



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, January 27, 2010
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 December 16, 2009 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of December 16, 2009.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.</i> Pg. 5	Elizabeth Richards

TAC MEMBERS

Charlie Knox	Royce Cunningham	Gene Cortright	Morrie Barr	Dan Kasperson	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

VI. ACTION FINANCIAL ITEMS

- A. Priority Federal Economic Stimulus Projects in Solano County** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.
(1:45 – 1:50 p.m.)
Pg. 9

VII. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) - Project List** Robert Macaulay
- Recommendation:
Forward a recommendation to the STA Board to adopt the 2010 CTP project list for inclusion in the 2010 CTP update as specified in Attachment A.
(1:50 – 2:05 p.m.)
Pg. 21
- B. Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation project and file a Notice of Determination (NOD).
(2:05 – 2:15 p.m.)
Pg. 63
- C. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County** Robert Macaulay
- Recommendation:
Forward a recommendation to the STA Board to adopt the Solano Climate Action Plan contained in Attachment A.
(2:15 – 2:25 p.m.)
Pg. 65
- D. Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010** Jayne Bauer
- Recommendation:
Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.
(2:25 - 2:30 p.m.)
Pg. 69

VIII. INFORMATIONAL – DISCUSSION

- A. **Development of STA Project Delivery Policy** Sam Shelton
Informational
(2:30 – 2:35 p.m.)
Pg. 105
- B. **Regional Transportation Impact Fee (RTIF) Update** Sam Shelton
Informational
(2:35 – 2:40 p.m.)
Pg. 109
- C. **Highway Projects Status Report:** Janet Adams
1.) **I-80/I-680/SR 12 Interchange**
2.) **I-80 EB Cordelia Truck Scales Relocation**
3.) **North Connector**
4.) **I-80 HOV Lanes: Red Top Road to Air Base Parkway**
5.) **I-80 HOV Lanes Vallejo/Fairgrounds Access**
6.) **Jepson Parkway**
7.) **State Route 12 (Jameson Canyon)**
8.) **State Route 12 East SHOPP Project**
9.) **I-80 SHOPP Rehabilitation Projects**
Informational
(2:40 – 2:45 p.m.)
Pg. 131
- D. **Solano County Coordinated Funding Investment Strategy** Janet Adams
Informational
(2:45 – 2:50 p.m.)
Pg. 135

NO DISCUSSION

- E. **Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan Updates** Sara Woo
Informational
Pg. 159
- F. **Commute Profile 2010 Study** Elizabeth Richards
Informational
Pg. 161

- G. Support for Federal Urban Circulator and Livability Initiative Programs Funds**
Informational
Pg. 165 Liz Niedziela
- H. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11**
Informational
Pg. 179 Liz Niedziela
- I. Funding Opportunities Summary**
Informational
Pg. 181 Sara Woo
- J. STA Board Meeting Highlights of January 13, 2009**
Informational
Pg. 189 Johanna Masiclat
- K. STA Board and Advisory Committee Meeting Schedule for 2010**
Informational
Pg. 193 Johanna Masiclat

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 24, 2010.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
December 16, 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
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Liz Niedziela	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masielat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Ed Huestis	City of Vacaville
	Jeff Knowles	City of Vacaville
	Alyssa Majer	City of Suisun City
	Mike Roberts	City of Benicia
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Dan Kasperson, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Jayne Bauer distributed CDs of the Senior and Disabled Transportation Guide video.

Liz Niedziela distributed and provided information on the SolanoExpress Annual Ridership and Transit Passenger Comment Cards for FY 2008-09.

Janet Adams reminded the TAC members to submit projects for a second potential round of Federal Stimulus.

Daryl Halls noted that Ed Huestis, City of Vacaville, has announced his retirement and he thanked him for his efforts to promote alternative fuel vehicles and his collaboration with the STA on behalf of Vacaville.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Gene Cortright, the STA TAC approved Consent Calendar Items A thru C.

A. Minutes of the TAC Meeting of November 18, 2009

Recommendation:

Approve TAC Meeting Minutes of November 18, 2009.

B. 2010 Bicycle Advisory Committee (BAC) Overall Work Plan

Recommendation:

Approve the 2010 BAC Overall Work Plan as shown in Attachment A.

C. 2010 Pedestrian Advisory Committee (PAC) Overall Work Plan

Recommendation:

Approve the 2010 PAC Overall Work Plan as shown in Attachment A.

VI. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) – Alternative Modes Goals Amendment

Robert Macaulay reviewed the draft revised Alternative Modes Purpose Statement and Goals which includes language to reflect the development of the new Countywide Bicycle and Pedestrian Master Plans, and recognizes the importance of the Complete Street policies. He added that the most significant change is Bicycle and Pedestrian Goal 5. He stated that the goal calls for STA to develop a model ordinance that local agencies can adopt to provide for the inclusion of bicycle and pedestrian facilities at the initial project development phase.

Recommendation:

Forward a recommendation to the STA Board to approve the amended CTP Alternative Modes Goals as shown in Attachment A.

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

B. Solano Highways Operations Study

Sam Shelton cited the concerns raised by the Arterials, Highways, and Freeways Committee. He listed them as follows: 1.) the level of “feasibility analysis” that was conducted for the “operation study” and 2.) the potential for some High Occupancy Vehicle (HOV) lanes on I-680 to become reversible HOV Lanes. He noted that staff recommends adding language to the study stating that the feasibility of reversible HOV Lanes will be reviewed as part of specific Project Study Reports (PSR) for HOV Lane projects, with references to case studies. He added the STA Committee is scheduled to review STA staff recommendations for adoption in January 2010 and the STA Board will consider the item in February 2010.

Recommendation:

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

1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended high-occupancy vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and
2. Adopt the Solano Highways Operations Study.

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

VII. INFORMATIONAL ITEMS

A. STA Strategic Plan for MTC Cycle-1 Block Grants

Robert Macaulay noted that MTC has initiated a new Congestion Management Agency (CMA) block grant program. He reviewed the first 3-year funding cycle recommended by MTC as a follow-up to the newly-adopted Regional Transportation Plan (RTP) in which MTC has consolidated funding into three categories (Local Streets and Roads Rehabilitation, County Transportation for Livable Communities (TLC), and Regional Bicycle Program).

B. Toll Increase Options for the Seven State-owned Bay Area Bridges

Elizabeth Richards listed the major reasons cited by the Bay Area Toll Authority (BATA) for the need for a toll increase. She summarized several toll revenue options being considered by BATA aimed to generate \$165 million annually. She continued by stating that staff is recommending to identify priority projects for Solano County should net revenues become available.

C. Regional Disaster Planning - Mass Transportation and Evacuation

Robert Macaulay reviewed the development of the Regional Catastrophic Planning Grant Program (RCPGP) emergency plan and the October table top exercise regarding the countywide coordination of transit services during a major disaster. He indicated that the STA plans to meet with staff from the Solano Office of Emergency Services (OES) to discuss specific needs and responsibilities prior to bringing this issue back to the Consortium, TAC and Solano City Managers for further review and discussion.

D. Solano Countywide Bicycle Plan Update

Sara Woo reviewed the status of the development of the Solano Countywide Bicycle Plan. She identified the short-term and long-term projects needed to complete a countywide bicycle network. She noted that the Bicycle Advisory Committee has met several times to develop the Goals and Objectives, Planning Criteria for projects to be included in the updated Bicycle Plan, and Prioritization Criteria to prioritize bicycle projects included in the Bicycle Plan.

E. Solano Countywide Pedestrian Plan Update

Sara Woo reviewed the status of the development of the Solano Countywide Pedestrian Plan. She identified the short-term and long-term projects needed to complete a countywide pedestrian network. She noted that the Pedestrian Advisory Committee has met several times to develop the Goals and Objectives, Planning Criteria for projects to be included in the updated Pedestrian Plan, and Prioritization Criteria to prioritize bicycle projects included in the Pedestrian Plan.

NO DISCUSSION

F. Funding Opportunities Summary

G. STA Board Special Meeting Highlights of November 18, 2009

H. STA Board and Advisory Committee Meeting Schedule for 2010

VIII. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 27, 2010.**



DATE: January 19, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – February 2010

Background:

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

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

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

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The July 2009 estimate of \$18.1 million is \$1.8 million lower than the February 2009 estimate – a 10% reduction to the county overall.

In October, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions' contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims. A FY 2009-10 TDA claim remains outstanding from the City of Benicia.

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

Discussion:

For the past several months, Solano's transit operators have been developing a subsidized intercity taxi program for ambulatory American Disabilities Act (ADA) eligible Solano residents. Although grants have been submitted to fund this new program, to implement the program in February, TDA funds will be used. Each City will pay for the cost of the service to their residents using TDA funds. The City of Vacaville will be coordinating the centralized purchasing of the new taxi program's scrip which involves claiming the TDA funds from the other jurisdictions. The amounts to be claimed by Vacaville on the behalf of others have been agreed to among these organizations. The February 2010 TDA matrix update includes these amounts to inform MTC, who will process the Vacaville TDA claim amendment, that Vacaville is authorized to make these claims against others.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.

Attachment (An enlarged color copy has been provided to the TAC members under separate enclosure:.)

- A. February 2010 Solano TDA Article 4/8 Matrix for FY 2009-10

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DATE: January 21, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Priority Federal Economic Stimulus Projects in Solano County

Background:

The economy across the country has declined over the last year. In reaction to this decline, the federal government provided funds to local governments, state, and regional transportation agencies for projects that would stimulate the economy by producing jobs. One of the sectors that received a federal investment was infrastructure, specifically transportation, including transit capital projects. The original federal economic stimulus funded projects are either completed or in process of completion. Attachment A provides details for the transportation projects for Solano County that have already received federal stimulus funding.

Discussion:

There has been discussion in Washington D.C. regarding the provision of additional stimulus funds for transportation. Attachment B is a Memorandum from the Metropolitan Transportation Commission (MTC) outlining the current status of the federal legislation on this issue. Based on a request from MTC, in preparation of this funding occurring, Solano County was provided a target of \$9.7 million, of which 50% (Tier 1) of the funds would be required to be under contract within 90 days. The remaining 50% (Tier 2) would be required to be under contract within a year. Using MTC's Local Streets and Roads (LS&R) formula distribution, listed below is the calculated share by jurisdiction:

Agency	ARRA II est.
Solano County	\$1,314,094 (Rounded \$1.3 M)
Benicia	\$458,644 (Rounded \$460,000)
Dixon	\$374,071 (Rounded \$375,000)
Fairfield	\$2,125,316 (Rounded \$2.1 M)
Rio Vista	\$102,246 (Rounded \$110,000) *
Suisun City	\$784,454 (Rounded \$785,000)
Vacaville	\$1,736,923 (Rounded \$1.75 M) *
Vallejo	\$2,834,252 (Rounded \$2.85 M)
TOTAL	\$9,730,000

* The City of Rio Vista's \$110,000 is proposed to be swapped with the City Vacaville at \$0.90/\$1.00. This swap would be included in the fund agreement for ARRA with a 2-year payment term.

In addition to these new potential funds, Cycle 1 federal funds for LS&R is also under discussion as part of the Regional Block Grant Program. This information is being provided to help the jurisdictions plan ahead. Assuming STA Board approves the 4% off the top for planning and administration of the Block Grant Program, using MTC's LS&R formula distribution, listed below is the calculated share by jurisdiction:

Agency	Cycle 1 est.
Solano County	\$833,680 (Rounded \$835,000)
Benicia	\$290,970 (Rounded \$290,000)
Dixon	\$237,316 (Rounded \$240,000)
Fairfield	\$1,348,332 (Rounded \$1.35 M)
Rio Vista	\$64,866 (Rounded \$65,000)
Suisun City	\$497,669 (Rounded \$500,000)
Vacaville	\$1,101,929 (Rounded \$1.1 M)
Vallejo	\$1,803,850 (Rounded \$1.8 M)
TOTAL	\$6,178,612 (Rounded \$6,180,000)

Attachment C reflects the summary of the proposed programming of ARRA II at the target of \$9.73 M, with 50% (Tier 1) of the work required to be under contract in 90 days. Tier 1 minimum is \$4.865 M for the county as a whole.

Attachment C is based on guidance from MTC, however, it is important to note that the ARRA II target is expected to be changed based on any final legislation and that there is a push to program 75% of the targets into Tier 1. As changes occur, STA staff will work closely with the TAC members for updating communications and adjustments to projects.

Fiscal Impact:

None, as this action does not affect any expenditure of funds by the STA. However, should the STA be tasked as the lead for a new project funded by this pending federal economic stimulus bill, it would add an additional project to STA's Overall Work Program.

Recommendation:

Forward a recommendation to the STA Board to approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.

Attachments:

- A. Existing Solano County Federal Economic Stimulus Projects
- B. MTC Memorandum dated January 4, 2010
- C. Priority Solano County Federal Economic Stimulus Projects – January 2010

Existing ARRA Local Street & Road Projects

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	In Construction
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Complete
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Awarded
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	In Construction
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Complete
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	In Construction
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Complete
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	In Construction
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	In Construction
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Awarded
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	In Construction
Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Advertised
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Advertised
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Received E-76

Existing ARRA Local Street & Road Projects

Tier	Local Agency	Project Title/Description/Location	ARRA \$	Status as of January
TE	City of Benicia	State Park Bridge Overcrossing	\$320,000	Awarded
Safety	City of Fairfield	McGary Road Safety Improvement	\$1,000,000	Received E-76
TE	City of Fairfield	McGary Road Enhancement	\$640,000	Received E-76
TE	County of Solano	Old Town Cordelia Enhancement Phase 2	\$800,000	Open Bid on Nov.

Existing ARRA Transit Tier 1 Projects

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

*Reviewing several piggyback options

Existing ARRA Transit Tier 2

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

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

ARRA Supplemental Funding

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

ARRA FTA Section 5311

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

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

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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5b

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Memorandum

TO: Legislation Committee

DATE: January 4, 2010

FR: Executive Director

RE: H.R. 2847 (Mollohan): Jobs for Main Street Act

On December 16, the U.S. House of Representatives passed, by a narrow 217-212 margin, H.R. 2847 to provide a second round of economic stimulus funding focused on job creation. The bill redirects to a variety of purposes \$75 billion in unused Troubled Asset Relief Program (TARP) funds appropriated by Congress in early 2009. Of the \$75 billion, \$37.3 billion (50 percent) would be directed to the U.S. Department of Transportation, with \$27.5 billion for the Federal Highway Administration (FHWA), \$8.4 billion for the Federal Transit Administration (FTA), \$800 million for Amtrak and \$500 million for the Federal Aviation Administration. The FTA and FHWA amounts are the same as provided under the first economic stimulus legislation, the American Recovery & Reinvestment Act (ARRA), which provided a total of \$787 billion for various economic stimulus purposes.

Region Would Receive Larger Share of Transit Funding Than Under ARRA

Although the total amount directed to FTA is the same as under ARRA, the funds are distributed differently and this change favors the Bay Area, as shown in the table below:

Dollars in millions

FTA Program	ARRA	HR 2847
Transit Capital Assistance (5307/5311/5340)	\$6,800	\$6,050
Fixed Guideway (5309)	\$750	\$1,750
Capital Investment Grants (New and Small Starts)	\$750	\$500
Transit Greenhouse Gas Reduction Grants	\$100	\$100
Total	\$8,400	\$8,400
Bay Area Share	\$340	\$397

Due to a much larger share of the FTA funds going to the Fixed Guideway Program (FGM) — \$1 billion more than under ARRA — we estimate the Bay Area’s share would be approximately \$397 million, about \$57 million more than under ARRA. The FGM program is heavily skewed towards existing high-density rail systems from the more populous states, so it tends to be more strongly supported in the House than the Senate. Therefore, it should not come as a surprise if the Senate proposes a much smaller share of funds for this program.

Region's Ultimate Share of Highway Funds Unknown

With regard to the highway funds, the bill follows the precedent set by ARRA, requiring that three percent of the total funds be reserved for Transportation Enhancements and 30 percent of each state's total highway funds be suballocated to regions by population. California's share would be approximately \$2.6 billion, but the Bay Area's final share of the highway program is unknown at this time given the potential for subsequent state legislation, similar to AB 3x20 (Bass) passed in early 2009 that could distribute a larger share of the state's highway funds to regions than required by the bill. Under AB 3x20, regions were able to increase the suballocated share to 62.5 percent, the same percentage required under the Surface Transportation Program. If we are able to enact a law similar to AB 3x20, the region's share under the House bill would grow from approximately \$150 million to \$300 million.

