. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
- ~~13.~~14. 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 and regional policy ~~confirming in the California Vehicle Code that provide~~ qualified Commuter Carpools and Vanpools with reduced ~~receive free tolls on toll facilities passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy~~ an incentive to encourage and promote ridesharing.
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

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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)
7. Support or 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)
- ~~2.3.~~ Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)
- ~~3.4.~~ Monitor proposals and, where appropriate, Pursue and support opportunities efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg). (Priority #~~9~~10)
- ~~4.5.~~ 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.
- ~~5.6.~~ Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
- ~~6.7.~~ Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
- ~~7.8.~~ Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
- ~~8.9.~~ Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- ~~9.10.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

- | ~~40.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. *(Priority #~~40~~11)*
- | ~~41.~~12. 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.
- | ~~42.~~13. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.
- |

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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 recently passed and anticipated follow-up legislation~~ve~~ and regulatory proposals related to management of 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.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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~~12*)
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~~14*)
12. Support ~~ongoing~~ efforts to quickly enact legislation that~~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~~Support 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.~~

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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 time savings to environmental clearance processes for transportation projects.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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 # 123)

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.

FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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.



DATE: November 4, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/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, staff is recommending these investments should consider improving access to existing and planned intermodal facilities and projects that are not fully funded prior to starting new commitments.

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

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

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

Discussion:

The STA staff has planned to meet with each local agency to collect information on current local project status and refine CTP propose projects. This information will help STA staff develop coordinated funding strategy scenarios to address the project development needs of the entire county.

Attached is an agenda for meetings between STA planning & project delivery staff, TAC members and involved local planners and project managers (Attachment A). STA Staff will review draft scenarios with the STA TAC on November 18, 2009 (Attachment B, provided under separate cover). Each scenario will emphasize an aspect of leveraging project funding and delivering projects between the three CTP Project Tiers (e.g., constructing 5-year Tier 1 projects vs. getting Tier 2 and 3 projects shovel ready).

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

Recommendation:

Informational.

Attachments:

- A. Coordinated Funding Strategy Agenda (Complete Meeting Packet), 09-09
- B. Draft Coordinated Funding Strategy Policy and Priority Project Funding Strategy Scenarios (To be provided under separate cover).



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

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

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

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

Background:

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

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

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

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

Discussion:

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

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



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

Background:

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

Discussion:

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

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

Recommendation:
Informational.

- Attachment
A. STA Project Information Form

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BASIC INFORMATION

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

PLANNING INFORMATION

Check all that apply:

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

TRAVEL MODE:

Estimate mode usage %

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

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

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

BASIC INFORMATION

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

PLANNING INFORMATION

Check all that apply:

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

TRAVEL MODE:

Estimate mode usage %

State/Fed Hwy	Local Road	Transit	Carpool	Rail	Bike	Ped
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Action	Date
Field Review	1/1/2008
Request PE E-76	NA
Receive PE E-76	NA
ENV Type	CE
ENV Circulation	1/1/2009
ENV Adopted	3/1/2009
Begin Design	5/1/2008
Final Design	5/1/2009
ROW E-76	NA
ROW Acquisition req?	NA
ROW Utilities Acq?	NA
ROW Cert	NA
Request CON E-76	1/1/2010
Receive CON E-76	3/1/2010
Advertise Date	5/1/2010
Award Date	6/1/2010
Complete	10/1/2010

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



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

Background:

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

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

Discussion:

CTP Plan Update Development Process

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

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

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

- All of the interstate highways and state freeways.

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

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

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

CTP Call for Projects

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

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

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

Influence of the CTP on Project Prioritization

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

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

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

Recommendation:
Informational.

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

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

Background:

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

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

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

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

Discussion:

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

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

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

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

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

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

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

Recommendation:

Informational.

Attachment:

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

Solano County Priority Development Areas

Legend

FOCUS Areas

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

Roads

- Local Roads
- Routes of Regional Significance

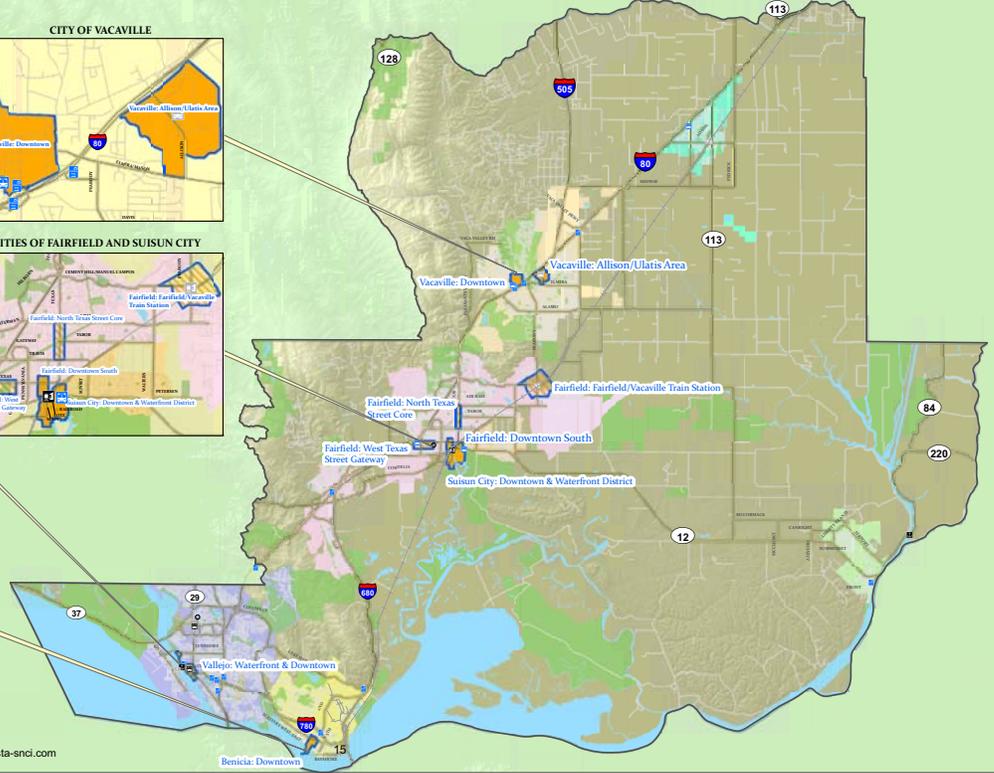
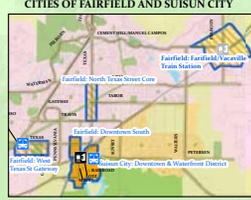
Transit and Park and Ride Facilities

(Existing Facilities)

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

(Future Facilities)

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



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

STA TLC/PDA Criteria and Selection Task List

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

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

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

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

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

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

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



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

Background:

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

Discussion:
Prior-Funded Projects

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

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

Future Funding

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

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

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

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

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

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

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

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

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

Recommendation:
Informational.