Stringent Use-It-Or-Lose It Provisions

The bill contains much stricter "use-it-or-lose-it" provisions than ARRA. Whereas ARRA required 50 percent of highway and transit funds to be "obligated" (i.e. officially approved by a federal agency) within 180 days and the remainder obligated within a year, H.R. 2847 requires that 50 percent of such funds be "under contract" within 90 days and the remainder "under contract" within a year.

Extension of SAFETEA and Buy America Requirement

As part of the FY 2010 Defense Appropriations bill signed into law at the end of December 2009, Congress extended the current transportation act — Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, better known as SAFETEA — through the end of February 2010. H.R. 2847 would extend the program through the remainder of the federal fiscal year, carrying the program through September 2010. It would also transfer \$19.5 billion in General Fund revenues to the Highway Trust Fund, estimated to be equivalent to the foregone interest since 1998. Lastly, the bill includes a revised "Buy America" requirement that would apply to the Bay Bridge East Span project as a whole, and would therefore, affect all future East Span contracts. Under current law, only those individual bridge contracts that use federal funds are subject to this requirement.

Next Steps

The Senate is not expected to take up this legislation before the House and Senate reach agreement on the final terms of the health care bill. In the meantime, we will keep you informed of any new developments.



Steve Heminger

Bay Area ARRA Amounts

County	ARRA LS&R Tier 1	ARRA TE	Total
Alameda	\$24,640,000	\$1,557,000	\$26,197,000
Contra Costa	\$17,850,000	\$1,009,000	\$18,859,000
Marin	\$4,800,000	\$294,000	\$5,094,000
Napa	\$3,190,000	\$183,000	\$3,373,000
San Francisco	\$11,350,000	\$797,000	\$12,147,000
San Mateo	\$11,080,000	\$827,000	\$11,907,000
Santa Clara	\$26,460,000	\$1,824,000	\$28,284,000
Solano	\$9,730,000	\$477,000	\$10,207,000
Sonoma	\$12,900,000	\$581,000	\$13,481,000
Total	\$122,000,000	\$7,549,000	\$129,549,000

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**Jobs For Mainstreet
STIMULUS II (FHWA Funds)
Potential Delivery Milestones
Assuming Possible March 1, 2010 Enactment Date**

**50% of the Funds
(90 Days to Award)**

Project Delivery Milestone	Potential Deadlines
NEPA Clearance	March 1, 2010
E-76 RFA Submittals Due to Caltrans HQ	March 15, 2010
FHWA Obligation (E-76) Approval	March 30, 2010
Advertisement	April 30, 2010
FHWA Award Deadline (90 Days)	May 29, 2010

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Potential Projects for Future Stimulus Funds

Sponsor	Project Name	Type of Project	Amount Request for Rehab ARRA	Tier
City of Fairfield				
	Traffic Signal Pre-emption (Various Locations)	Rehab	\$500,000	Tier 1
	2010 AC overlay – Various Locations	Rehab	\$1,600,000	Tier 2
		Total Share	\$2,100,000	
City of Suisun City				
	Main Street Rehabilitation Phase 2 (From Solano Street to Lotz Way)	Rehab	\$785,000	Tier 1
City of Vacaville				
	Upgrade Traffic Signal Controllers - Various Locations	Rehab	\$400,000	Tier 1
	2010 AC Overlay - Various Locations	Rehab	\$700,000	Tier 2
	Ulatis Creek Bike Path - Ulatis Drive to Leisure Town Road	Bicycle/Pedestrian	\$760,000	Tier 2
		Total Share	\$1,860,000 *	
City of Dixon				
	Pedestrian signal and traffic signal upgrades	Rehab/Pedestrian	\$325,000	Tier 2
	Vacaville/Dixon Bike Path - striping N Adams	Bicycle	\$50,000	Tier 2
		Total Share	\$375,000	
City of Vallejo				
	DOWNTOWN STREETScape PHASE 1B (Virginia St. from Marin to Sacramento; Sacramento St. mid-block between York and Georgia to Georgia; Sacramento St. mid-block between York and Maine to Maine; and Marin from Virginia to Georgia)	Bike/Pedestrian	\$1,880,000	Tier 1
	VARIOUS STREETS OVERLAY (Mini Dr. from Jack London to Sonoma Blvd.; Mini Dr. from Broadway to Marine World Parkway; Redwood St. from Tuolumne to I-80; Broadway from RR tracks to SR37; Sacramento St. from Tennessee to Virginia.)	Rehabilitation	\$970,000	Tier 2
		Total Share	\$2,850,000	
City of Benicia				
	Industrial Way Overlay (From 400' north of Teal Drive to South of Lake Herman Road)	Rehab	\$460,000	Tier 2
Solano County				
	ARRA Stimulus Overlay Project Phase 2	Rehab	\$1,300,000	Tier 1

* Includes \$110,000 Rio Vista share that will be swapped at \$0.90/\$1.00 with 2-year term for payment

Tier 1 total for Solano County \$4.865 M of \$4.865 M target

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DATE: January 19, 2010
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 and 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 for the CTP update. 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. On December 9, 2009, the STA Board released the Draft CTP Project List for a 60-day public comment period. The TAC review will occur before the comment period ends on February 9, 2010.

Discussion:

The CTP project list consists of 210 individual projects submitted by the cities and county or identified by STA staff (Attachment A). This is the staff recommended final project list, with duplicate and local projects removed.

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.

To date, comments have been received from the Cities of Vallejo and Rio Vista (Attachment B) and one member of the public (Attachment C). The STA's 3 CTP Committees will review the project list this month. On January 20, 2010, the Arterials, Highways and Freeways Committee is scheduled to meet. On January 25, 2010, both the Transit and Alternative Modes committees are scheduled to meet. The comments from these 3 committee meetings will be provided to the TAC at its meeting.

There are several issues related to CTP projects that were identified at the November TAC meeting where the CTP project list was discussed, and which will be presented to the CTP Committees. These issues are the identification of additional roadways as Routes of Regional Significance, and the inclusion of certain roadways and transit routes and facilities in the final CTP project list. The Transit and Arterials, Highways and Freeways Committees will act on these recommendations at their January meetings, and the results will be provided to the TAC.

Finally, STA staff has added several transit-related programs and studies to the CTP project list. This is to be consistent with the inclusion of roadway and alternative modes studies and programs, which are already included in the list.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2010 CTP project list for inclusion in the 2010 CTP update as specified in Attachment A.

Attachment:

- A. Draft 2009 CTP Projects List with Comments Received
- B. Comments from the City of Vallejo and the City of Rio Vista
- C. Comments from the Public

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

Agenda Item VII.A

January 27, 2010

ATTACHMENT A

DRAFT CTP PROJECT LIST

(Last Updated: January 20, 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. <i>This project is not identified in I-680 Freeway Performance Initiative.</i> This is a Route of Regional Significance.	Planned
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - Freeway	Construct a mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct a mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 007	Benicia	I-680/Bayshore/Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned
09CTP 008	Benicia	I-780/Southhampton/West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – Bike/Ped	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – Bike/Ped	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. This is a Route of Regional Significance.	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – Bike/Ped	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – Bike/Ped	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – Bike/Ped	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<u>Under Construction</u>
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This is a Facility of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – Bus	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	<i>Permitted and Ready to Construct</i>
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – Bus	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program
09CTP 120	Benicia	First Street and Waterfront	Transit – Rail or Ferry	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned

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

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

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

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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - Arterial	Construct interchange improvements. This project is a City of Fairfield project. This is a Route of Regional Significance. <i>Completion Scheduled for 2010.</i>	<u>Under Construction</u>
09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial to close gap in Manuel Campos Parkway. This is a Route of Regional Significance. <i>Completion scheduled for 2009/2010</i>	<u>Under Construction</u>
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
09CTP 184	Fairfield	Linear Park Path	Alt Modes – Bike/Ped	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – Bike/Ped	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – Bus	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	Permitted and Ready to Construct
09CTP 191	Fairfield	Central Transfer Center	Transit – Bus	Construct Bus Transfer Facility off of North Texas Street	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - Highway	Implement SR 12 Major Investment Study . This study was completed in 2001. STA and other regional agencies are working to develop an I-80 to I-5 SR 12 MIS. This is a Route of Regional Significance.	Complete
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - Highway	Conduct a study of options for existing bridge, including rebuilding in place or relocating the bridge and connecting roadways. This study is underway and will be completed in the fall of 2009. This is a Route of Regional Significance.	Study
09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the intersection of SR 12 and Church Street, with the option of including a 40-space park-and-ride lot at the southeast corner. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – Bike/Ped	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – Bike/Ped	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – Land Use	<i>See Project 09CTP 204</i>	Planned
09CTP 162	Rio Vista	Intra-city shuttle bus	Transit – Bus	Provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – Rail or Ferry	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Transit – Rail or Ferry	Construct a multi-modal transit center, including facilities for express bus service routes to BART and Rail. Location options are Main and Front streets (downtown) or SR 12 and Church Street.	Planned
09CTP 050	Solano County	Support Solano County’s paratransit operations	Transit – Paratransit	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing	Existing Program
09CTP 900	Solano County	Consolidate paratransit operations	Transit – Paratransit	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
09CTP 025	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways - Freeway	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned. This is a Route of Regional Significance.	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - Arterial	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	<i>Permitted and Ready to Construct</i>
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - Arterial	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. See Projects 09CTP 148 and 09CTP 146 (Vallejo)	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - Arterial	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – Bike/Ped	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. This is a Route of Regional Significance.	Permitted and Ready to Construct
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – Bike/Ped	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – Bike/Ped	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned
09CTP 057	Solano County	Green Valley	Alt Modes – Bike/Ped	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – Bike/Ped	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – Bus	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – Bus	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – Bus	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – Bus	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – Bus	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – Bus	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – Bus	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 047	Solano County	Support light rail commuter service	Transit – Rail or Ferry	Support options for potential light rail service in Solano County.	Planned Program
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - Arterial	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – Bike/Ped	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – Bike/Ped	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – Bike/Ped	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u>Under Construction</u>
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – Land Use	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned

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09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - Rideshare	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – Bus	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – Bus	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – Rail or Ferry	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

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09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Facility of Regional Significance.	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 109	Vacaville	Ulatris Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatris Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – Alt Fuel	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – Land Use	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – Bus	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – Bus	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – Bus	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program

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09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – Bus	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit – Paratransit	Procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	Vacaville	Accessible Taxi Program (operations)	Transit – Paratransit	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned

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09CTP 113	Vallejo	Improve I-80/ American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - Arterial	Construct interchange improvements, including ramp roundabouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance .	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - Arterial	Add additional east-west connection to local streets; may provide bike/ped access across I-80.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes - Bike/Ped	Complete segments of the Bay Trail.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – Bike/Ped	Replace existing structure	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a bike/ped path along Broadway.	Planned
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – Bike/Ped	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – Bike/Ped	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – Land Use	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – Land Use	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study

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09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>	<i>Under Construction</i>
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – Bus	Replacement/Upgrade only applies to buses operating on intercity routes.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – Bus	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – Rail or Ferry	Acquire new ferries (5 th and 6 th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical. This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – Rail or Ferry	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – Rail or Ferry	Light rail service to connect with BART	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Rail or Ferry	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – Rail or Ferry	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 153	Vallejo	Mare Island Rail Service	Transit – Rail or Ferry	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – Rail or Ferry	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island Water Taxi Service	Transit – Rail or Ferry	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 127	Vallejo	Expand paratransit	Transit – Paratransit	Expand paratransit program over different modalities	Planned Program
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - Freeway	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	Permitted and Ready to Construct
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	Designed
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned

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09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance. This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design
09CTP 016	STA	Countywide Gateways	Arterials, Highways and Freeways - Freeway	Develop gateway landscape and hardscape treatments for locations identified in the Solano Highway Improvement Program (SOHIP).	Planned
09CTP 093	STA	I-80 and I-680 ITS	Arterials, Highways and Freeways - Freeway	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, along I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This is a Route of Regional Significance.	Planned
09CTP 101	STA	I-80Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - Freeway	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network. This is a Route of Regional Significance. This project was also submitted by the City of Benicia.	Planned
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance. This project was also submitted by the City of Rio Vista.	Planned

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09CTP 178	STA	Streets and Roads Rehabilitation	Arterials, Highways and Freeways - Arterial	Provide adequate funding to maintain local streets and roads at an acceptable Pavement Condition Index.	Planned Program
09CTP 231	STA	Complete Streets	Arterials, Highways and Freeways - Arterial	Implement MTC's Complete Streets program on projects receiving STA funding.	Planned Program
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield and the County of Solano.	<u>Under Construction</u>
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – Bike/Ped	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – Bike/Ped	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 900	STA	Safe Routes to Transit Plan	Alt Modes – Bike/Ped	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Bicycle Master Plan	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - Rideshare	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA’s vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned
09CTP 042	STA	SolanoExpress	Transit – Bus	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 100	STA	Real-time bus tracking systems	Transit – Bus	Acquire and install Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 017	STA	SR 12 Transit Corridor Study	Transit – Bus	Implement the 2006 State Route 12 Transit Corridor study.	Planned
09CTP 018	STA	I-80/I-680/I-780 Transit Corridor Study	Transit – Bus	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.	Planned
09CTP 019	STA	Community Based Transit Studies	Transit – Bus	Conduct new Community Based Transit studies in Vacaville and Fairfield.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 196	STA	Develop standard bus shelters	Transit – Bus	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 900	STA	Countywide Water Transportation Study	Transit – Rail or Ferry	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 900	STA	Senior and Disabled Transit Study	Transit – Paratransit	Update the 2004 Solano Senior and Disabled Transit Study.	Planned
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program

Local & Regional

BASIC INFORMATION

Sponsor: <div style="font-size: 1.2em; font-family: cursive;">Rio Vista</div>	Project Title: <div style="font-size: 1.2em; font-family: cursive;">Rio Vista Delta Breeze</div>	Project Description: <div style="font-size: 1.2em; font-family: cursive;">Local & Inter-city bus service to, from & within Rio Vista</div>
TIP or Project ID: <div style="font-size: 1.2em; font-family: cursive;">CACTP162</div>	Primary Contact: <div style="font-size: 1.2em; font-family: cursive;">John Andoh</div>	

PLANNING INFORMATION

Mark all plans that reference your project.

Local Plans	Concept Only <input type="checkbox"/>	STA Plans <input checked="" type="checkbox"/>	CTP Local List <input checked="" type="checkbox"/>
	General Plan <input checked="" type="checkbox"/>		CTP STA List <input type="checkbox"/>
	Specific Plan <input type="checkbox"/>		Bike Plan <input type="checkbox"/>
			Ped Plan <input type="checkbox"/>
			TLC Plan <input type="checkbox"/>
			SR25 Plan <input type="checkbox"/>
			Major Investment/ Corridor Study <input type="checkbox"/>
			Transit Corridor Study <input checked="" type="checkbox"/>

Travel Mode Information

Estimate travel mode usage percentage:			
State/Fed Hwy			Rail
Local Road			Bike
Transit	100%		Ped
Carpool			

FUNDING INFORMATION

Funding Sources	Program Year	Last Action	Next Step/ Deadline	Phase				Total
				Env	Design	ROW	CON	
TDA, PTA	ongoing	none					390,000 Yr	390,000 Yr
Project Phase Totals:				0	0	0	0	0

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		

ongoing

System map
attached

Project Map

Potential Project Issues

none

Regional

BASIC INFORMATION

Sponsor: <i>City of Rio Vista</i> TIP or Project ID: <i>09012017</i>	Project Title: <i>Water Taxi Service</i> Primary Contact: <i>John Andoh</i>	Project Description: <i>Develop water taxi service to Isleton & Rio Vista locations</i>
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PLANNING INFORMATION

Mark all plans that reference your project.

Local Plans	<input type="checkbox"/> Concept Only <input type="checkbox"/> General Plan <input type="checkbox"/> Specific Plan	<input type="checkbox"/> STA Plans	<input checked="" type="checkbox"/> CTP Local List <input checked="" type="checkbox"/> CTP STA List <input type="checkbox"/> Bike Plan <input type="checkbox"/> Ped Plan <input type="checkbox"/> TLC Plan <input type="checkbox"/> SR25 Plan <input type="checkbox"/> Major <input type="checkbox"/> Investment/ Corridor Study <input type="checkbox"/> Transit Corridor Study
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Travel Mode Information

Estimate travel mode usage percentage:

State/Fed Hwy			Rail
Local Road			Bike
Transit	<i>100</i>		Ped
Carpool			

FUNDING INFORMATION

Funding Sources	Program Year	Last Action	Next Step/ Deadline	Phase				Total
				Env	Design	ROW	CON	
<i>unknown</i>	<i>FY 2014/2015</i>	<i>Review in Transit SRTIP</i>	<i>Develop alternative analysis</i>	<i>200,000</i>	<i>200,000</i>	<i>0</i>	<i>1,355,000</i>	<i>1,755,000</i>
Project Phase Totals:				<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

Action / Milestones	Date	Notes/Deadlines
Environmental Studies	<i>7/2010</i>	
Field Review	<i>12/2010</i>	
Upcoming Funding Deadlines?		
Request Funding Obligation/Allocation?		
Receive Funding Obligation/Allocation?		
Begin Design	<i>7/2014</i>	
Final Design	<i>12/2014</i>	
Request ROW Acquisition?		
Receive ROW E-76		
ROW Utilities Acq?		
ROW Cert		
Request CON E-76		
Receive CON E-76		
Advertise Date	<i>3/2015</i>	
Contract Award Date	<i>6/2015</i>	
Project Completion	<i>12/2015</i>	
Project Closeout	<i>1/2016</i>	

Service from Rio Vista Main Street dock to Isleton & Shady Beach County Park in the Sacramento River

Project Map

Potential Project Issues

*Identifying funding for project.
operator for service*

Regional

BASIC INFORMATION

Sponsor: <i>City of Rio Vista</i>	Project Title: <i>Construct 40 acre Partl Ride lot as SR12/Church Rd</i>	Project Description
TIP or Project ID: <i>09CTP202</i>	Primary Contact: <i>John Andeh</i>	

PLANNING INFORMATION

Mark all plans that reference your project.

Local Plans	Concept Only <input type="checkbox"/> General Plan <input checked="" type="checkbox"/> Specific Plan <input checked="" type="checkbox"/>	STA Plans <input type="checkbox"/>	CTP Local List <input type="checkbox"/> CTP STA List <input type="checkbox"/> Bike Plan <input type="checkbox"/> Ped Plan <input type="checkbox"/> TLC Plan <input type="checkbox"/> SR2S Plan <input type="checkbox"/> Major Investment/Corridor Study <input type="checkbox"/> Transit Corridor Study <input checked="" type="checkbox"/>
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Travel Mode Information

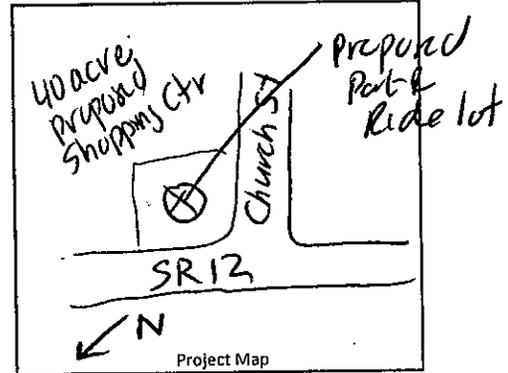
Estimate travel mode usage percentage:

State/Fed Hwy			Rail	0
Local Road			Bike	0
Transit	65		Ped	3
Carpool	25			

FUNDING INFORMATION

Funding Sources	Program Year	Last Action	Next Step/Deadline	Phase				Total
				Env	Design	ROW	CON	
<i>Developers Impact Fees</i>	<i>FY 2013/2014</i>	<i>Review in SR TIP</i>	<i>await development</i>	<i>100,000</i>	<i>100,000</i>	<i>Conditioned by Developer</i>	<i>1,400,000</i>	<i>1,600,000</i>
Project Phase Totals:				0	0	0	0	0

Action / Milestones	Date	Notes/Deadlines
Environmental Studies	<i>6/2012</i>	<i>all pending developer of Shopping Center</i>
Field Review	<i>8/2012</i>	
Upcoming Funding Deadlines?		
Request Funding Obligation/Allocation?		
Receive Funding Obligation/Allocation?		
Begin Design	<i>12/2013</i>	
Final Design	<i>3/2013</i>	
Request ROW Acquisition?		
Receive ROW E-76		
ROW Utilities Acq?		
ROW Cert		
Request CON E-76		
Receive CON E-76		
Advertise Date	<i>6/2013</i>	
Contract Award Date	<i>6/2013</i>	
Project Completion	<i>12/2013</i>	
Project Closeout	<i>1/2014</i>	



Potential Project Issues

awaiting developer to construct 40 acre Shopping Center. Partl

Ride to be a part of the Shopping Center

Regional

BASIC INFORMATION

Sponsor: City of Rio Vista	Project Title: Provide Intermodal transit Centers for Rio Vista Delta Breeze	Project Description: Construct transit Centers in Rio Vista & Slaton to Support Rio Vista Delta Breeze & other transit services
TIP or Project ID: 09CIPACA	Primary Contact: John Andoch	

PLANNING INFORMATION

Mark all plans that reference your project.

Local Plans	Concept Only	<input type="checkbox"/>	STA Plans		
	General Plan	<input checked="" type="checkbox"/>		CTP Local List	<input type="checkbox"/>
	Specific Plan	<input checked="" type="checkbox"/>		CTP STA List	<input type="checkbox"/>
				Bike Plan	<input type="checkbox"/>
				Ped Plan	<input type="checkbox"/>
				TLC Plan	<input type="checkbox"/>
				SR2S Plan	<input type="checkbox"/>
				Major	<input type="checkbox"/>
				Investment/	<input type="checkbox"/>
				Corridor Study	<input type="checkbox"/>
				Transit Corridor	<input checked="" type="checkbox"/>
				Study	<input type="checkbox"/>

Travel Mode Information

Estimate travel mode usage percentage:			
State/Fed Hwy		Rail	
Local Road		Bike	
Transit	100	Ped	
Carpool			

FUNDING INFORMATION

Funding Sources	Program Year	Last Action	Next Step/ Deadline	Phase				Total
				Env	Design	ROW	CON	
FTA TDA	FY 2012/ 2013	discuss in SRTP	alternative analysis	100,000	100,000	400,000	1,000,000	1,600,000
Project Phase Totals:				0	0	0	0	0

Action / Milestones	Date	Notes/Deadlines
Environmental Studies	6/2012	
Field Review	9/2012	
Upcoming Funding Deadlines?		
Request Funding Obligation/Allocation?		
Receive Funding Obligation/Allocation?		
Begin Design	12/2012	Pending development Church/12
Final Design	3/2013	
Request ROW Acquisition?		
Receive ROW E-76		
ROW Utilities Acq?		
ROW Cert		
Request CON E-76		Downtown
Receive CON E-76		can move
Advertise Date	6/2013	
Contract Award Date	6/2013	forward on
Project Completion	12/2013	
Project Closeout	1/2014	City ROW

Construct facility at
Front & Main Street &
Church Street /
Highway 12
in Rio Vista

Project Map

Potential Project Issues

Local

BASIC INFORMATION

Sponsor: Rio Vista new	Project Title: Rehabilitate Transit Corporation Yard	Project Description: Rehab Corporation Yard for transit use
TIP or Project ID:	Primary Contact: John Andoh	

PLANNING INFORMATION

Mark all plans that reference your project.

Local Plans	Concept Only <input type="checkbox"/>	STA Plans <input type="checkbox"/>	CTP Local List <input type="checkbox"/>
	General Plan <input checked="" type="checkbox"/>		CTP STA List <input type="checkbox"/>
	Specific Plan <input checked="" type="checkbox"/>		Bike Plan <input type="checkbox"/>
			Ped Plan <input type="checkbox"/>
			TLC Plan <input type="checkbox"/>
			SR25 Plan <input type="checkbox"/>
			Major Investment/Corridor Study <input type="checkbox"/>
			Transit Corridor Study <input type="checkbox"/>

Travel Mode Information

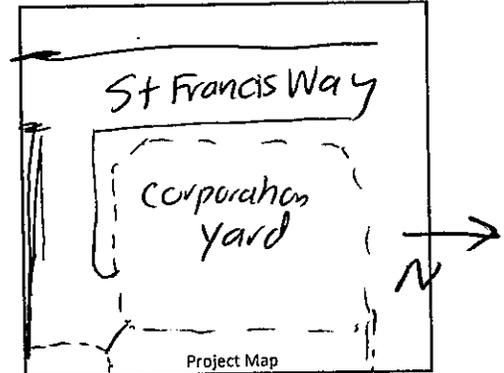
Estimate travel mode usage percentage:

State/Fed Hwy		Rail	
Local Road		Bike	
Transit	100	Ped	
Carpool			

FUNDING INFORMATION

Funding Sources	Program Year	Last Action	Next Step/ Deadline	Phase				Total
				Env	Design	ROW	CON	
TDA 5311	FY 2010/ 2011	DISBURSED SRTP	Develop Rehab Plan Specs	-	-	-	\$1,000,000	1,000,000
Project Phase Totals:				0	0	0	0	0

Action / Milestones	Date	Notes/Deadlines
Environmental Studies		
Field Review	10/30/10	
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	9/20/10	
Contract Award Date	10/20/10	
Project Completion	6/20/11	
Project Closeout	7/20/11	



Potential Project Issues

Environmental
abatement
Site orientation of facilities

CTP Project List

Comments from City of Vallejo

09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy in each direction from 2-lane to 4-lane . Complete from SR 37 to Springs St. Springs St. to Benicia Road planned This is a Route of Regional Significance.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs <u>Golf Course Rd.</u>	Planned
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i> This is a Transit Facility of Regional Significance	Permitted and Ready Under Construction
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to under construction; ferry parking structure A is designed; B is prelim design; City Hall parking is planned This is a Transit Facility of Regional Significance	Permitted and Ready to Construct
	Vallejo	Broadway and Bus <u>Maintenance Facility</u>	Transit – Bus	Rehabilitate the bus maintenance facility. Work includes repaving of the fleet and parking lots, bus wash replacement, security enhancements and building renovation . See Project 09CTP 124 This is a Transit Facility of Regional Significance	<u>Planned Under Construction</u>
09CTP 152	Vallejo	Citywide rail lines	Transit – Rail or Ferry	Acquisition and re-use of rail <u>road lines-right of way</u> throughout Vallejo; re-activate rail service	Planned
09CTP 153	Vallejo	Mare Island <u>Rail Service</u>	Transit – Rail or Ferry	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 158	Vallejo	Mare Island <u>Water Taxi Service</u>	Transit – Rail or Ferry	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 136	Vallejo	Mare Island Bus Service <u>Phase 1 and 2</u>	Transit – Bus	Initiate new routes on Mare Island Local Project	Planned

Formatted Table

2

60

**Attachment C
CTP Project List**

From: nora53@frontiernet.net [mailto:nora53@frontiernet.net]
Sent: Wednesday, January 06, 2010 8:30 PM
To: staplan@sta-snci.com
Subject: Comment on proposed STA projects

My strong suggestion for spending funds should be to relocate Highway 113 out of Dixon to Highway 12 in Rio Vista. My reason for redoing this road is that I have had four 4-wheel alignments to my acura in the last two years due to the large and ongoing potholes on this road. When it rains, the potholes get worse and they cannot even be seen because they are filled with water. CalTrans cannot patch them fast enough and patching is not a good fix. It is putting good money after bad.

Also, in the last week, I had to replace a tire on my F-150 truck because it hit a pothole and the tire got cut. This is ridiculous as I only have had this truck for six months. I'm so tired of pouring money into my vehicles because I live in Rio Vista and work in Dixon, so the only realistic way to get to Dixon is via Highway 113. Please help. This road in its current condition should be ripped up and completely replaced with new paved road.

Thank you.

Karen Rice
225 Cedar Ridge Drive
Rio Vista, CA 94571
(707) 628-3586

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DATE: January 19, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four environmental documents have either been completed or are underway, one of which is for the I-80 EB Cordelia Truck Scales project (subject of this staff report).

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 EB Cordelia Truck Scales Relocation project. In addition, FHWA's responsibility for environmental review under National Environmental Policy Act (NEPA) has been carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code (USC) 327. The STA is the project sponsor and will be providing funding for construction of the I-80 EB Cordelia Truck Scales Relocation Project. As such, the STA is a Responsible Agency under CEQA for this project.

Discussion:

Caltrans, in cooperation with the STA and FHWA, prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation Project, which was made available for agency and public review on January 30, 2009. The public and agency comment period ended on March 18, 2009. Thirteen comment letters and e-mails were received. The comment letters/e-mails and the associated responses are included in Chapter 5 of the Final EIR/EA.

Caltrans approved the EIR/EA on October 16, 2009. STA staff is now recommending the STA Board, as a Responsible Agency, approve the EIR/EA for the I-80 EB Cordelia Truck Scales project and file a Notice of Determination (NOD).

Fiscal Impact:

The I-80 EB Cordelia Truck Scales Relocation Project is being funded with Bridge Tolls and Proposition 1B Trade Corridors Improvement Funds (TCIF).

Recommendation:

Forward a recommendation to the STA Board to approve the Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-80 EB Cordelia Truck Scales Relocation project and file a Notice of Determination (NOD).

Attachments:

- A. Project Report (Copy provided to the TAC Members, copy available upon request)
- B. Final EIR/EA Environmental Document (Copy provided to the TAC Members, copy available upon request)



DATE: January 20, 2010
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.

On December 9, 2009, the STA Board reviewed a list of activities being taken by STA and member agencies to reduce air pollutant emissions, primarily focused on GHG. The activity list was reviewed by the City County Coordinating Committee (4Cs) on December 10, 2009.

Discussion:

Attachment A lists the activities that are currently being undertaken to address climate change issues, and those that STA and the member agencies have planned. It is recommended that the list be adopted as the Solano Climate Change Action Plan. This plan will help guide STA in making funding decisions related to climate change, and will help STA compete for regional clean air and climate change funds by providing an adopted plan.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Climate Action Plan contained in Attachment A.

Attachment:

- A. Solano Climate Action Plan

SOLANO CLIMATE CHANGE STRATEGY

Current Activities:

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

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

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

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

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

Planned Activities:

1. Solano Air Emission Inventory and Action Plan. Building on the success of the Benicia Climate Action Plan, STA and the County of Solano, in coordination with Solano City-County Coordinating Council, will conduct an inventory of air emissions (primarily GHG) for remaining 6 cities, and develop a transportation-sector emission reduction useable by all 7 cities and Solano County. The inventory and emission reduction plan is funded by the YSAQMD and MTC. STA will support Benicia's efforts to seek funds to implement transportation-related elements of their adopted Climate Action Plan. This project will be completed by the end of 2010.
2. Safe Routes to Transit Plan. STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and designated Priority Development Areas. The SR2T Plan will include an inventory of traffic accidents, crimes and other safety issues around the selected centers and development of an action plan to reduce hazards and increase the attractiveness of transit as a commute choice. This ties in with the on-going Solano Rail Crossing Inventory and Improvement Plan, being developed in partnership with the Capitol Corridor Joint Powers Authority. Development of the Safe Routes to Transit Plan will begin in 2010, and is expected to take 6 to 9 months.
3. Safe Routes to School Phase 2. Work with school districts to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of Fiscal Year 2011. Implement additional safety programs and construct additional improvements. Continue to contract for program coordinator position to assist school districts in project delivery. STA will work with MTC and other local agencies to expand SR2S programs and share effective techniques.
4. Solano Bicycle and Pedestrian Master Plans. STA has developed, and is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. It provides cross-county connectivity, as well as access to inter-city transit centers and Priority Development Areas. The update will be completed by the end of Fiscal Year 2009-10.

5. Proposed State Route (SR) 12 Jameson Canyon Transit and TDM 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.

7. AB 811 Implementation. AB 811 program allows property owners to opt in to a voluntary property tax assessment program that will use the proceeds to fund energy improvements, such as the installation of solar panels, to the individuals property. The City of Benicia is pursuing implementation of and AB 811 program, with initial funds possibly coming from air quality fines levied by the Bay Area Air Quality Management District. Solano County may also pursue an AB 811 program.