Attachments:

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

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ATTACHMENT A

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

Fund Recommending Committee	Estimated Funds to be Programmed by STA			Total per fund source
	TLC	Bike	Ped	
Funding Needs Identified by Countywide Plans	Alternative Modes/FAC \$68 million	BAG/FAC \$58 million	FAC/FAC \$25 million	TAC TBD
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ 1,575,000
FY 07-08	\$ 940,000	\$ -	\$ -	\$ 940,000
FY 08-09	\$ 626,000	\$ -	\$ -	\$ 626,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ 540,000
FY 07-08	\$ 270,000	\$ -	\$ -	\$ 270,000
FY 08-09	\$ 270,000	\$ -	\$ -	\$ 270,000
Eastern Solano Congestion Mitigation Air Quality (E-CMAQ) - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 3,000,000
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 1,850,000
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 1,150,000
TDA Article 3 (Based on MTC Estimate) - 2/3 bike, 1/3 ped	\$ -	\$ 638,628	\$ 319,265	\$ 957,894
FY 07-08	\$ -	\$ 201,883	\$ 100,692	\$ 302,075
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ 319,060
FY 08-09	\$ -	\$ 224,659	\$ 112,220	\$ 336,659
Solano Bicycle/Pedestrian Program (County share for FY 07/08 & FY 08/09 is \$1,395,835) - 2/3 bike, 1/3 ped	\$ -	\$ 930,656	\$ 465,278	\$ 1,395,834
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ 697,917
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ 697,917
TECA Program Manager Funds (Assumes \$195,000 for STA and \$105,000 for Ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects based on 50% to bike and 50% to ped (split end) and 50% for "Other" category)	\$ -	\$ 120,000	\$ 60,000	\$ 360,000
FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 120,000
FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 120,000
YSQAMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects and 50% to Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 435,000
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 145,000
Subtotal	\$ 3,195,000	\$ 2,746,886	\$ 1,325,942	\$ 8,265,838
			2006-07 E-CMAQ Allocation	\$ 1,460,000
			Total	\$ 9,663,628

Geographical Summary of the Alternative Modes Strategy

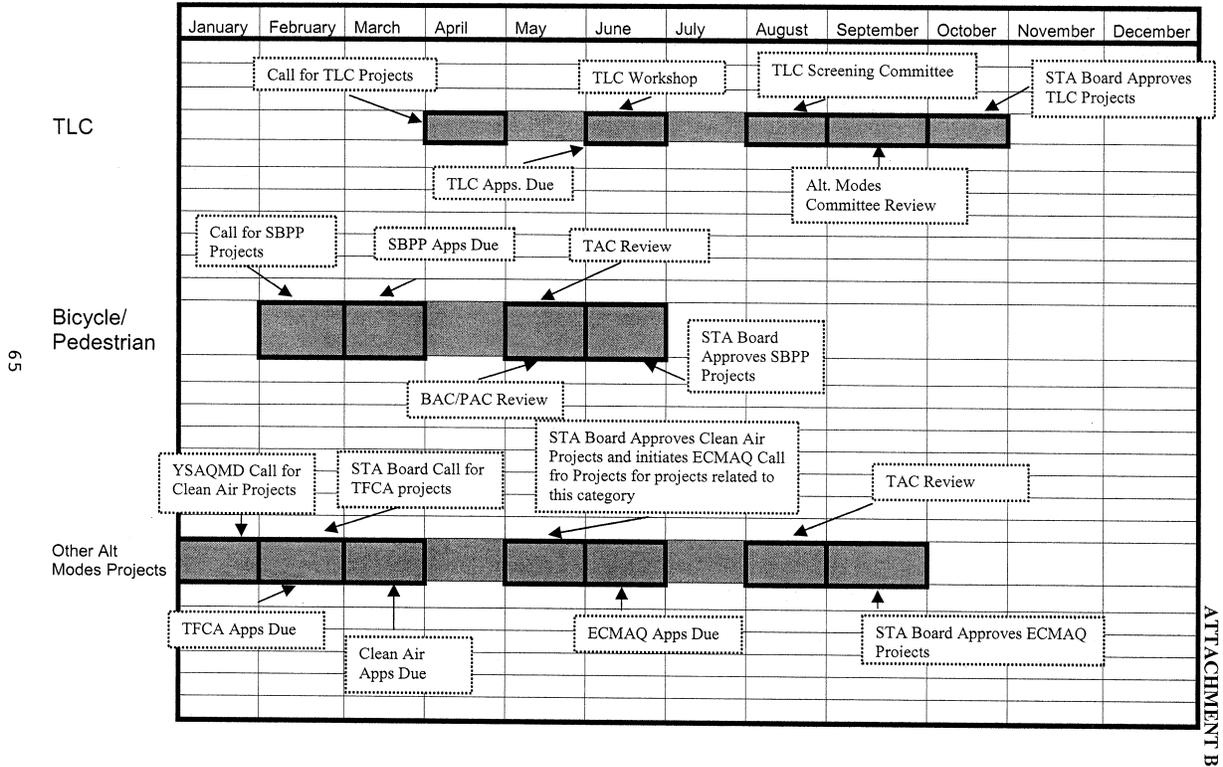
	East County (Dixon, Rio Vista, Unincorp. Solano County, and Yacerville)	West County (Benicia, Fairfield, Princip. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate	\$ 4,400,000	\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E-CMAQ) - Based on MTC's CMAQ estimate	\$ -	\$ -
TECA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)	\$ -	\$ 477,000
YSQAMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	\$ -
TDA Article 3 (Based on MTC Estimate) - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/Pedestrian Program (County share for FY 07/08 & FY 08/09 is \$1,395,835) - 2/3 bike, 1/3 ped	\$ 465,278	\$ 930,656
Funds available by County Area	\$ 6,144,543	\$ 3,636,085