DATE: January 15, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010.

Discussion:

California voters have repeatedly approved ballot measures to dedicate local funding sources to essential local services and to prevent the legislature and governor from shifting or raiding local government, transit, and transportation funds. Despite this, the State recently passed a budget that borrows and takes nearly \$5 billion in city, county, transit, and transportation funds this past year. These continued raids are jeopardizing many of the transportation services provided by local government.

The League of California Cities has joined with local government, and transit and transportation advocates to craft a constitutional amendment that could be placed on the November 2010 ballot. This ballot measure (Attachments A and B) is known as the "Local Taxpayer, Public Safety, and Transportation Protection Act of 2010".

Approval of this ballot initiative by the populace will close loopholes and change the California Constitution to further prevent the State of California's voters from seizing, diverting, shifting, borrowing, transferring, suspending, or otherwise taking or interfering with tax revenues dedicated to funding local government services including:

- Prohibit the State from taking, borrowing or redirecting local taxpayer funds dedicated to public safety, emergency response and other vital local government services;
- Revoke the State's authority to borrow local government property tax funds or divert local redevelopment funds;
- Prevent the State borrowing, taking or redirecting of the state sales tax on gasoline (Prop 42 funds) and Highway User Tax on gasoline (HUTA) funds that are dedicated to transportation maintenance and improvements and would prevent the State from redirecting or taking public transit funds;
- Reform State government and enhance fiscal accountability.

The League of California Cities is asking city councils and special districts throughout California to adopt a resolution (Attachment C) endorsing the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 and to authorize the listing of the Solano Transportation Authority in support of this measure. Similar resolutions were approved by the City of Suisun City (Attachment D) and the City of Vacaville (Attachment E), member agencies of the STA. This measure is consistent with STA 2010 Legislative Priority #12 (*Support efforts to protect and preserve funding in Public Transportation Account base, Prop. 42 and secure spillover funds to transportation*).

The Governor's Proposed 2010-11 State Budget released on January 8th paints an even bleaker picture for transportation, as summarized by STA's State Legislative Advocate (Attachment G). 60% of STA's currently funded priority projects rely on State funds, which may not be available in the next budget for current or future projects. Further efforts to protect transportation funding are critical to the STA for providing transportation services, plans, programs and projects in Solano County.

Fiscal Impact:

There would be no direct fiscal impact should the Board choose to adopt this resolution. However, passage of this initiative could provide a significant measure of ongoing fiscal stability to the STA and our member agencies.

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.

Attachments:

- A. Local Taxpayer, Public Safety and Transportation Act of 2010 Title and Summary
- B. Local Taxpayer, Public Safety and Transportation Act of 2010 Full Text
- C. STA Resolution No. 2010-01 in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- D. City of Suisun City Resolution No. 2010-__ in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- E. City of Vacaville Resolution No. 2010-__ in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- F. State Legislative Update – December (Shaw/Yoder/Antwih)
- G. Proposed State Budget Memo (Shaw/Yoder/Antwih)
- H. Federal Legislative Update – December (Akin Gump)

Date: December 16, 2009
Initiative 09-0063 (Amdt. #1-NS.)

The Attorney General of California has prepared the following title and summary of the chief purpose and points of the proposed measure:

**PROHIBITS THE STATE FROM TAKING FUNDS USED FOR TRANSPORTATION
OR LOCAL GOVERNMENT PROJECTS AND SERVICES. INITIATIVE**

CONSTITUTIONAL AMENDMENT. Prohibits the State from shifting, taking, borrowing, or restricting the use of tax revenues dedicated by law to fund local government services, community redevelopment projects, or transportation projects and services. Prohibits the State from delaying the distribution of tax revenues for these purposes even when the Governor deems it necessary due to a severe state fiscal hardship. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Significant constraints on state authority over city, county, special district, and redevelopment agency funds. As a result, higher and more stable local resources, potentially affecting billions of dollars in some years. Commensurate reductions in state resources, resulting in major decreases in state spending and/or increases in state revenues. (09-0063.)

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Section One. Title.

This act shall be known and may be cited as the "Local Taxpayer, Public Safety, and Transportation Protection Act of 2010."

Section Two. Findings and Declarations.

The people of the State of California find and declare that:

(a) In order to maintain local control over local taxpayer funds and protect vital services like local fire protection and 9-1-1 emergency response, law enforcement, emergency room care, public transit, and transportation improvements, California voters have repeatedly and overwhelmingly voted to restrict state politicians in Sacramento from taking revenues dedicated to funding local government services and dedicated to funding transportation improvement projects and services.

(b) By taking these actions, voters have acknowledged the critical importance of preventing State raids of revenues dedicated to funding vital local government services and transportation improvement projects and services.

(c) Despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects and services, state politicians in Sacramento have seized and borrowed billions of dollars in local government and transportation funds.

(d) In recent years, state politicians in Sacramento have specifically:

(1) Borrowed billions of dollars in local property tax revenues that would otherwise be used to fund local police, fire and paramedic response and other vital local services;

(2) Sought to take and borrow billions of dollars in gas tax revenues that voters have dedicated to on-going transportation projects and tried to use them for non-transportation purposes;

(3) Taken local community redevelopment funds on numerous occasions and used them for unrelated purposes;

(4) Taken billions of dollars from local public transit like bus, shuttle, light-rail and regional commuter rail, and used these funds for unrelated state purposes.

(e) The continued raiding and borrowing of revenues dedicated to funding local government services and dedicated to funding transportation improvement projects can cause

severe consequences, such as layoffs of police, fire and paramedic first responders, fire station closures, healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services.

(f) State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when state politicians take or borrow these dedicated funds.

(g) It is hereby resolved, that with approval of this ballot initiative, state politicians in Sacramento shall be prohibited from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services or dedicated to transportation improvement projects and services.

Section Two. Statement of Purpose.

The purpose of this measure is to conclusively and completely prohibit state politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with revenues that are dedicated to funding services provided by local government or funds dedicated to transportation improvement projects and services.

Section Three. Section 24 of Article XIII of the California Constitution is hereby amended to read as follows:

(a) The Legislature may not impose taxes for local purposes but may authorize local governments to impose them.

(b) The Legislature may not reallocate, transfer, borrow, appropriate, restrict the use of, or otherwise use the proceeds of any tax imposed or levied by a local government solely for the local government's purposes.

(c) Money appropriated from state funds to a local government for its local purposes may be used as provided by law.

(d) Money subvented to a local government under Section 25 may be used for state or local purposes.

Section Four. Section 25.5 of Article XIII of the California Constitution is hereby amended to read as follows:

SEC. 25.5. (a) On or after November 3, 2004, the Legislature shall not enact a statute to do any of the following:

(1) (A) Except as otherwise provided in subparagraph (B), modify the manner in which ad valorem property tax revenues are allocated in accordance with subdivision (a) of Section 1 of Article XIII A so as to reduce for any fiscal year the percentage of the total amount of ad valorem property tax revenues in a county that is allocated among all of the local agencies in that county below the percentage of the total amount of those revenues that would be allocated among those agencies for the same fiscal year under the statutes in effect on November 3, 2004. For purposes of this subparagraph, "percentage" does not include any property tax revenues referenced in paragraph (2).

(B) ~~Beginning with the 2008-09~~ In the 2009-10 fiscal year only, and except as otherwise provided in subparagraph (C), subparagraph (A) may be suspended for a that fiscal year if all of the following conditions are met:

(i) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of subparagraph (A) is necessary.

(ii) The Legislature enacts an urgency statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, that contains a suspension of subparagraph (A) for that fiscal year and does not contain any other provision.

(iii) No later than the effective date of the statute described in clause (ii), a statute is enacted that provides for the full repayment to local agencies of the total amount of revenue losses, including interest as provided by law, resulting from the modification of ad valorem property tax revenue allocations to local agencies. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the modification applies.

~~(C)(i) Subparagraph (A) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year for which subparagraph (A) is suspended.~~

~~(ii) Subparagraph (A) shall not be suspended during any fiscal year if the full repayment required by a statute enacted in accordance with clause (iii) of subparagraph (B) has not yet been completed.~~

~~(iii) Subparagraph (A) shall not be suspended during any fiscal year if the amount that was required to be paid to cities, counties, and cities and counties under Section 10754.11 of the Revenue and Taxation Code, as that section read on November 3, 2004, has not been paid in full prior to the effective date of the statute providing for that suspension as described in clause (ii) of subparagraph (B).~~

~~(iv)~~ (C) A suspension of subparagraph (A) shall not result in a total ad valorem property tax revenue loss to all local agencies within a county that exceeds 8 percent of the total amount of ad valorem property tax revenues that were allocated among all local agencies within that county for the fiscal year immediately preceding the fiscal year for which subparagraph (A) is suspended.

(2)(A) Except as otherwise provided in subparagraphs (B) and (C), restrict the authority of a city, county, or city and county to impose a tax rate under, or change the method of distributing revenues derived under, the Bradley-Burns Uniform Local Sales and Use Tax Law set forth in Part 1.5 (commencing with Section 7200) of Division 2 of the Revenue and Taxation Code, as that law read on November 3, 2004. The restriction imposed by this subparagraph also applies to the entitlement of a city, county, or city and county to the change in tax rate resulting from the end of the revenue exchange period, as defined in Section 7203.1 of the Revenue and Taxation Code as that section read on November 3, 2004.

(B) The Legislature may change by statute the method of distributing the revenues derived under a use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law to allow the State to participate in an interstate compact or to comply with federal law.

(C) The Legislature may authorize by statute two or more specifically identified local agencies within a county, with the approval of the governing body of each of those agencies, to enter into a contract to exchange allocations of ad valorem property tax revenues for revenues derived from a tax rate imposed under the Bradley-Burns Uniform Local Sales and Use Tax Law. The exchange under this subparagraph of revenues derived from a tax rate imposed under that law shall not require voter approval for the continued imposition of any portion of an existing tax rate from which those revenues are derived.

(3) Except as otherwise provided in subparagraph (C) of paragraph (2), change for any fiscal year the pro rata shares in which ad valorem property tax revenues are allocated among local agencies in a county other than pursuant to a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring. The Legislature shall not change the pro rata shares of ad valorem property tax pursuant to this paragraph, nor change the allocation of the revenues described in Section 15 of Article XI, to reimburse a local government when the Legislature or any state agency mandates a new program or higher level of service on that local government.

(4) Extend beyond the revenue exchange period, as defined in Section 7203.1 of the Revenue and Taxation Code as that section read on November 3, 2004, the suspension of the authority, set forth in that section on that date, of a city, county, or city and county to impose a sales and use tax rate under the Bradley-Burns Uniform Local Sales and Use Tax Law.

(5) Reduce, during any period in which the rate authority suspension described in paragraph (4) is operative, the payments to a city, county, or city and county that are required by Section 97.68 of the Revenue and Taxation Code, as that section read on November 3, 2004.

(6) Restrict the authority of a local entity to impose a transactions and use tax rate in accordance with the Transactions and Use Tax Law (Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code), or change the method for distributing revenues derived under a transaction and use tax rate imposed under that law, as it read on November 3, 2004.

(7) Require a community redevelopment agency (A) to pay, remit, loan or otherwise transfer, directly or indirectly, taxes on ad valorem real property and tangible personal property allocated to the agency pursuant to Section 16 of Article XVI to or for the benefit of the State, any agency of the State, or any jurisdiction; or (B) to use, restrict, or assign a particular purpose for such taxes for the benefit of the State, any agency of the State, or any jurisdiction, other than (i) for making payments to affected taxing agencies pursuant to Sections 33607.5 and 33607.7 of Health and Safety Code or similar statutes requiring such payments, as those statutes read on January 1, 2008; or (ii) for the purpose of increasing, improving, and preserving the supply of low and moderate income housing available at affordable housing cost.

(b) For purposes of this section, the following definitions apply:

(1) "Ad valorem property tax revenues" means all revenues derived from the tax collected by a county under subdivision (a) of Section 1 of Article XIII A, regardless of any of this revenue being otherwise classified by statute.

(2) "Local agency" has the same meaning as specified in Section 95 of the Revenue and Taxation Code as that section read on November 3, 2004.

(3) "Jurisdiction" has the same meaning as specified in Section 95 of the Revenue and Taxation Code as that section read on November 3, 2004.

Section Five. Article XIX of the California Constitution is hereby amended to read as follows:

SECTION 1. The Legislature shall not borrow revenue from the Highway Users Tax Account, or its successor, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

SEC. 2. Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust

fund, and shall be allocated monthly in accordance with Section 4, and shall used solely for the following purposes:

(a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

~~SEC. 2. SEC. 3.~~ Revenues from fees and taxes imposed by the State upon vehicles or their use or operation, over and above the costs of collection and any refunds authorized by law, shall be used for the following purposes:

(a) The state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways of this State, including the enforcement of traffic and vehicle laws by state agencies and the mitigation of the environmental effects of motor vehicle operation due to air and sound emissions.

(b) The purposes specified in Section ~~1~~ 2 of this article.

~~SEC. 3. SEC. 4.~~ (a) Except as provided in subdivision (b), The Legislature shall provide for the allocation of the revenues to be used for the purposes specified in Section 1 of this article in a manner which ensures the continuance of existing statutory allocation formulas in effect on June 30, 2009 which allocate the revenues described in Section 2 to for cities, counties, and areas of the State shall remain in effect.

(b) The Legislature shall not modify the statutory allocations in effect on June 30, 2009 unless and until both of the following have occurred:

(1) ~~if~~ The Legislature determines in accordance with this subdivision that another basis for an equitable, geographical, and jurisdictional distribution exists; provided that, until such determination is made, any use of such revenues for purposes specified in subdivision (b) of Section 1 of this article by or in a city, county, or area of the State shall be included within the existing statutory allocations to, or for expenditure in, that city, county, or area. Any future statutory revisions shall (A) provide for the allocation of these revenues, together with other

similar revenues, in a manner which gives equal consideration to the transportation needs of all areas of the State and all segments of the population; and (B) be consistent with the orderly achievement of the adopted local, regional, and statewide goals for ground transportation in local general plans, regional transportation plans, and the California Transportation Plan;

(2) The process described in subdivision (c) has been completed.

(c) The Legislature shall not modify the statutory allocation pursuant to subdivision (b) until all of the following have occurred:

(1) The California Transportation Commission has held no less than four public hearings in different parts of the State to receive public input about the local and regional goals for ground transportation in that part of the State;

(2) The California Transportation Commission has published a report describing the input received at the public hearings and how the modification to the statutory allocation is consistent with the orderly achievement of local, regional, and statewide goals for ground transportation in local general plans, regional transportation plans, and the California Transportation Plan; and

(3) Ninety days have passed since the publication of the report by the California Transportation Commission.

(d) A statute enacted by the Legislature modifying the statutory allocations must be by a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision.

(e) The revenues allocated by statute to cities, counties, and areas of the State pursuant to this article may be used solely by the entity to which they are allocated, and solely for the purposes described in Sections 2, 5, or 6 of this article.

(f) The Legislature may not take any action which permanently or temporarily does any of the following: (1) changes the status of the Highway Users Tax Account as a trust fund; (2) borrows, diverts, or appropriates these revenues for purposes other than those described in subdivision (e); or (3) delays, defers, suspends, or otherwise interrupts the payment, allocation, distribution, disbursement, or transfer of revenues from taxes described in Section 2 to cities, counties, and areas of the State pursuant to the procedures in effect on June 30, 2009.

~~SEC. 4.~~ SEC. 5. Revenues allocated pursuant to Section ~~3~~ 4 may not be expended for the purposes specified in subdivision (b) of Section ~~1~~ 2, except for research and planning, until such use is approved by a majority of the votes cast on the proposition authorizing such use of

such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended. The Legislature may authorize the revenues approved for allocation or expenditure under this section to be pledged or used for the payment of principal and interest on voter-approved bonds issued for the purposes specified in subdivision (b) of Section ~~1~~ 2.

~~SEC. 5. SEC. 6. (a) The Legislature may authorize Up to 25 percent of the revenues available for expenditure by any city or county, or by the State, allocated to the State pursuant to Section 4 for the purposes specified in subdivision (a) of Section ~~1~~ 2 of this article may be pledged or used by the State, upon approval by the voters and appropriation by the Legislature, for the payment of principal and interest on voter-approved bonds for such purposes issued by the State on and after November 2, 2010 for such purposes.~~

(b) Up to 25 percent of the revenues allocated to any city or county pursuant to Section 4 for the purposes specified in subdivision (a) of Section 2 of this article may be pledged or used only by any city or county for the payment of principal and interest on voter-approved bonds issued by that city or county for such purposes.