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

**ECMAQ Assumptions

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

2006 Alternative Modes Strategy Proposed Implementation Schedule



ATTACHMENT B

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

ATTACHMENT A

Mode	Priority	BAC	PAC	Sponsor	Project	Request	TDA	Funding Sources	ECMAQ	TOTAL SBPP	
Bike	2.3	Fairfield			Union Avenue Corridor, Phase II	\$375,000.00	\$392,000.00	\$0.00	\$0.00	\$25,000.00	
	1.2	Fairfield			West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00	
	2.5	Solano County			Abernathy Road Bridge	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$50,000.00	
	1.1	Solano County			McGarry Road Regional Bike Path	\$25,000.00	\$25,000.00	\$0.00	\$0.00	\$25,000.00	
	1.4	Solano County			Veraville-Dixon Bikeway, Phase I	\$60,000.00	\$152,000.00	\$0.00	\$0.00	\$152,000.00	
	2.4	Suisun City			McGarry Road Regional Bike Path, Phase I	\$60,000.00	\$60,000.00	\$0.00	\$0.00	\$0.00	
	FY 2007/08										
	Both	1.3	Berkeley			Shaw Park Road Bridge Project	\$800,000.00	\$415,458.00	\$0.00	\$464,542.00	\$880,098.00
	Both	1.7	Fairfield			Union Park (Lower Ave to Citybank Rd)	\$400,000.00	\$400,000.00	\$0.00	\$0.00	\$0.00
	Bike	1.1	Fairfield			McGarry Road Regional Bike Path	\$75,000.00	\$75,000.00	\$0.00	\$0.00	\$0.00
Both	1.2	Fairfield			West Texas Street Gateway Project, Phase I	\$20,000.00	\$20,000.00	\$0.00	\$0.00	\$0.00	
Bike	2.3	Solano County			Suisun Valley Road Bridge	\$10,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	
Bike	1.4	Solano County			Veraville-Dixon Bikeway, Phase II	\$100,000.00	\$215,458.00	\$0.00	\$127,542.00	\$343,000.00	
Bike	2.4	Suisun City			Bike Lane Striping Along Railroad Ave	\$80,000.00	\$80,000.00	\$0.00	\$0.00	\$0.00	
Both	1.2	Suisun City			Martina Blvd Sidewalk Gap Closure	\$10,000.00	\$10,000.00	\$0.00	\$0.00	\$0.00	
Both	2.1	Veseyville			Nash Hill Bike Path	\$300,000.00	\$300,000.00	\$0.00	\$0.00	\$300,000.00	
Both	2.1	Veseyville			Nash Hill Bike Path (Ducks to Leisure Town)	\$100,000.00	\$90,000.00	\$0.00	\$0.00	\$37,098.00	
FY 2008/09											
Both	1.3	Berkeley			Shaw Park Road Bridge Project	\$5,700,000.00	\$456,000.00	\$1,898,000.00	\$506,000.00	\$2,850,000.00	
Both	1.6	Fairfield			Union Park (Lower Ave to Citybank Rd)	\$50,000.00	\$271,000.00	\$671,000.00	\$0.00	\$892,000.00	
Bike	1.1	Fairfield			McGarry Road Regional Bike Path	\$650,000.00	\$185,000.00	\$640,000.00	\$0.00	\$825,000.00	
Both	1.2	Fairfield			West Texas Street Gateway Project, Phase I & II	\$300,000.00	\$300,000.00	\$95,000.00	\$0.00	\$695,000.00	
Both	1.5	Solano County			Old Train Corridor Improvements	\$500,000.00	\$500,000.00	\$0.00	\$0.00	\$0.00	
Bike	1.4	Solano County			Veraville-Dixon Bikeway, Phase III	\$1,000,000.00	\$337,000.00	\$337,000.00	\$0.00	\$337,000.00	
Both	1.7	Suisun City			McGarry Road Regional Bike Path, Phase II	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	
Both	2.1	Veseyville			Laura Creek Bike Path (Wilson to L&O)	\$1,200,000.00	\$1,200,000.00	\$169,000.00	\$0.00	\$1,669,000.00	
Both	2.2	Veseyville			Various Station Pedestrian & Bicycle Links	\$800,000.00	\$0.00	\$0.00	\$0.00	\$800,000.00	
						Remaining	\$0.00	\$0.00	\$0.00	\$0.00	



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

Adopting a 10-Year Investment Plan

For the State Transportation Improvement Program (STIP)



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Presentation Overview

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



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What is the STIP?

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



2008 STIP

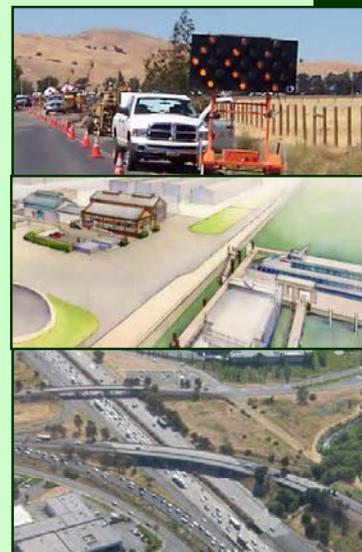
2004 STIP funding		2006 STIP funding		New 2008 STIP funding	
07-08	08-09	09-10	10-11	11-12	12-13

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3-Tier Priority Project Strategy

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



10 Years of STIP funding

Four Cycles of STIP Funding in the Next 10 years*

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

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

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Tier-1 Highway Projects

Jepson Parkway



North Connector – West Section



I-80/I-680/SR12 Interchange



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



Truck Scales Relocation, Phase 1



Travis AFB Access



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Tier-1 Highway Projects

Draft Tier 1 Highway Projects

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

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



Tier-2 & Tier-3 Highway Projects

Draft Tier 2 Highway Projects

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

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

Draft Tier 3 Highway Projects

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

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



Tier-1 Transit Projects

Fairfield/Vacaville Rail Station



Vallejo Ferry Maintenance Facility (Phase 1 & 2)



Vallejo Station



Vacaville Intermodal Station, Phase 1



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Tier-1 Transit Projects

Draft Tier 1 Transit Projects

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

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

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Tier-2 & Tier-3 Transit Projects

Draft Tier 2 Transit Projects

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

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

Draft Tier 3 Transit Projects

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

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





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

Background:

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

Discussion:

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

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

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

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

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

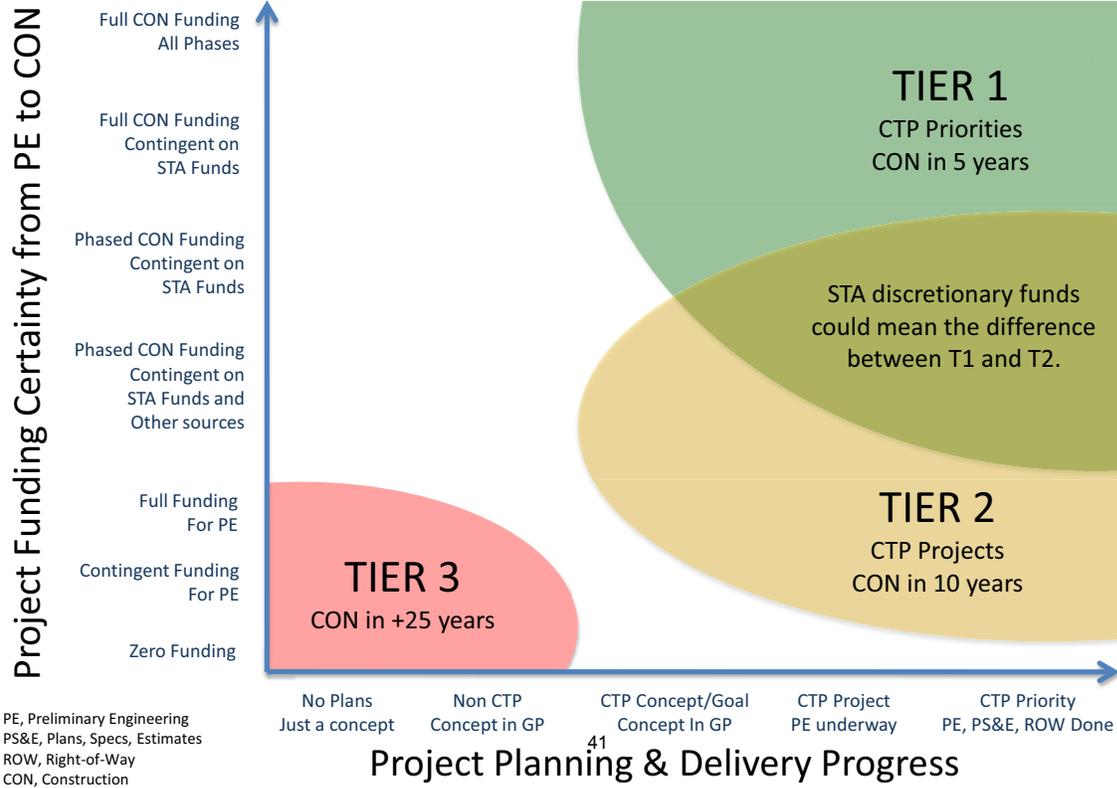
Recommendation:
Informational.

Attachments:

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

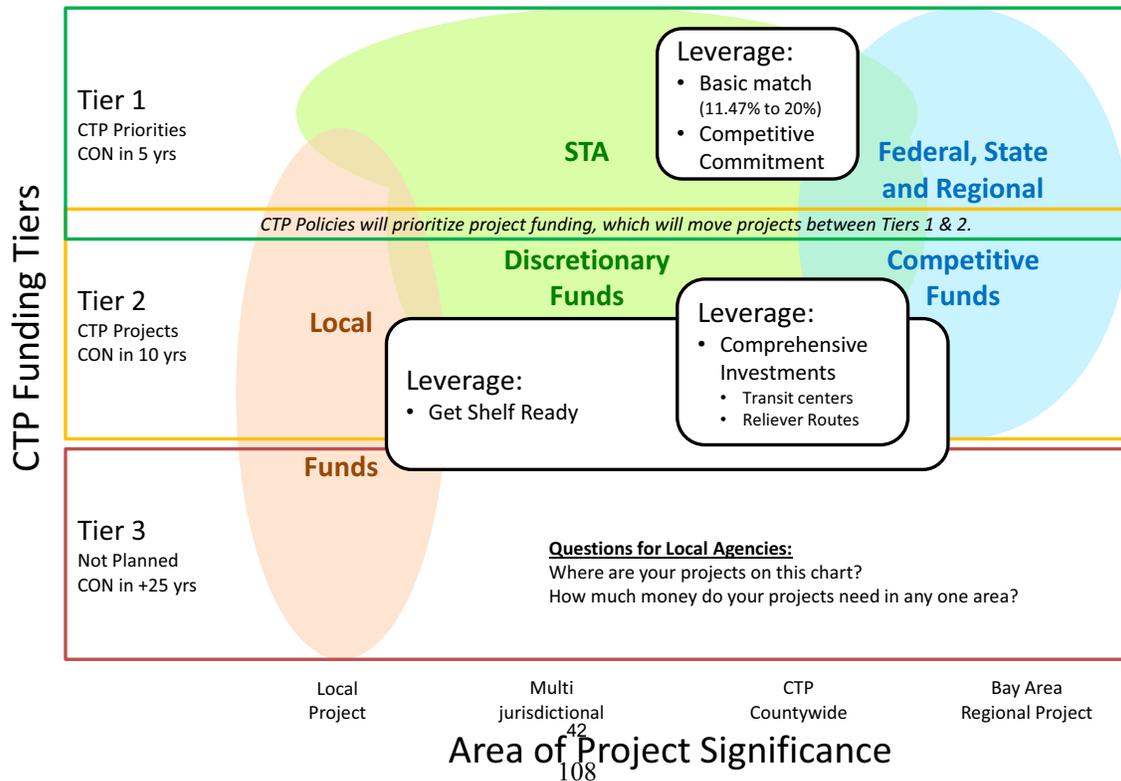
Funding Certainty Advances Projects

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



Leveraging Dollars between CTP Tiers

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





DATE: November 4, 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, (5 meetings to date),
Public Works & Planning Directors who review the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (2 meeting to date),
Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (3 meetings to date),
Mayors, City Managers, CAO representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

Discussion:

RTIF Development Schedule

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

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

Recommendation:

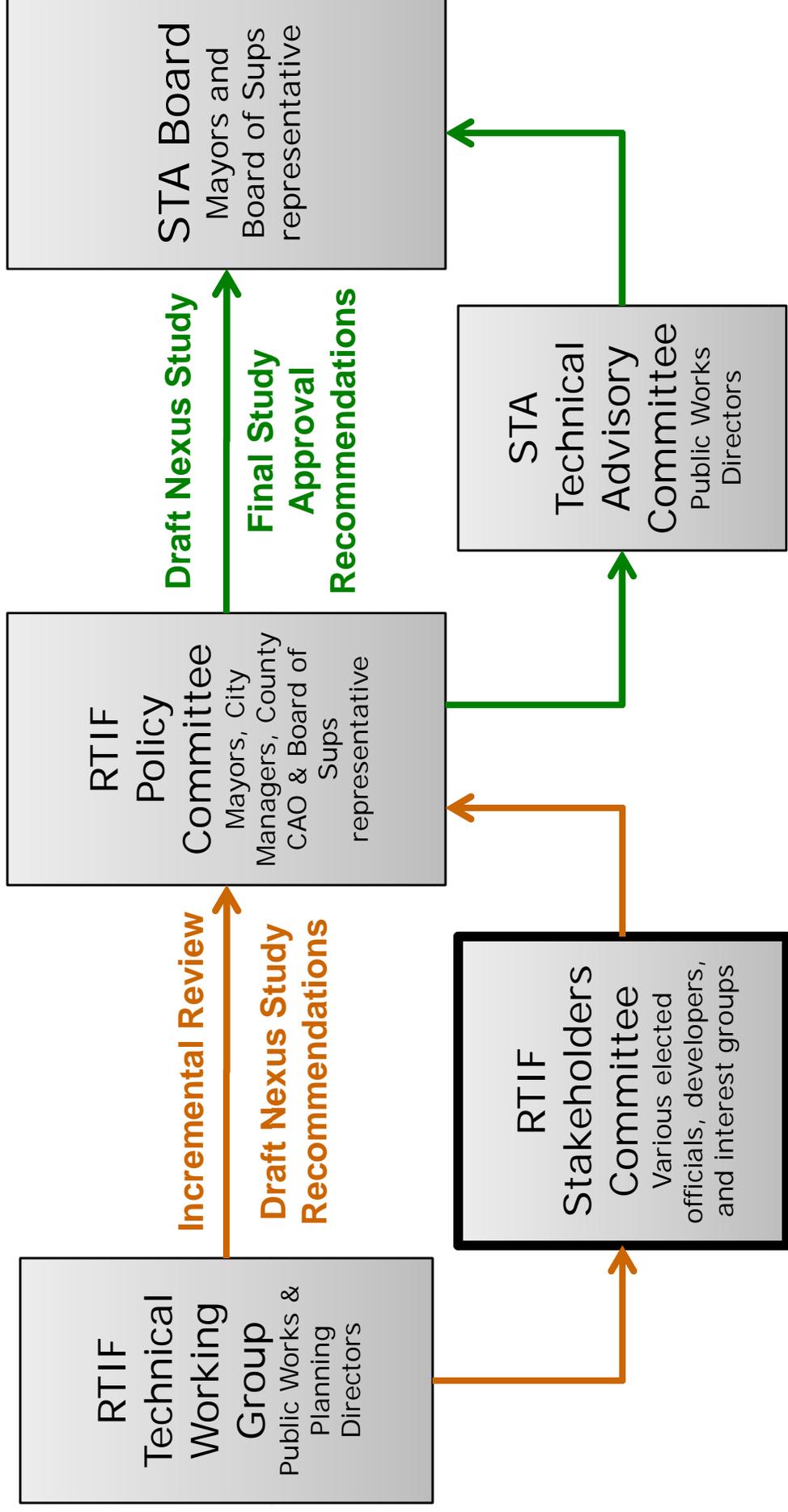
Informational.

Attachments:

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

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Overview of study approval process



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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.

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Solano Transportation Authority

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

Last Updated: 11-05-09

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

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



DATE: November 53, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Napa-Solano Travel Demand Model Update

Background:

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

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

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

Discussion:

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

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

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

Fiscal Impact:

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

Recommendation:

Informational.

Attachments:

- A. Napa-Solano Travel Demand Model Purpose and Use Statement
- B. Napa-Solano Travel Demand Model On-Call Consultant RFP

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

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

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

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

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

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

**Napa Solano Countywide Travel Demand Model
On-Call Model Administrator Proposed Scope of Work FY 2009-10 and FY 2010-11
And Optional Years**

The work to be performed under this contract will be specified in a series of task orders developed under Task 1 below in response to specific requests from the STA/NCTPA Napa Solano Countywide Travel Demand Model Project Manager. The STA/NCTPA Model Project Manager will discuss with the consultant project manager the required products and the consultant will prepare a draft task order indentifying objectives, deliverables, tasks, budget, and schedule.

Subject to input from the Model Technical Advisory Committee and final approval by the Solano Transportation Authority (STA) and Napa County Transportation Planning Agency (NCTPA) Executive Director: the consultant shall provide XXX hours of service per fiscal year for various travel demand modeling services for the current model for the following tasks to be completed during 2009-10 and 2010-11:

TASK 1: Project Management

This task involves management of the Model consultant team.

- The Consultant project manager will hold a kick-off meeting with the STA/NCTPA Project Manager to refine the scope of work, identify on-going tasks, set first year priorities for non-ongoing tasks, and set task budgets and schedules.
- Consultant will meet or teleconference at least on a bi-monthly basis (or more often for critical tasks) with STA/NCTPA Model Project Manager, giving budget and schedule status for each task, discussion options for overcoming unanticipated problems.
- Consultant will prepare and include with each invoice a monthly progress report summarizing work accomplished, problems encountered, proposed solutions, and planned work for the following month.
- Consultant will maintain a detailed Action Item list in Excel. This list documents follow up items from meetings and comments from STA/NCTPA Model Project Manager. The Action Items list may contain several workbook sheets, with each sheet pertaining to a specific meeting or set of comments.
- At the end of the first year, the consultant will prepare a report evaluating the results of the first year's management plan, assessing the status of the first year's task, schedule, budget expended, unanticipated problems, providing the proposed solutions. The report will provide recommendations for the second year management plan.

Deliverables:

- a. Refined Scope of Work
- b. Task Orders
- c. Bi-Monthly progress report
- d. Task Manager Action Items List

e. Year End Management Plan Assessment

TASK 2: Provide Model Improvement and Maintenance Services

The objective of this task is to provide support in the development, maintenance and improvement of the multimodal countywide travel forecast demand model. The ongoing support and maintenance services include the following subtasks:

2.1 Organize Model Data and Update Current Model User Guide

The STA and NCTPA distribute the Napa Solano Travel Demand Model to member agencies and their consultants for project specific traffic analysis on a regular basis. This task will have the consultant analyze and organize the Model data for ease of use by STA and NCTPA Staff as well as other member agencies and their consultants. As part of this task, the consultant will:

- Provide improvement recommendations for how the model data can be organized and maintained if improvements are needed. The consultant will implement their improvement recommendations with input provided to by STA and NCTPA staff and affiliates.
- Develop a user guide for the model application. The Model data user guide will be an update to the 2008 draft user guide.