~~SEC. 6. The tax revenues designated under this article may be loaned to the General Fund only if one of the following conditions is imposed:~~

~~(a) That any amount loaned is to be repaid in full to the fund from which it was borrowed during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.~~

~~(b) That any amount loaned is to be repaid in full to the fund from which it was borrowed within three fiscal years from the date on which the loan was made and one of the following has occurred:~~

~~(1) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund.~~

~~(2) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, adjusted for the change in the cost of living and the change in population, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.~~

~~(c) Nothing in this section prohibits the Legislature from authorizing, by statute, loans to local transportation agencies, cities, counties, or cities and counties, from funds that are subject to this article, for the purposes authorized under this article. Any loan authorized as~~

~~described by this subdivision shall be repaid, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the fund from which it was borrowed, not later than four years after the date on which the loan was made.~~

SEC. 7. If the Legislature reduces or repeals the taxes described in Section 2 and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited into the Highway Users Tax Account, dedicated to the purposes listed in Section 2, and allocated to cities, counties, and areas of the State pursuant to Section 4. All other provisions of this article shall apply to any revenues adopted by the Legislature to replace the moneys derived from the taxes described in Section 2.

~~SEC. 7.~~ SEC. 8. This article shall not affect or apply to fees or taxes imposed pursuant to the Sales and Use Tax Law or the Vehicle License Fee Law, and all amendments and additions now or hereafter made to such statutes.

~~SEC. 8.~~ SEC. 9. Notwithstanding Sections ~~1 and 2 and 3~~ of this article, any real property acquired by the expenditure of the designated tax revenues by an entity other than the State for the purposes authorized in those sections, but no longer required for such purposes, may be used for local public park and recreational purposes.

~~SEC. 9.~~ SEC. 10. Notwithstanding any other provision of this Constitution, the Legislature, by statute, with respect to surplus state property acquired by the expenditure of tax revenues designated in Sections ~~1 and 2 and 3~~ and located in the coastal zone, may authorize the transfer of such property, for a consideration at least equal to the acquisition cost paid by the ~~s~~State to acquire the property, to the Department of Parks and Recreation for state park purposes, or to the Department of Fish and Game for the protection and preservation of fish and wildlife habitat, or to the Wildlife Conservation Board for purposes of the Wildlife Conservation Law of 1947, or to the State Coastal Conservancy for the preservation of agricultural lands.

As used in this section, "coastal zone" means "coastal zone" as defined by Section 30103 of the Public Resources Code as such zone is described on January 1, 1977.

Section Six. Article XIX A of the California Constitution is hereby amended to read as follows:

SECTION 1. (a) The Legislature shall not borrow revenues from the Public Transportation Account, or any successor account, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

(b) The ~~funds in the~~ Public Transportation Account in the State Transportation Fund, or any successor account, is a trust fund. The Legislature may not change the status of the Public Transportation Account as a trust fund. Funds in the Public Transportation Account may

not be loaned or otherwise transferred to the General Fund or any other fund or account in the State Treasury. may be loaned to the General Fund only if one of the following conditions is imposed:

(c) All revenues specified in paragraphs (1) through (3), inclusive, of subdivision (a) of Section 7102 of the Revenue and Taxation Code, as that section read on June 1, 2001, shall be deposited no less than quarterly into the Public Transportation Account (Section 99310 of the Public Utilities Code), or its successor. The Legislature may not take any action which temporarily or permanently diverts or appropriates these revenues for purposes other than those described in subdivision (d), or delays, defers, suspends, or otherwise interrupts the quarterly deposit of these funds into the Public Transportation Account.

(d) Funds in the Public Transportation Account may only be used for transportation planning and mass transportation purposes. The revenues described in subdivision (c) are hereby continuously appropriated to the Controller without regard to fiscal years for allocation as follows:

(1) Fifty percent pursuant to subdivisions (a) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(2) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

~~(a) That any amount loaned is to be repaid in full to the account during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.~~

~~(b) That any amount loaned is to be repaid in full to the account within three fiscal years from the date on which the loan was made and one of the following has occurred:~~

~~(1) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund.~~

~~(2) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.~~

(e) For purposes of paragraph (1) of subdivision (d), "transportation planning" means only the purposes described in subdivisions (c) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(f) For purposes of this article, "mass transportation," "public transit," and "mass transit" have the same meaning as "public transportation." "Public transportation" means:

(1)(A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.

(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

SEC. 2. (a) As used in this section, a "local transportation fund" is a fund created under Section 29530 of the Government Code, or any successor to that statute.

(b) All local transportation funds are hereby designated trust funds. The Legislature may not change the status of local transportation funds as trust funds.

(c) A local transportation fund that has been created pursuant to law may not be abolished.

(d) Money in a local transportation fund shall be allocated only by the local government that created the fund, and only for the purposes authorized under Article 11 (commencing with Section 29530) of Chapter 2 of Division 3 of Title 3 of the Government Code and Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code, as those provisions existed on October 1, 1997. Neither the county nor the Legislature

may authorize the expenditure of money in a local transportation fund for purposes other than those specified in this subdivision.

(e) This section constitutes the sole method of allocating, distributing, and using the revenues in a local transportation fund. The purposes described in subdivision (d) are the sole purposes for which the revenues in a local transportation fund may be used. The Legislature may not enact a statute or take any other action which, permanently or temporarily, does any of the following:

(1) Transfers, diverts, or appropriates the revenues in a local transportation fund for any other purpose than those described in subdivision (d);

(2) Authorizes the expenditures of the revenue in a local transportation fund for any other purpose than those described in subdivision (d);

(3) Borrows or loans the revenues in a local transportation fund, regardless of whether these revenues remain in the Retail Sales Tax Fund in the State Treasury or are transferred to another fund or account.

(f) The percentage of the tax imposed pursuant to section 7202 of the Revenue and Taxation Code allocated to local transportation funds shall not be reduced below the percentage that was transmitted to such funds during the 2008 calendar year. Revenues allocated to local transportation funds shall be transmitted in accordance with Section 7204 of the Revenue and Taxation Code and deposited into local transportation funds in accordance with Section 29530 of the Government Code, as those sections read on June 30, 2009.

Section Seven. Article XIX B of the California Constitution is hereby amended to read as follows:

SECTION 1. The Legislature shall not borrow revenues from the Transportation Investment Fund, or its successor, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

SEC. 2. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all ~~moneys~~ revenues that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, as defined for purposes of the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code), and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to deposited into the Transportation Investment Fund or its successor, which is hereby created in

the State Treasury and which is hereby declared to be a trust fund. The Legislature may not change the status of the Transportation Investment Fund as a trust fund.

(b)(1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on March 6, 2002.

(2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation. Moneys appropriated for public transit and mass transportation shall be allocated as follows: (i) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009; (ii) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009; and (iii) Fifty percent for the purposes of subdivisions (a) and (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund are hereby continuously appropriated to the Controller without regard to fiscal years, which shall be allocated,~~upon appropriation by the Legislature,~~ as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purposes set forth in subparagraph (D) of paragraph (2) of subdivision (b).

~~(d) (1) Except as otherwise provided by paragraph (2), the transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if all of the following conditions are met:~~

~~(A) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of the transfer of revenues required by subdivision (a) is necessary.~~

~~(B) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues required by subdivision (a) and the bill does not contain any other unrelated provision.~~

~~(C) No later than the effective date of the statute described in subparagraph (B), a separate statute is enacted that provides for the full repayment to the Transportation Investment Fund of the total amount of revenue that was not transferred to that fund as a result of the suspension, including interest as provided by law. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the suspension applies.~~

~~(2) (A) The transfer required by subdivision (a) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year commencing on or after July 1, 2007, for which the transfer required by subdivision (a) is suspended.~~

~~(B) The transfer required by subdivision (a) shall not be suspended during any fiscal year if a full repayment required by a statute enacted in accordance with subparagraph (C) of paragraph (1) has not yet been completed.~~

~~(e) (d) The Legislature may not enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b) until all of the following have occurred:~~

~~(1) The California Transportation Commission has held no less than four public hearings in different parts of the State to receive public input about the need for public transit, mass transportation, transportation capital improvement projects, and street and highway maintenance;~~

~~(2) The California Transportation Commission has published a report describing the input received at the public hearings and how the modification to the statutory allocation is~~

consistent with the orderly achievement of local, regional and statewide goals for public transit, mass transportation, transportation capital improvements, and street and highway maintenance in a manner that is consistent with local general plans, regional transportation plans, and the California Transportation Plan;

(3) Ninety days have passed since the publication of the report by the California Transportation Commission.

(4) The statute enacted by the Legislature pursuant to this subdivision must be by a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the revenues described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

(f)(1) An amount equivalent to the total amount of revenues that were not transferred from the General Fund of the State to the Transportation Investment Fund, as of July 1, 2007, because of a suspension of transfer of revenues pursuant to this section as it read on January 1, 2006, but excluding the amount to be paid to the Transportation Deferred Investment Fund pursuant to Section 63048.65 of the Government Code, shall be transferred from the General Fund to the Transportation Investment Fund no later than June 30, 2016. Until this total amount has been transferred, the amount of transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount required to be transferred by June 30, 2016. The transferred revenues shall be allocated solely for the purposes set forth in this section as if they had been received in the absence of a suspension of transfer of revenues.

(2) The Legislature may provide by statute for the issuance of bonds by the state or local agencies, as applicable, that are secured by the minimum transfer payments required by paragraph (1). Proceeds from the sale of those bonds shall be allocated solely for the purposes set forth in this section as if they were revenues subject to allocation pursuant to paragraph (2) of subdivision (b).

(g) This section constitutes the sole method of allocating, distributing, and using the revenues described in subdivision (a). The purposes described in paragraph (2) of subdivision (b) are the sole purposes for which the revenues described in subdivision (a) may be used. The Legislature may not enact a statute or take any other action which, permanently or temporarily, does any of the following:

(1) Transfers, diverts, or appropriates the revenues described in subdivision (a) for any other purposes than those described in paragraph (2) of subdivision (b);

(2) Authorizes the expenditures of the revenues described in subdivision (a) for any other purposes than those described in paragraph (2) of subdivision (b) or;

(3) Borrows or loans the revenues described in subdivision (a), regardless of whether these revenues remain in the Transportation Investment Fund or are transferred to another fund or account such as the Public Transportation Account, a trust fund in the State Transportation Fund.

(h) For purposes of this article, “mass transportation,” “public transit” and “mass transit” have the same meanings as “public transportation.” “Public transportation” means:

(1)(A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.

(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(i) If the Legislature reduces or repeals the taxes described in subdivision (a) and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited into the Transportation Investment Fund, dedicated to the purposes listed in paragraph (2) of subdivision (b), and allocated pursuant to subdivision (c). All other provisions of this article shall apply to any revenues adopted by the Legislature to replace the moneys derived from the taxes described in subdivision (a).

Section Eight. Article XIX C is hereby added to the Constitution to read as follows:

SECTION 1. If any challenge to invalidate an action that violates Articles XIX, XIX A, or XIX B of the California Constitution is successful either by way of a final judgment, settlement,

or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the Controller, without regard to fiscal years, that amount of revenue necessary to restore the fund or account from which the revenues were unlawfully taken or diverted to its financial status had the unlawful action not been taken.

SEC. 2. If any challenge to invalidate an action that violates Section 24 or Section 25.5 of Article XIII of this Constitution is successful either by way of a final judgment, settlement, or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the local government an amount of revenue equal to the amount of revenue unlawfully taken or diverted.

SEC. 3. Interest calculated at the Pooled Money Investment Fund rate from the date or dates the revenues were unlawfully taken or diverted shall accrue to the amounts required to be restored pursuant to this section. Within thirty days from the date a challenge is successful, the Controller shall make the transfer required by the continuous appropriation and issue a notice to the parties that the transfer has been completed.

SEC. 4. If in any challenge brought pursuant to this section a restraining order or preliminary injunction is issued, the plaintiffs or petitioners shall not be required to post a bond obligating the plaintiffs or petitioners to indemnify the government defendants or the State of California for any damage the restraining order or preliminary injunction may cause.

Section Nine.

Section 16 of Article XVI of the Constitution requires that a specified portion of the taxes levied upon the taxable property in a redevelopment project each year be allocated to the redevelopment agency to repay indebtedness incurred for the purpose of eliminating blight within the redevelopment project area. Section 16 of Article XVI prohibits the Legislature from reallocating some or that entire specified portion of the taxes to the State, an agency of the State, or any other taxing jurisdiction, instead of to the redevelopment agency. The Legislature has been illegally circumventing Section 16 of Article XVI in recent years by requiring redevelopment agencies to transfer a portion of those taxes for purposes other than the financing of redevelopment projects. A purpose of the amendments made by this measure is to prohibit the Legislature from requiring, after the taxes have been allocated to a redevelopment agency, that the redevelopment agency transfer some or all of those taxes to the State, an agency of the State, or a jurisdiction; or use some or all of those taxes for the benefit of the State, an agency of the State, or a jurisdiction.

Section Ten. Continuous Appropriations.

The provisions of Sections 6, 7, and 8 of this Act that require a continuous appropriation to the Controller without regard to fiscal year are intended to be "appropriations made by law" within the meaning of Section 7 of Article XVI of the California Constitution.

Section Eleven. Liberal Construction.

The provisions of this Act shall be liberally construed in order to effectuate its purposes.

Section Twelve. Conflicting Statutes.

Any statute passed by the Legislature between October 21, 2009 and the effective date of this measure, that would have been prohibited if this measure were in effect on the date it was enacted, is hereby repealed.

Section Thirteen. Conflicting Ballot Measures.

In the event that this measure and another measure or measures relating to the direction or redirection of revenues dedicated to funding services provided by local governments and/or transportation projects or services appear on the same statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure shall receive a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be null and void.

Section Fourteen. Severability.

It is the intent of the People that the provisions of this Act are severable and that if any provision of this Act or the application thereof to any person or circumstance, is held invalid, such invalidity shall not affect any other provision or application of this Act which can be given effect without the invalid provision or application.

RESOLUTION No. 2010-01

**A RESOLUTION OF THE BOARD OF THE SOLANO TRANSPORTATION
AUTHORITY IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND
TRANSPORTATION PROTECTION ACT OF 2010**

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds, and to dedicate the taxes on gasoline to fund local and state transportation improvement projects; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon every day, and gas tax funds are vital to maintain and improve local streets and roads, to make road safety improvements, relieve traffic congestion, and provide mass transit; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, this year's borrowing and raids of local government, redevelopment and transit funds, as well as previous, ongoing raids of local government and transportation funds have lead to severe consequences, such as layoffs of police, fire and paramedic first responders, fire station closures, stalled economic development, healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when state politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement on California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services, including redevelopment, or dedicated to transportation improvement projects and mass transit.

NOW, THEREFORE, BE IT RESOLVED that the Board of the Solano Transportation Authority formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED that the STA Board hereby authorizes the listing of Solano Transportation Authority in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 and instructs staff to fax a copy of this resolution to campaign offices at 916.442.3510.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 10th day of February, 2010 by the following vote:

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting thereof held this day of February 10, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of February 2010 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Johanna Masiolat
Clerk of the Board

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RESOLUTION NO. 2010-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND TRANSPORTATION PROTECTION ACT OF 2010

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon everyday; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking local government funds, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when State politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement of California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking of local government funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Suisun City formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED, that the Council hereby authorizes the listing of the City of Suisun City as being in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, and instructs staff to fax a copy of this Resolution to campaign offices at 916.442.3510.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Suisun City held on Tuesday the 5th day of January 2010 by the following vote:

AYES:	Councilmembers:	_____
NOES:	Councilmembers:	_____
ABSENT:	Councilmembers:	_____
ABSTAIN:	Councilmembers:	_____

WITNESS my hand and the seal of said City this 5th day of January 2010.