Deliverables:

1. Technical Memoranda outlining improvement recommendations for model data organization and maintenance
2. Model User Guide, which includes:
 - a. Clearly labeled modeling data
 - b. Discussions regarding the model data structure
 - c. Instructions for model usage
 - d. Background discussion on the model development process from previous user guides.

2.2 Analyze and Document Model Results

The Napa Solano Travel Demand Traffic Model must be maintained to reflect new traffic data and/or new local, state or federal policies for land use development and implementation. As part of this task, the consultant will:

- Complete land use and traffic forecasts for STA and NCTPA as new projects, studies and plans are developed.
- Incorporate any required technical changes requested by MTC, Caltrans, or STA in accordance with the "MTC's CMP Traffic Modeling Consistency Checklist" and other accepted modeling standards and practices of Caltrans, FHWA and other state, federal, regional and local agencies.
- Assist the STA and its consultants to conduct select link analysis, scenarios runs and other traffic forecasting functions as part of the Solano and Napa Comprehensive Transportation Plans, Capital Improvement Plans, Solano Congestion Management Program, corridor studies, and projects.
- Perform reasonability and error-checks on the network and land use variables

- Maintain a log of alternative model versions as they become available and provide descriptions of each version
- Create plots, tables, maps and charts for presentation purposes. This includes large-scale graphics illustrating existing and projected traffic volumes and levels of service for 2010, 2015, 2020, 2025, 2030 and 2035.
- Update network and land use and traffic count information based on any comments received

Deliverables

1. Updated land use and traffic forecast plots, tables, maps and charts
2. Results from traffic forecasting functions such as select link analysis and scenario runs
3. Model versions log file with associated information
4. Quarterly report summarizing consultants effort in this task, including problems/solutions encountered.

Task 3. Prepare Model for Distribution to Model Users

STA and NCTPA are regularly requested to provide the model to member agencies and their consultants. The STA and NCTPA require that a model user agreement is executed prior to any distribution of the model data files. As part of this task, the consultant will:

- Distribute the model data as requested by users upon approval by STA/NCTPA Model Project Manager
- Submit model reports when necessary to the STA, NCTPA, Caltrans and the Metropolitan Transportation Commission (MTC) including all major findings and projections of the model
- Generate a log of all agencies and version of the model files that the consultant distributed the model data files to
- Distribute the model files either by disk, e-mail, or remote File Transfer Protocol (FTP) site

Deliverables

1. Quarterly report that documents:
 - a. What agencies the model was distributed to
 - b. What version of the model was distributed
 - c. How the model was distributed
2. Annual report that indicates which agencies received Model data during the entire year as documented in each quarterly report.

Task 4: Technical Support and Troubleshooting

The STA/NCTPA staff will rely on the consultant to assist in responding to requests from model users for technical support. In addition, the consultant will be tasked to provide XXX number of hours to assist in training STA and NCTPA on the application of the Napa Solano Travel Demand Model. Training should include select link analysis, scenario runs, and land use development impact traffic forecasts.

Deliverables

1. Quarterly report (and yearly summary) that documents total requests and support conducted during the quarter. Report should include for each request:
 - a. Date of request
 - b. Who requested the support
 - c. Support issue
 - d. How issue was resolved
2. Training exercises and materials directly catered to the Napa Solano Travel Demand Model files.
3. Quarterly log of training event dates, hours spent, exercises conducted and names of STA/NCTPA participants.

Task 5. Meeting Attendance and Support

Provide support assistance to the STA staff as part of presentations on the major findings of the model to the STA TAC, Modeling TAC, Arterials, Highways and Freeways Committee, Transit Committee, Alternative Modes Committee, citizen committees, STA and NCTPA Board of Directors.



DATE: November 6, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County

Background:

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

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

Discussion:

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

What STA is doing now:

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

What STA is planning to do:

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

The STA has been tasked by the City County Coordinating Council to work with the County to develop a Countywide Sustainable Communities Strategy (SCS) for SB 375. At the December Board Meeting, staff will seek feedback on our development of SCS for Solano County.

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

- A. Solano Climate Action Plan

STA CLIMATE CHANGE STRATEGY

What STA is doing now:

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

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

2. Safe Routes to School. STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement. STA is now working with each district, and 29 individual schools, to implement Phase 1 SR2S programs such as Bike Rodeos and Walk-and-Roll events, as well as projects such as radar feedback signs and street crossing safety improvements.
3. Alternative Fuel Fleets. There are several Alternative Fuel programs in Solano County. The City of Vacaville has developed a national reputation for alternative fuels because of its electric and Compressed Natural Gas (CNG) vehicle incentive programs; this program is also open to residents of Dixon, Rio Vista and eastern Solano County. In addition, Vacaville has purchased and runs a fleet of CNG buses for local transit, and operates electric vehicles for many daily City tasks. STA has secured a Congressional earmark for purchase of additional clean fuel buses for Solano Express intercity transit routes.
4. STA Solano County T-PLUS Program. In partnership with MTC, STA's T-PLUS program provides technical and financial assistance to STA member agencies to plan and implement transportation and land use strategies that promote smart growth concepts. To date, the STA has provided \$125,000 in planning grants and approximately \$4.4 million in capital grants under the STA's Transportation for

- Livable Communities (TLC) Program. Projects include development of a TLC Toolkit and TLC workshops with each city, development of an expanded traffic model to include transit and alternative modes, partners in planning, Development of the award-winning Jepson Parkway TLC Corridor Plan and the North Connector TLC Corridor Concept Plan, and active involvement in creation of the Planning for the Northern California Megaregion - Coordinating Transportation and Land Use in the I-80/Capitol Corridor
5. Plan (also known as the I-80 Smart Growth Corridor plan).
 6. Benicia Climate Action Plan. The City of Benicia has conducted a Greenhouse Gas Emission Inventory, and adopted a comprehensive Climate Action Plan. While this is not an STA project, it is the first Climate Action Plan in the county, and does address several STA issues such as ridesharing.