Linda Hobson, CMC
City Clerk

**RESOLUTION NO. 2010-
RESOLUTION NO. RD 2010-**

**JOINT RESOLUTION OF THE CITY OF VACAVILLE AND REDEVELOPMENT AGENCY OF THE
CITY OF VACAVILLE IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND
TRANSPORTATION PROTECTION ACT OF 2010**

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon everyday; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking local government funds, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when State politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement of California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking of local government funds.

NOW, THEREFORE, BE IT RESOLVED that the City of Vacaville and the Redevelopment Agency of the City of Vacaville formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED, that the City of Vacaville and the Redevelopment Agency of the City of Vacaville hereby authorizes the listing of the City and Redevelopment Agency as being in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, and instructs staff to fax a copy of this Resolution to campaign offices at 916.442.3510.

PASSED AND ADOPTED at a regular meeting of the City of Vacaville and Redevelopment Agency of the City of Vacaville held on Tuesday, the 12th of January, 2010, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Michelle A. Thornbrugh
City Clerk/Recording Secretary



SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 4, 2010

TO: Board Members, Solano Transportation Authority
FROM: Gus Khouri, Legislative Advocate, Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- DECEMBER

The legislature convened today from its Fall Recess today to continue the 2009-10 Session. Its priority will be to address yet another budget shortfall which is expected to be pegged at \$21 billion when the Governor introduces his 2010-11 budget proposal on January 8th as well as dispense with bills in the house of origin.

As you may recall, the Legislative Analyst's Office (LAO) released its report on November 18th titled "The 2010-11 Budget: California's Fiscal Outlook", which provides a prognostication of the state's fiscal condition. The LAO forecasts that the legislature will have to address a state General Fund deficit of \$20.7 billion by June 30th of 2011. This amount consists of a \$6.3 billion projected deficit for 2009-10 and a \$14.4 billion gap between projected revenues and spending in 2010-11. Escalating costs to prison health care reform, the failure to sell the State Compensation Insurance Fund (\$1 billion), an increase in the Proposition 98 guarantee to K-14 education, and the state's loss of a court case, *Shaw v. Chiang*, (\$800 million) are cited as the primary reasons for the current year deficit. The deficit is expected to grow to at least \$23 billion in 2012-13 due to the repayment of the Proposition 1A loan that the legislature must repay to local governments. Furthermore, the one-time infusion of federal economic stimulus money and the sunset of the 1% increase in the state sales tax will make balancing a budget more difficult for 2010-11.

The LAO recommends taking early action, focusing on multi-year solutions, making additional cuts to programs, and adding additional revenues. An extension of the vehicle license fee is cited as an option since LAO believes a good policy case can be made to tax vehicles at a rate similar to all other property. While the LAO does not recommend further stressing the economy with additional tax rate increases above their current levels, they acknowledge that the Legislature is unlikely to bring the budget into balance without adding revenues to the mix. Finally, the Lao suggests aggressively pursuing additional federal assistance and going to the ballot to ask voters to amend redirecting revenues away from Proposition 10 (early childhood development), Proposition 49 (after school programs), and Proposition 63 (mental health).

Potential Hit to Transportation

We are hearing rumors that the administration may introduce a "revenue-neutral" proposal which eliminates the sales tax on gasoline and diesel and raises the excise tax by a like amount. Again, this is a rumor that has not been substantiated but if it's true, it will have a dire impact on funding for public transportation and possibly local governments. We will provide additional information to the Board upon the release on the Governor's budget later this week.

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SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 8, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: GOVERNOR'S PROPOSED 2010-11 STATE BUDGET

On January 8th, Governor Schwarzenegger released his proposed 2010-11 State Budget. The projected 18-month deficit is \$19.9 billion, which includes a current year shortfall of \$6.6 billion and a \$1 billion reserve. The Governor cites reduced revenue estimates (\$3.4 billion) federal and state court decisions costs (\$4.9 billion), erosions of previous solutions (\$2.3 billion) and population and caseload growth (\$1.4 billion) as the main factors in comprising the deficit. As a result, the governor has declared a fiscal emergency and has called the Legislature into Special Session to address the problem. According to the Governor, the budget proposes solutions for action in the Special Session that will close \$8.9 billion of the budget gap. Delays in the adoption of these proposals until the enactment of the 2010-11 budget would result in the loss of up to \$2.4 billion in budgetary solutions and thereby necessitate even deeper cuts in 2010-11.

Proposed reductions include program eliminations, further reductions to various health and human services programs, a reduction to the anticipated level of funding for Proposition 98, substantial changes to employee compensation, and reductions to the Department of Corrections and Rehabilitation.

The Governor is also pursuing structural changes in the federal and state relationship in order to provide additional resources to address California's cash flow problem. These program reforms and recoupment of federal funding, which include reimbursements for health programs (Medical, Medicare, Medicaid), foster care, special education, are estimated to provide \$6.9 billion in solutions to address next year's shortfall and help reduce projected deficits into the future. The Governor states that if the federal flexibility and funding do not materialize, then additional spending reductions, delays in tax cuts and continued suspension or reduction of tax credits must go into effect.

Impact on Transportation

Transportation Funding "Swap" – Eliminate Sales Tax on Gas / Increase Gas Tax

The Governor proposes to eliminate the sales tax on gasoline and the sales tax on diesel fuel. At the same time, he proposes to increase the excise tax on gas by 10.8 cents per gallon. This will result in a total reduction of an estimated \$2.844 billion in sales taxes in 2010-11, of which \$1.573 billion is categorized by the Governor as "General Fund revenue." An estimated \$1.868 billion of excise taxes on fuels will be raised by increasing the per-gallon rate from 18 cents to 28.8 cents to replace funding on highways and roads currently funded from the sales tax on gasoline and provide funding to offset highway bond debt service. This results in a net reduction of \$976 million, or nearly 6 cents per gallon at the pump.

Governor's Rationale for the Tax Swap Proposal

The Governor states the following as reasons for introducing the "tax swap" proposal:

"Existing state revenues for transportation programs are raised primarily by an 18-cent excise tax on motor vehicle fuels and the state sales taxes on those fuels. In recent years, with the increase in gasoline and diesel prices outstripping the prices of other taxable goods, these sales tax revenues have dramatically increased, by almost a billion dollars since 2004-05... The increase in gas prices has in part shifted consumer spending on taxable goods to gasoline, and has contributed to relative decreases in General Fund sales tax revenues. In recent budgets, much of these increases have been used to fund the General Fund costs of transit bonds, school transportation, and transportation of the developmentally disabled. The use of these revenues to pay for costs otherwise borne by the General Fund has been done in part because the decision made in the early 1970s to dedicate these funds did not anticipate current high gas prices and the level of funding for local public transportation that statutory formulas would have otherwise provided. A recent court decision determined that most of the use of sales tax on gas to fund public transportation costs otherwise borne by the General Fund is invalid. Based on this decision, \$958 million of 2009-10 General Fund budget solutions cannot be obtained. Because these funds cannot be used as budgeted, they are being retained in the Public Transportation Account (PTA), which thus has a growing balance.

The Governor's Budget proposes to achieve \$1.8 billion in General Fund savings while continuing to fund transportation programs at the level anticipated in the 2009 Budget Act. To achieve this goal, the budget proposes to eliminate the sales tax on fuel and increase the excise tax on gasoline by 10.8 cents to partially replace these revenues, thereby maintaining funding for transportation programs while reducing net taxes paid by consumers by \$976 million.

Under current law, the sales tax on fuel provides the revenues that fund Proposition 42. Revenues from the excise tax on gasoline have substantial constitutional protections; however they are not subject to the same legal restrictions as the sales taxes on fuels are. Under Article XIX of the Constitution, excise tax revenues cannot be used for most transit purposes. Given the goal to provide the same level of funding for transportation as was anticipated in the 2009 Budget Act, the Governor's Budget proposes the replacement revenues to be distributed as follows: \$629 million for local streets and roads and \$629 million for the State Transportation Improvement Program (STIP). This distribution is the same as would have been provided under Proposition 42. The General Fund benefits from this proposal as follows:

- \$603 million in new excise tax revenue will be used to reimburse the General Fund for highway bond debt service costs in 2010-11. In future years, the excise taxes will be adjusted to allow the increasing amount of debt service cost associated with Proposition 1B bonds to be offset. However, the rate will never exceed the current effective per-gallon rate. Additionally, \$72 million in miscellaneous Caltrans revenues transferred to the PTA under prior law will instead be retained in the State Highway Account to offset a portion of Proposition 116 rail bond debt service.
- From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$254 million in 2010-11 will be used to fund transit programs' bond debt service costs, as allowed under the recent court decision.

This results in an overall decrease in taxes on motorists of about five cents per gallon. In the future, state tax revenues will no longer increase from spikes in gasoline

prices. Since the revenues that flowed to Proposition 42 were General Fund revenues, the elimination of these revenues reduces the Proposition 98 guarantee, which provides an \$836 million budget solution...

Intercity Rail and some transportation planning costs will continue to be funded from the PTA until those funds are exhausted in 2011-12. At that time, it will become necessary to fund these activities from the General Fund or other funding sources.”

This proposal, which would eliminate funding for the Public Transportation Account, is clearly designed to respond to the California Transit Association’s litigation against the 2007-08 State Budget, *Shaw v. Chiang*, and as upheld by the California Supreme Court -- requiring the spillover revenues to be deposited in the PTA, and for those revenues to be spent on mass transportation purposes. As much as the law requires those revenues to be spent on transit *IF* those revenues materialize, state law cannot force those tax revenues to be collected; the Governor proposes eliminating the tax source so he doesn’t have to spend them on transit.

Proposition 42

The proposal eliminates not only the core PTA revenues, but also eliminates the underlying revenue dedicated by Proposition 42 – what would otherwise be approximately \$1.4 billion this year -- to transportation and transit programs. The revenues that historically would have gone to the State Transportation Improvement Program (STIP), county roads, and city streets, would be replaced by the increased gas tax revenues. The 20% of Proposition 42 revenues historically dedicated to the Public Transportation Account would be eliminated completely.

STIP & Local Streets and Roads

The Governor’s tax swap proposes the replacement revenues to be distributed as follows: \$629 million for local streets and roads and \$629 million for the State Transportation Improvement Program (STIP). He states that this distribution is the same as would have been provided under Proposition 42.

PTA and State Transit Assistance Program

This proposal completely eliminates the core tax revenues historically funding the transit programs supported by the Public Transportation Account. Because the proposed sales tax / gas tax swap eliminates the underlying PTA revenues, the Governor proposes NO State Transit Assistance Program in FY 2010-11 or beyond. From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$254 million in 2010-11 will be used to fund transit programs’ bond debt service costs, as allowed under the recent court decision.

Transit Capital Projects in the STIP or ITIP

Because the proposed sales tax / gas tax swap eliminates the underlying PTA revenues, the Governor proposes NO resources for programming transit capital projects through the State Transportation Improvement Program or the Interregional Transportation Program in 2010-11.

Intercity Rail

The budget would fund the intercity rail program at \$131 million.

High Speed Rail

The budget proposes \$581.4 million in Safe, Reliable High-Speed Passenger Train Bond Act bond funding (Proposition 1A), \$375 million in Federal ARRA funding, and 25.7 positions to continue environmental planning and preliminary engineering, and to begin purchasing land on which portions of the high-speed rail system will be built. Funding will be focused

primarily on the Los Angeles-to-Anaheim, San Francisco-to-San Jose, and Fresno-to-Bakersfield segments on which grade separations, electrification, and maintenance and testing facilities will be started in 2011-12 using ARRA funding.

Public Private Partnerships (P3)

The Governor proposes an increase of \$3.45 billion to be spent over the next 30 years (\$115 million per year) to attract private partners and investors in comprehensive development lease agreements for transportation projects.

Proposition 1B Allocations

The Governor's 2010-11 State Budget proposes \$4.1 billion in allocations to the various programs within Proposition 1B. We are working to ascertain a list of the funding for each program.

AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

January 4, 2010

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: December Report

In December, Congress enacted a fiscal year 2010 omnibus appropriations bill, which includes funding for the Department of Transportation and a provision extending SAFETEA-LU through February 28, 2010. The House also passed a “jobs bill”, which includes an additional \$27.5 billion in highway funding and \$8.4 billion in transit funding for fiscal year 2010. The Senate likely will consider a similar bill early this year.

Fiscal Year 2010 Appropriations

On December 16, President Obama signed the Consolidated Appropriations Act (PL 111-117), which includes \$41.8 billion in highway funding and \$10.7 billion in transit funding. The bill includes funding for two STA projects -- \$500,000 for the alternative fuel bus replacement and \$500,000 for Phase 2 construction of the Vacaville Intermodal Station. Both earmarks were sponsored by Congressman George Miller.

Of the \$10.7 billion in transit funding, \$8.3 billion is for the urban and rural formula programs, \$75 million is for competitive grants to assist transit agencies in reducing greenhouse gas emissions (TIGGER grants), \$2 billion is for capital investment grants (new starts and small starts) and \$2 billion is for the High Speed and Intercity Rail program. The bill also includes \$600 million for a competitive multimodal transportation infrastructure grant program for projects of regional or national significance. (DOT should issue a notice in the Federal Register shortly with more details on the program.) The bill does not include funding for a national infrastructure bank as proposed by the House.

Surface Transportation Extension

The fiscal year 2010 Defense appropriations bill (PL 111-118), signed by the President on December 19, extended SAFETEA-LU through February 28, 2010 at fiscal year 2009 levels. SAFETEA-LU has been extended through a series of continuing resolutions since it expired on September 30. The most recent extension allows the Senate to consider the House proposal for a one-year extension contained in the House-passed jobs legislation.

Solano Transportation Authority
January 4, 2010
Page 2

The House Jobs Bill

On December 16, the House approved The Jobs for Main Street Act (H.R. 2847), a \$75 billion bill intended to preserve and expand employment through federal investment and expanded benefits. The cost of infrastructure spending would be offset by a reduction in TARP borrowing authority.

The bill would provide \$48.3 billion for infrastructure investment, including \$27.5 billion for highway and \$8.4 billion for transit programs. Of the transit funds, \$6.15 billion would be distributed under the urban and rural formula programs, \$1.75 billion would be for rail modernization and \$500 million would be for new starts and small starts. The distribution process and spending requirements in the House bill are similar to those in the American Recovery and Reinvestment Act (ARRA). Projects would not require a local match and transit operators could use up to 10 percent of funding on operating costs.

The House bill requires that funds be obligated within 90 days versus 120 days under ARRA. The bill also imposes additional requirements on project sponsors regarding the Buy America Act and requires the Secretary of Transportation to consider additional issues before issuing public interest waivers. The bill applies Buy America requirements to all bridge projects, preventing segmentation of projects to avoid the requirements.

The House bill also extends SAFTEA-LU for one year - through September 2010 - at fiscal year 2009 levels before the rescission that took effect at the end of SAFETEA-LU. Funding that had been made available for High Priority Projects, Transportation Improvements, Magelev and highway-bridge program earmarks would be included in the total formula allocation; however, the House bill would make the FTA bus and bus facilities, Projects of National and Regional Significance and National Corridor Infrastructure Improvement programs competitive programs. This provision is opposed by the Senate and would result in less money for California.

States could opt-out of contributing the cost-share for most highway and transit projects with the exception of new starts projects and fiscal year 2010 highway earmarks. The bill would pay for the extension by transferring \$14.7 million to the Highway Trust Fund and \$4.8 billion to the Mass Transit Account from the general treasury and would allow the Trust Funds to earn interest on future balances.

The Senate will likely offer an alternative to the House-proposed extension of SAFETEA-LU when it takes up its jobs bill early this year.



DATE: January 19, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Development of STA Project Delivery Policy

Background:

The STA's Project Delivery Department is responsible for the delivery of STA led projects (e.g., I-80/I-680/SR 12 Interchange project, SR 12 Jameson Canyon project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently monitors and assists in the delivery and monitoring of over \$850 million in active federal, state, regional, and locally funded transportation projects countywide.

STA Project Delivery Assistance

Most project funding does not come directly from the STA itself. When funding is approved by the STA Board for projects and programs, STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

As an ongoing activity, STA staff monitors all transportation funding and projects in a series of STA staff reports and regular Solano Project Delivery Working Group (PDWG) meetings:

- Project Delivery Update Reports
To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) and Solano Project Delivery Working Group (Solano PDWG) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines (see STA Board Item X.I "Project Delivery Update"). This report is in the process of being modified to include a comprehensive set of grant-assisted transportation projects.
- Solano Project Delivery Working Group (Solano PDWG)
Composed of local project managers from across the county, this working group has met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

The purpose of the Solano Project Delivery Working Group (Solano PDWG) is "To provide a project delivery forum between STA Staff and local project managers."

The goals of the Solano PDWG are as follows:

1. Educate all project managers regarding project delivery planning, programming and allocation procedures and deadlines.
2. Regularly update STA staff regarding project delivery status.

3. *Insure that all project delivery deadlines are met by local project sponsors.*
4. *Discuss and resolve project delivery issues cooperatively.*
5. *Recommend improvements to the project delivery process and project delivery solutions to the STA TAC.*

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, MTC, Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from leaving the county and maintain equity between STA's member agencies.

Discussion:

STA staff worked closely with local project managers to deliver the last cycle of Federal "Safe, Accountable, Flexible, Efficient Transportation Equity Act "(SAFETEA-LU) and Federal American Recovery and Reinvestment Act (ARRA) funding under tight deadlines set by the Federal Highway Administration (FHWA), Caltrans, and the Metropolitan Transportation Commission (MTC). Despite the STA staff and the Solano PDWG's best efforts, some local project sponsors have been unable to meet various project delivery deadlines. Several of these project sponsors may face the loss of future federal funding as described in MTC's project delivery Resolution 3606, which is summarized below.

Project-Funding Delivery Policy

<http://www.mtc.ca.gov/funding/delivery/#IV>

... Key elements of the revised policy (MTC Resolution No. 3606) include:

- *Obligation requests must be submitted to Caltrans Local Assistance by February 1 of the year the funds are programmed in the federal Transportation Improvement Program (TIP).*
- *Funds must be obligated by April 30 of the year programmed in the TIP.*
- *The agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans.*
- *Once obligated, funds must be invoiced against at least once every six months.*
- *For funds contracted out, a contract must be awarded within 9 months of obligation.*
- *Projects must be closed out within six months of final invoice.*
- *Funds that do not meet these deadlines are subject to deprogramming by MTC, or deobligation by Caltrans/FHWA. There is no guarantee the funds will be available once deprogrammed or deobligated.*

In addition, implementing agencies that have projects that fail to meet the requirements of the regional project delivery policy, regardless of federal fund source, will have Obligation Authority (OA) limited for subsequent projects and restrictions placed on future programming.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds as a result of missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines to provide the opportunity for implementing agencies, the Bay Area Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential problems in advance of losing funds due to a missed state or federal deadline.

Regardless of the intent of MTC's Resolution 3606, it does not give local project sponsors the tools they need to deliver projects in an expedited manner to meet expedited deadlines. MTC does offer a Pavement Management Technical Assistance Program (P-TAP) which assists local agencies maintain their pavement with MTC's StreetSaver software and pavement project design assistance. However, this funding does not assist local agencies with project management. The STA does not have funding to assist project sponsors with a similar grant program for project management.

In the absence of a funded project management grant program, STA staff is recommending the TAC consider several options to help provide delinquent project sponsors additional assistance to meet future federal funding deadlines in the form of direct involvement in project scoping meetings, field reviews, project development team meetings, and Caltrans project form reviews.

Probationary Status

However, STA direct assistance could come at the price of being placed on "probationary status". Project sponsors could be deemed probationary if they exhibit any of the following characteristics:

- Failed to obligate funding by FHWA, Caltrans, or MTC deadlines
- Failed to request authorization to proceed by Caltrans or MTC deadlines
- Failed to update STA staff on project progress when within 1 month of Caltrans or MTC deadlines
- Failed or did not attempt to deliver a federal aid project within the last 3 years
- Requested a federal/local funding swap after programming funding in the TIP

If a project sponsor is deemed to be probationary, that project sponsor could be subject to the following actions if specific project development milestones are not met:

- Rescoping of the project
- Swapping of funding at receding offers based on the proximity to FHWA, Caltrans, or MTC deadlines
- Reprogramming of funding without a swap
- Loss of future STA discretionary funds

These milestones would be developed with the probationary agency to meet FHWA, Caltrans, and MTC deadlines. They would also be tied to specific STA Board actions should the agency fail to meet milestones such as the ones listed below:

- Caltrans Signed Preliminary Environmental Study (PES) forms
- Environmental Clearance
- Design Package Reviewed & Right-of-way Cleared
- Draft funding obligation request package sent to Caltrans Local Assistance
- Final funding obligation request package accepted by Caltrans Local Assistance (E76 Request)
- Funding Obligation Received from FHWA (E76)

Failure would be judged through a jury of peers, meaning the Solano PDWG and the STA TAC prior to recommending penalizing actions to the STA Board. This last part would be consistent with the intent of MTC's Resolution 3606 by providing the STA Board a clear and objective process to reprogram funding from a probationary project sponsor.

STA staff is seeking feedback from the Solano PDWG and the TAC prior to drafting recommended actions for committee review in February and STA Board action in March. These policies will help delivery projects in a timely manner and secure federal funds as the STA delivers the next cycle of federal funds from either the reauthorization of SAFETEA-LU or the pending ARRA and Jobs Bills.

Recommendation:

Informational.



DATE: January 19, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 10, 2009, 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 three RTIF committees to begin work on the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (6 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, (3 meeting to date),
Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (4 meetings to date),
Mayors, City Managers, County Administrators Office (CAO) representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA'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 consider implementation of an RTIF by the end of 2010. RTIF Technical and Stakeholders groups are scheduled to meet on even months while the Policy Committee meets on odd months.

During December 2009 and January 2010, the RTIF committees have reviewed and recommended project eligibility and ranking criteria. This is the first step towards narrowing the list of projects to include in the nexus study and prioritizing projects for a potential RTIF Project Funding Program.

The only eligibility criteria adopted was to "Only Include projects included in the Comprehensive Transportation Plan (CTP)", meaning projects not in the CTP are ineligible for RTIF funds. Since the CTP is still being updated, there is still time for projects to be added or removed. To help clarify the difference between the CTP project list and those projects eligible for the RTIF, STA staff is asking for each agency to comment by February 19, 2010 on a Draft RTIF projects list derived from the draft CTP list, which only lists roadway and transit capital project. This RTIF list of projects will serve as the macro list of projects to be evaluated by the

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

The next items to be reviewed by the RTIF committees will be how other counties applied their RTIF criteria to developed a list of projects and allocate RTIF funds using their allocation and program implementation options. At the next meeting, STA staff will bring back five or six illustrative projects from the RTIF project list to demonstrate how they might be addressed through the various RTIF allocation options.

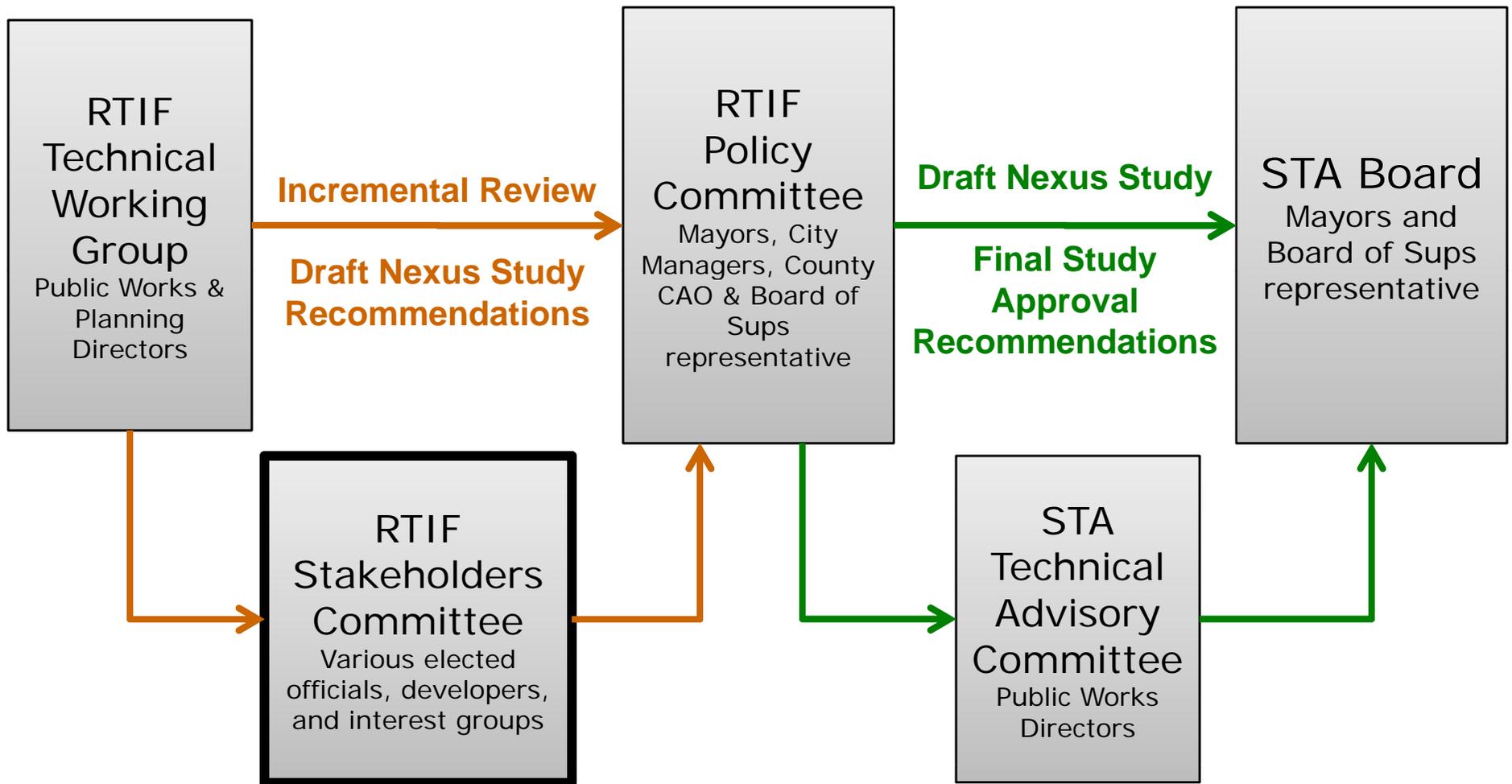
Recommendation:

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.
- C. RTIF Project Selection Criteria (Absolute/Eligibility and Ranking Criteria), 01-13-10
- D. RTIF Draft Project List, 12-17-09
- E. RTIF Working Group (12-10-09), Stakeholders (12-17-09), and Policy Committee meeting minutes (12-09-09, 01-13-10), To be Provided Under Separate Cover

Overview of study approval process



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

Solano Transportation Authority

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

Last Updated: 11-05-09

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

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

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Project Status key:
Permitted and Ready to Construct – all permits and funding secured
Designed – greater than 35% PS&E and an approved environmental document
Preliminary Design – greater than 10% but less than 35% PS&E
Planned – less than 10% PS&E

Agenda Item VI.A
 January 13, 2010

ATTACHMENT A

RTIF DRAFT PROJECT LIST
 (December 17, 2009)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. <i>This project is not identified in I-680 Freeway Performance Initiative.</i> This is a Route of Regional Significance.	Planned
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand. This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 013	Benicia	New Transfer/Park-n- Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This is a Facility of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance.	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel undercrossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. This is a Facility of Regional Significance.	Preliminary Design
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Facility of Regional Significance.	Preliminary Design
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – Bike/Ped	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance.	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the intersection of SR 12 and Church Street, with the option of including a park-and-ride lot. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance.	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City’s planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 078	Vacaville	I-80 WB/Alamo Dr.-Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy in each direction. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance.	Preliminary Design
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - Arterial	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance.	Preliminary Design
09CTP 101	STA	I-80 Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the I-80/I-680 /I-780 Corridor Operations Improvement Plan. This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - Arterial	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. This is a Route of Regional Significance.	Planned
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. This is a Route of Regional Significance.	Planned
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the I-80/I-680/I-780 Corridor Study; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns.	Planned
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This project is not designated as a Route of Regional Significance at this time.	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This project is not designated as a Route of Regional Significance at this time.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This project is not designated as a Route of Regional Significance at this time.	Planned



DATE: January 19, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 EB Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 HOV Lanes: Red Top Road to Air Base Parkway
5.) I-80 HOV Lanes Vallejo/Fairgrounds Access
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. In addition, the I-80 Eastbound Cordelia Truck Scales Relocation Project received nearly \$50 million in funding from the Trade Corridor Improvement Fund of Proposition 1B.

Discussion:

The following provides an update to major highway and reliever route projects in Solano County:

1.) I-80/I-680/SR 12 Interchange Project

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being reviewed by Caltrans with an anticipated release date of Late February/early March for a 60-day public comment period. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E).

STA staff is working with Caltrans and the California Transportation Commission (CTC) to secure the \$27 million Proposition 1B CMIA savings from the I-80 High Occupancy Vehicle (HOV) Lanes Project to the Interchange. In addition, STA has initiated the environmental document for the Gordon Valley Waterline relocation work which is necessitated by the Interchange.

2.) I-80 EB Cordelia Truck Scales Relocation Project

The truck scales substantially contribute to the congestion and safety concerns on I-80 because of the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 and SR 12 E interchanges. Congestion leads to closure of the truck scales when queuing trucks begin to back up onto the mainline freeway. The proposed project is to construct a larger, more efficient truck scale facility on eastbound I-80 approximately ½ mile to the east of the current facility in a large oval configuration. Associated on- and off-ramps would be constructed, and, upon completion of the project, the existing facility would be demolished.

The Environmental Impact Report/Environmental Assessment (EIR/EA) environmental document was approved by Caltrans in late October 2009. STA's consultants submitted the 65% Plans, Specifications & Estimate (PS&E) to Caltrans in late October. Right of Way appraisals by Caltrans are expected to begin over the next two months for the property acquisitions associated with this Project. Construction will begin by 2011. STA is initiating discussions with Caltrans to complete a cooperative agreement for the construction activities.

3.) North Connector Project

The North Connector Project is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek (this segment is the Suisun Parkway), the new road will connect to the local development project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

Construction on the East End began with the new signals and turn lanes at I-80 /Abernathy which was completed in the fall of 2009. Right-of-Way acquisition for the East End new 4-lane road and new bridge over Suisun Creek is on-going. Construction began in the Summer of 2009 with completion for this segment expected by late summer 2010. Coordination with the City of Fairfield's adjacent project has been on-going.

4.) I-80 HOV Lanes Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length was opened in late fall 2009.

5.) I-80 HOV Lanes/Fairgrounds Access

The Project Study Report (PSR), was completed last year. The next step is to begin the environmental document for both elements of this PSR. These two elements can proceed independently as it has been determined no nexus exists between these two improvements.

The City of Vallejo, the County of Solano and STA are moving forward with the initiation of the environmental document for the I-80/Redwood Parkway interchange reconfiguration and the local road improvements. Caltrans has approved STA as the lead for the California Environmental Quality Act (CEQA), the necessary cooperative agreement with Caltrans is being signed, and the three agencies are drafting the funding agreement for the work.

6.) Jepson Parkway Project

STA, in conjunction with the cities of Fairfield, Suisun City, and Vacaville and Solano County, will construct improvements along a 12-mile-long corridor between I-80 in Vacaville and State Route (SR) 12 in Suisun City. The project would widen from two to four lanes and/or upgrade and link a series of existing local two- and four-lane roadways, as well as construct an extension of an existing roadway, to provide a safe, convenient north-south alternative to I-80 and SR 12 for local travel between neighborhoods and jurisdictions in central Solano County. The project includes safety improvements such as roadway medians, traffic signals, standard shoulders, separate turn lanes, and a railroad grade separation. It will construct a separated and landscaped continuous bike lane/pedestrian path to encourage non-motor travel and accommodate future implementation of bus service, including one local and one express route. The project is designed to meet the objectives of the 2000 Jepson Parkway Concept Plan. It is named for Willis Linn Jepson, who was born near Vacaville and was one of America's greatest regional botanists and interpreters of California flora. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$185 million.

The Final EIR was certified by the STA Board for in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion from the US Fish and Wildlife Service (USFWS) is required. Draft guidance on the BO has been received from the USFWS. An allocation request of \$2.4 million in State Transportation Improvement Program (STIP) programmed funds for PS&E was made to the CTC in June 2009, however, due to the State budget crisis, not allocation was made. STA Staff is exploring opportunities to keep this project moving forward with seven partner agencies.