What STA is planning to do:

1. Solano Air Emission Inventory and Action Plan. Building on the success of the Benicia Climate Action Plan, STA and the County of Solano, in coordination with Solano City-County Coordinating Council, will conduct an inventory of air emissions (primarily GHG) for remaining 6 cities, and develop a transportation-sector emission reduction useable by all 7 cities and Solano County. The inventory and emission reduction plan is funded by the YSAQMD and MTC. STA will support Benicia's efforts to seek funds to implement transportation-related elements of their adopted Climate Action Plan. This project will be completed by the end of 2010.
2. Safe Routes to Transit. STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and designated Priority Development Areas. The SR2T Plan will include an inventory of traffic accidents, crimes and other safety issues around the selected centers and development of an action plan to reduce hazards and increase the attractiveness of transit as a commute choice. This ties in with the on-going Solano Rail Crossing Inventory and Improvement Plan, being developed in partnership with the Capitol Corridor Joint Powers Authority. Development of the Safe Routes to Transit Plan will begin in 2010, and is expected to take 6 to 9 months.
3. Safe Routes to School Phase 2. Work with school districts to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of Fiscal Year 2011. Implement additional safety programs and construct additional improvements. Continue to contract for program coordinator position to assist school districts in project delivery. STA will work with MTC and other local agencies to expand SR2S programs and share effective techniques.
4. Solano Bicycle and Pedestrian Master Plans. STA has developed, and is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. It provides cross-county connectivity, as well as access to inter-city transit centers and

Priority Development Areas. The update will be completed by the end of Fiscal Year 2009-10.

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

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

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DATE: November 6, 2009
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2009 Final Results

Background:

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

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

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

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

Discussion:

The Challenge ended on October 31, 2009 and the deadline for all Monthly Commute Logs was November 6th. As of mid-October, 43 major employers totaling 599 employees registered in the Challenge. Employer and employee participation increased 10% over last year's. Nearly 400 participants are on track to earn the title "Commute Champion" by meeting or passing the goal, an increase of 34%. Employers who are on course to become Commute Champion Workplaces (where 20 or more employees became Commute Champions) include State Compensation Insurance Fund and Genentech in Vacaville, Kaiser Permanente Medical Center in Vallejo, Goodrich in Fairfield, California Vegetable Specialties in Rio Vista and the County of Solano. Staff is tallying the October Commute Logs and will have the final results by November 13th.

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

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

- A. SCC Employee Final Results Table (To be provided under separate cover.)



DATE: October 30, 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 3 project delivery reminders this month:

1. FY Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) 2008-09 Federal Obligation Plan:

As of October 08, 2009 approximately \$167.7 million or 99.3% 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>			
<ul style="list-style-type: none"> - \$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). Awarded in Oct.09
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Construction on-going. Will complete in Nov. 09
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON. No OA available for the project. Wait for new STP fund.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Project Close Out

Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050046	Old Town Cordelia Enhancements	\$500,000 for CON. Received E-76. Open bid. Construction start Spring, 2010.
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON. Received E-76 for CON. Open bids on late Oct.
Vacaville	SOL070028	Vacaville Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Construction start
Vacaville	SOL070029	Ulati Creek – Allison to I-80	\$169,000 for ENV. Fund obligated.
Vacaville	SOL070026	Ulati Creek Bike Path (Ulati Drive to Leisure Town Road)	\$37,000 CMAQ for PE. Obligation Date: 3/26/08
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Project close out.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Under Construction.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$2,138,000 ARRA Fund and \$580,000 CMAQ for CON. Awarded on Sept. 29

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. To prevent the deobligation and potential loss of unexpended federal funds for inactive projects with greater than one dollar unexpended balance, local agencies must do one of the following:

- 1) Submit a complete and correct invoice by November 25, 2009, or
- 2) Submit a deobligation request by November 25, 2009, or
- 3) Submit a complete justification form by November 25, 2009.

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: 07/01/09 – 09/30/09
Invoice Submission Due to LPA: Nov 25, 2009
Justification Due to DLAE: Nov 25, 2009

Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007 Invoiced	Construction recently completed. Preparing final report of expenditure / final invoice on September.
Dixon	Parkway Blvd. and UPRR crossing grade separation	\$628,000	No documentation Received.	
STA	SR12 to I-80 Reliever	\$0	No documentation Received.	
STA	SR12 to I-80 Reliever	\$530,263	No documentation Received.	Received obligation on Aug. 09. Will invoice by Nov. 25, 09

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 January 2010 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by November 16, 09. The deadline for December 2009 CTC meeting has already been passed.

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	Allocation request submitted to CTC on March, 09. Project was deferred on June CTC meeting.
Vacaville	Jepson Pkwy Gateway Enhancement (Design)	\$120,000	Allocation request submitted on April, 09. Project was deferred on CTC meeting.

STIP ALLOCATION STATUS REPORT FOR FY09-10
Projects that need allocation by January, 2010
Submit allocation request by November 16, 2009
November CTC meeting is canceled

Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request advance from programmed CON funding.
Vallejo	Vallejo Ferry Terminal Parking Phase 2	\$13,128,000	Amendment programming to CTC for \$13.1 million in FY09-10 for CON. Plan to advertise end of 2009. CTC did vote in October.
Vacaville	Jepson Parkway Gateway enhancement (Construction)	\$230,000	Allocation request submitted. Potential delay until FY11-12 due to delay in receiving fund for the design phase.

Recommendation:
Informational.



DATE: November 6, 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.
Bicycle Transportation Account*	Ken McGuire, Caltrans (916) 653-2750	December 1, 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

Bicycle Transportation Account (BTA)

Application Due December 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties.

Program Description: The BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

Funding Available: Approximately \$7.2 million is available for the BTA.
Maximum amount an applicant may receive is \$1.8 million; 10 percent local match.

- Eligible Projects:
- New bikeways serving major transportation corridors
 - New bikeways removing travel barriers to potential bicycle commuters
 - Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
 - Bicycle-carrying facilities on public transit vehicles
 - Installation of traffic control devices to improve the safety and efficiency of bicycle travel
 - Elimination of hazardous conditions on existing bikeways
 - Planning
 - Improvement and maintenance of bikeways

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

Program Contact Person: Ken McGuire, Acting Branch Chief (Caltrans),
(916) 653-2750
ken.mcguire@dot.ca.gov

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

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**Solano Transportation Authority
Board Meeting Highlights
October 14, 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 October 14, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of October 14, 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
Rick Fuller (Board Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

ACTION –FINANCIAL ITEMS

A. Status of Routes 30 and 90 Operating Agreements

At the request of Board Member Price, this item was tabled until the next meeting with the exception to move forward recommendation no. 3, direct staff to identify Alternative Options for the Operation of Routes 30 and 90.

On a motion by Board Member Augustine, and a second by Board Member Patterson, the STA Board unanimously approved to table recommendation nos. 1, 2, and 4 and to approve recommendation no. 3.

Recommendation:

Approve the following:

1. Table the City of Fairfield's Transportation Development Act (TDA) Fiscal Year 2009-10 Claim for TDA funds for Routes 30 and 90 from other jurisdictions;
2. Table the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) Allocation Request for Route 90;
3. Direct staff to identify Alternative Options for the Operation of Route 30 and 90; and
4. Return to the STA Board for their Consideration.

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

Recommendation:

Approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts, with the revision to table Fairfield's claim of TDA funds from other jurisdictions for Route 30 and 90.

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

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

Recommendation:

Approve the following:

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.

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

ACTION – NON FINANCIAL ITEMS

A. 2009 Solano County Congestion Management Program (CMP) Update

Recommendation:

Approve the 2009 Solano County Congestion Management Plan and transmit it to MTC.

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

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

Recommendation:

Approve the "State of the System – Arterials, Highways, and Freeways" Report included as Attachment A.

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

C. STA's Draft 2010 Legislative Priorities and Platform

Recommendation:

Authorize the Executive Director to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.

After discussion, the STA Board requested changes in language related to SB 375/sales tax measures and climate change. Board Member Patterson requested the inclusion of the "Green Corridor Program" with regard to the movement of goods along corridors, about which Board Chair Spering requested that staff provide more information on this program before the Board considers making this change to the platform. Board Member Patterson requested the platform be agendaized for the Special Meeting on November 18th so she can participate.

On a motion by Vice Chair Sanchez, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation including direction to staff to bring back the changes noted above for more discussion by the Board at the Special Meeting on November 18th.

D. Safe Routes to School (SR2S) Program Update and FY 2009-10 Work Plan

Recommendation:

Approve the following:

1. STA's Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D; and
2. Authorize the Executive Director to enter into two year agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator services and not to exceed \$154,800 for related education & encouragement vehicle & material costs.

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

CONSENT CALENDAR ITEMS

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

A. STA Board Meeting Minutes of September 9, 2009

Recommendation:

Approve STA Board Meeting Minutes of September 9, 2009.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of September 30, 2009

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2008-09 Fourth Quarter Budget Report

Recommendation:

Review and file.

- D. Request for Proposals (RFP) for Professional Auditing Service**
Recommendation:
Authorize the Executive Director to:
1. Release a Request for Proposal for Professional Auditing Service; and
 2. Award a contract for an amount not-to-exceed \$50,000 for three years with the option to renew the agreement for one 2-year extension or two 1-year extensions.
- E. Response to Solano County Grand Jury Letter Regarding Solano Paratransit Report – Specifically Unmet Transit Needs Hearing and Paratransit Coordinating Council**
Recommendation:
Receive and file.
- F. Funding Agreement Amendments for Vacaville and East Fairfield Community Based Transportation Plans**
Recommendation:
Authorize the Executive Director to amend the terms of the CBTP Funding Agreements with MTC as follows:
1. Extend the term of the Vacaville CBTP to October 31, 2010; and
 2. Extend the term of the East Fairfield CBTP to June 30, 2011.
- G. Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications**
Recommendation:
Approve the following:
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.
- H. Paratransit Coordinating Council (PCC) Appointment**
Recommendation:
Appoint Kurt Wellner as a transit user representative to the PCC for a 3-year term.
- I. Solano Napa Commuter Information (SNCI)’s Vanpool Incentive Program**
Recommendation:
Authorize STA staff to implement the New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.
- J. Federal Legislative Advocacy Services Contract**
Recommendation:
Approve the following:
1. Authorize the Executive Director to enter into a 25-month Contract Amendment #1 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) from December 1, 2009 through December 31, 2011 at a total cost not to exceed \$241,250;
 2. The expenditure of an amount not to exceed \$52,500 to cover the STA’s contribution for this 25-month contract; and
 3. Authorize the Executive Director to enter into contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo in a continued partnership to provide federal advocacy services in pursuit of federal funding for the STA’s priority projects.

K. American Recovery and Reinvestment Act Update

Recommendation:

Approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

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

A. MTC Report:

Board Chair and MTC Commissioner Spering stated the Bay Area Toll Authority (BATA) is considering a toll increase on the seven state-owned Bay Area toll bridges. He summarized the three options that are being considered by the Oversight Committee which would raise the needed \$160 million annually to retrofit the Antioch and Dumbarton Bridges.

B. Caltrans Report:

Nicolas Endrawos, Caltrans District 4 Project Manager, reported on the status of the opening of the I-80 HOV Lanes (both Eastbound and Westbound).

C. STA Reports:

1. Gus Khouri, Shaw/Yoder, Inc. provided a State Legislative report.
2. Board Chair Spering highlighted the Senior and Disabled Transportation Summit of June 26, 2009. He stated Summit II is scheduled for October 30, 2009 at the Joseph Nelson Community Center in Suisun City.
3. STA Status Reports:
 - A. Projects – Janet Adams reported on upcoming construction projects.
 - B. Planning – Robert Macaulay reported on earthquake preparedness issues.
 - C. Transit and Rideshare – Elizabeth Richards reported on the high level rates of carpooling and vanpooling in the Bay Area.

INFORMATIONAL ITEMS – NO DISCUSSION

- A. Preview of Senior and Disabled Transportation Summit II**
- B. STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary**
- C. 2010 State Transportation Improvement Program (STIP) Update**
- D. Regional Transportation Impact Fee (RTIF) Update**
- E. Abandoned Vehicle Abatement (AVA) Program Annual Report Fiscal Year (FY) 2008-09**
- F. Unmet Transit Needs Process for Fiscal Year FY 2009-10 and FY 2010-11**

- G. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update**
- H. Project Delivery Update**
- I. Funding Opportunities Summary**
- J. STA Board Meeting Schedule for the Remainder of 2009**

ADJOURNMENT

The STA Board meeting was adjourned at 7:30 p.m. Due to the STA's 12th Annual Awards Program, there will be no meeting in November. The next regular meeting of the STA Board is scheduled for **Wednesday, December 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: November 12, 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
Wed., December 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 16	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