7.) State Route 12 (Jameson Canyon) Project

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improving safety and operations along the route.

STA's consultants have submitted the 100% PS&E packages to Caltrans Headquarters (HQ) for both construction contracts, Napa and Solano. Right-of-Way offers for a majority of the property acquisitions required for this project, in both Napa and Solano Counties have been made. Ready to List (RTL) commitment to the CTC for this Project is April 2010.

8.) State Route 12 East Projects

On March 30, 2009, Caltrans hosted a ground breaking for the SR 12 East SHOPP project. This project will begin construction this year and will take two years to complete. Construction progress on this project has been significant with several traffic shifts already made. The next safety project, a \$9 million shoulder widening from Azevedo Road to Liberty Island Road, is currently proposed in the Draft 2010 SHOPP Program for Fiscal Year 2010-11.

9.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Caltrans has over \$120 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This project will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this segment of the SHOPP Project will stage the work for coordination during construction. The overlay within the limits of the I-80 HOV lanes will occur after the I-80 HOV lanes construction is completed. Caltrans is still on schedule for this rehabilitation work

The roadway rehabilitation projects listed along I-80 in Solano County summary are as follows:

Vallejo

Tennessee to American Canyon	Completed
American Canyon to I-680	Completed

Fairfield

SR 12 East to Air Base Pkwy	Under Construction
SR 12 East to Leisure Town (Ramps)	Pending FY 2009-10

Vacaville

Air Base Pkwy to Leisure Town	Completed
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Recommendation:

Informational.



DATE: January 19, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Sam Shelton, Project Manager
RE: Solano County Coordinated Funding Strategy

Background:

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

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

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

Over the past three months, the STA staff has met with each staff from local agency and collected information on current local priority projects status and refined CTP propose projects (see STA Board Item IX. A "Comprehensive Transportation Plan (CTP) Project List"). This

information has helped STA staff begin developing coordinated funding strategy scenarios to address the project development needs of the entire county.

The projects submitted by local agencies to the STA mostly exceed the projected available revenue. STA staff is projecting a current project shortfall estimate of \$2.3 billion for STA and local priority projects. Despite STA and local agency staffs best efforts in coordinating and leveraging regional and federal funds, this shortfall cannot be addressed within existing and projected revenue sources. State funding is currently funding 60% (\$502M) of the funding of regional transportation projects in Solano County. As the State becomes a smaller funding partner in the projected lean State budget years to come, the STA will need to determine a narrower list of priority projects that we collectively will be able to fund and deliver.

Discussion:

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

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

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

Prioritizing the STA's Overall Work Plan: Defining Principles

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

After being included in the OWP, the STA adopts budgets using current funding strategies to deliver these priority projects. On July 8, 2009, the STA Board adopted the FY 2009-10 and FY 2010-11 budgets. On January 13, 2010, the STA Board revised the FY 2009-10 budget to compensate for the realities of project delivery, program delivery, and funds carried over from

prior fiscal years. Not all projects in the OWP are being advanced with the funding identified in the FY 2009-10 and FY 2010-11 budgets (see attachment B):

- 10 projects in the OWP have funded construction phases,
- 6 projects are under development with approved environmental documents, partial design, and partial construction funding, and;
- 15 projects are unfunded concepts.

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

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

The following recommended funding strategy principles and criteria are derived from funding strategy concepts and STA Board direction:

Minimum of One Top Priority Project Per Agency every 10 years

There are over 30 projects under development in the OWP and each agency has at least one project. However, many OWP projects have stalled due to lack of funding and could remain stalled. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years. This recommended timeframe is very conservative due to the lack of a secure local funding source. The level of STA investment will be based on other principles discussed below.

Criteria: Developed project phases per member agency per decade.

Create Funding Certainty

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

Criteria: Funded Project Delivery Phases

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

- Construction

Reward Project Progress

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

Criteria: Completed Project Delivery milestones

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

Maximize Countywide Funding through Leveraging

Too many OWP projects currently have shortfalls that depend completely on STA discretionary funding to fill the gap. Projects should become OWP priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:

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

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

Criteria: Ratio of STA grants vs. other funding

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

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

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

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

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

Criteria: Ratio of STA investments vs. regional grant funding

The STA TAC will discuss these principles and their associated criteria during their meeting.

Recommendation:

Informational.

Attachment:

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

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

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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/680/SR 12 Interchange</u></p> <p>A. Interchange EIR/EIS ➤ Alt B and Alt C B. Breakout Logical Components</p> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD): Draft Environmental Document Late Summer 2009 Final Environmental Document Spring 2010</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171 Current Shortfall in funding \$1B	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
STA Lead - Projects	2.	<p><u>North Connector</u></p> <p>A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD: Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 5/09 Advance Construction Package: 6/08 Construction East Segment: 10/10</p>	STA (East and West Segments) City of Fairfield (Central Segment)	\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment Current Shortfall in funding	X	X	\$2.7 M EIR \$81.6 M (Capital Cost)	Projects Janet Adams



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

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

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



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

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

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



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

STA Lead:	Project# 1 - 26
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STA Monitoring:	Project# 35 - 40

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



CAPITAL PROJECTS ON STA'S OVERALL WORK PLAN
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STA Lead:	Project#	1 - 26
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STA Monitoring:	Project#	35 - 40

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



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

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

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



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



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

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

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



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



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

STA Lead:	Project# 1 - 26
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STA Monitoring:	Project# 35 - 40

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

Completed Work FY 2008-09:

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

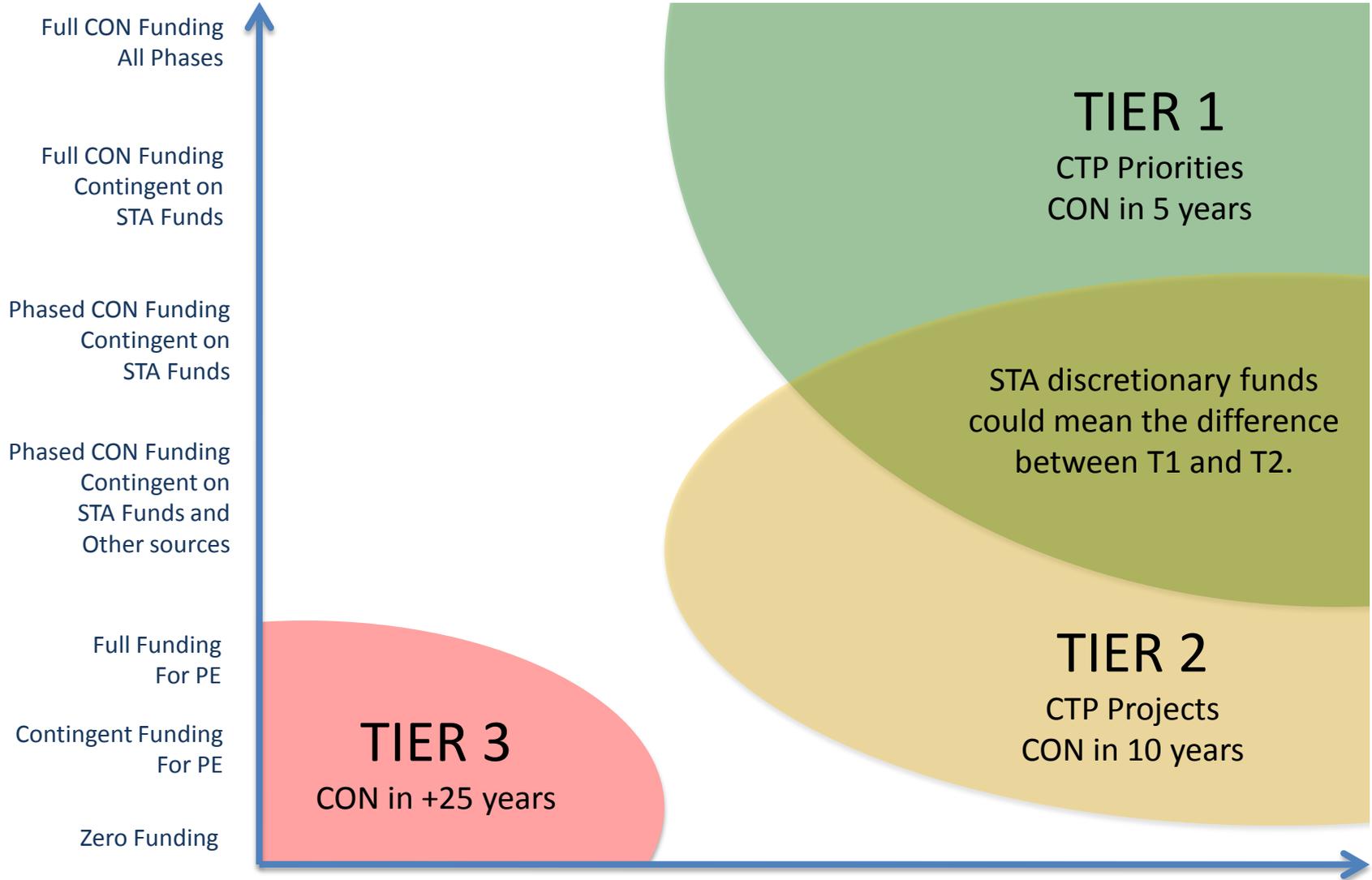
I-80 Red Top Slide Repair – Completed 2008

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Funding Certainty Advances Projects

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

Project Funding Certainty from PE to CON



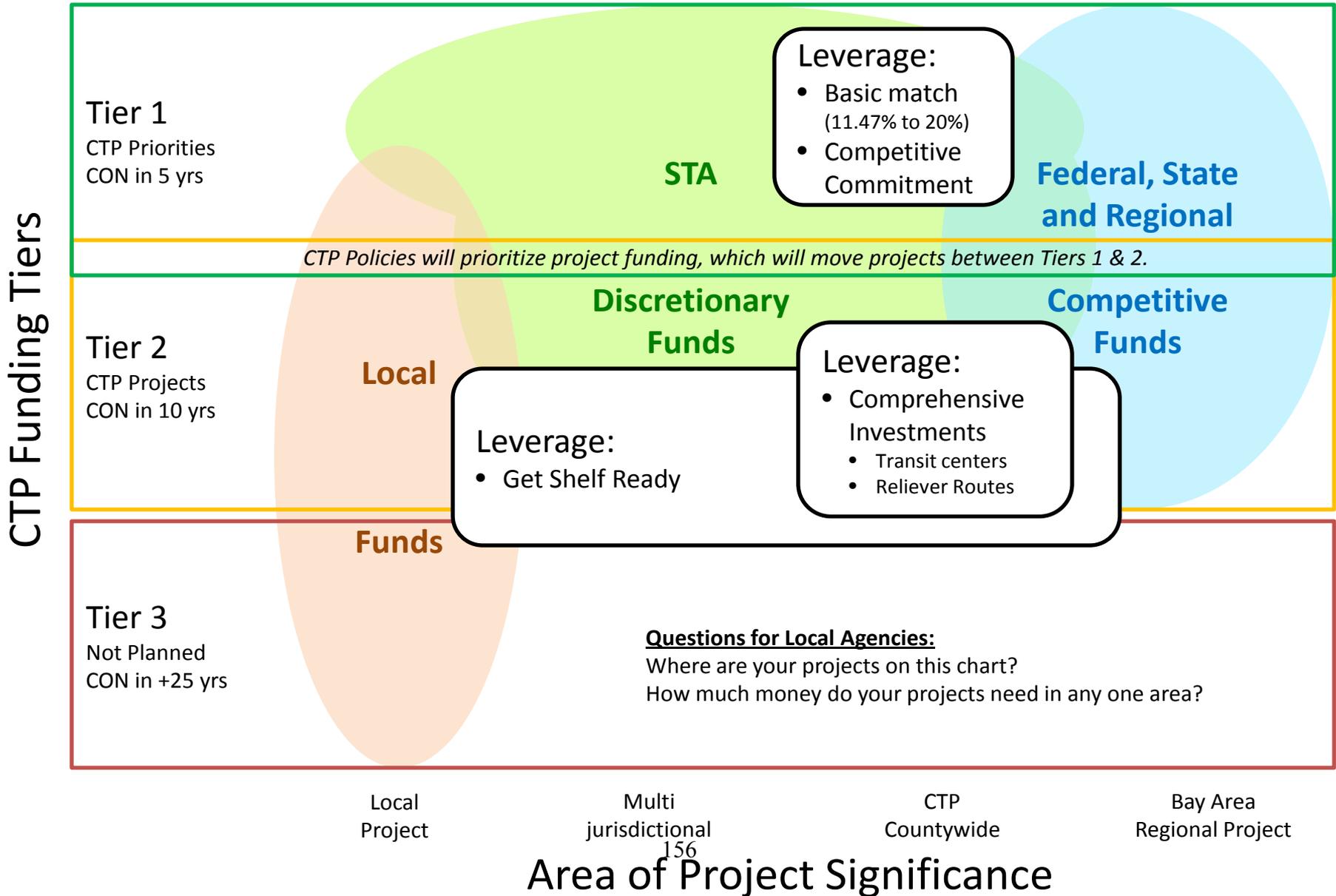
No Plans Just a concept Non CTP Concept in GP CTP Concept/Goal Concept In GP CTP Project PE underway CTP Priority PE, PS&E, ROW Done

Project Planning & Delivery Progress

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

Leveraging Dollars between CTP Tiers

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



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

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

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

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

2. Create Funding Certainty

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

3. Reward Project Progress

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

4. Maximize Countywide Funding through Leveraging

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

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DATE: January 14, 2010
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan Updates

Background:

The Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan provide the future planning and policy for bicycling and walking in the countywide system. The plans were both last updated in 2004. For the 2010 updates to each plan, the Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) are responsible for updating the two plans separately. The STA Technical Advisory Committee (TAC) will also review both plans as they are developed.

The Bicycle and Pedestrian Plans primarily consist of the following separate components:

Bicycle Plan	Pedestrian Plan
<ul style="list-style-type: none"> • Purpose Statement • Goals and Objectives • Planning Criteria • Project Prioritization Criteria • Countywide Bicycle Projects List (with priority projects identified by each agency noted) 	<ul style="list-style-type: none"> • Purpose Statement • Goals and Objectives • Planning Criteria • Project Prioritization Criteria • Countywide Pedestrian Projects List (with priority projects identified by each agency noted) • Priority Development Area (PDA) Strategy

Discussion:

Over the past few months, the STA BAC and STA PAC have completed the purpose statement, goals, and objectives for their respective plans. With assistance from the TAC representatives, the criteria for identifying projects and prioritizing projects for each plan have also been developed.

In December 2009, STA staff has scheduled and completed project planning coordinating meetings with STA member agency to work together with their respective BAC and PAC representatives to develop preliminary priority bicycle and pedestrian projects. In January 2010, STA staff coordinated a countywide tour of the #1 priority bicycle and pedestrian projects from each city and the county with BAC, PAC, and TAC members. This effort was to further familiarize participants with the priority projects discussed in the December coordinating meetings.

The current task in progress is the development of the proposed priority list of bicycle and pedestrian projects for each city and the county based on the separate bicycle and pedestrian project criteria. The BAC and PAC will review the complete project lists at their February meetings. The STA TAC will also have an opportunity to review the project lists at their February meeting.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: January 27, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Commute Profile 2010 Study

Background:

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

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

When MTC stopped funding the Commute Profile, it languished for a few years. In 2008, Valerie Brock Consulting and BART staff led an effort to begin producing these reports again. Valerie Brock and a member of BART staff were the primary researchers who had conducted and prepared the Commute Profile since 1992. During that time there was great consistency between the data collection methodology and reports from year to year. Data was collected at the same time each year (in the spring), for instance, so that comparisons between years could be reasonably made. There were consistent core questions while also room for flexibility for county specific questions to deal with specific issues of interest. The 2010 study will be consistent with the 2005 study and those of previous years.

Discussion:

Since MTC stopped funding the Commute Profile in 2005, STA staff has discussed conducting a similar study for Solano and Napa Counties, the two Counties served by Solano Napa Commuter Information. Other priorities have deferred this intended plan these past few years. In 2008, four counties (Contra Costa, San Francisco, San Mateo and Santa Clara) participated in Commute Profile.

STA was approached to participate in the 2010 Commute Profile (Attachment A). To participate, each county is being requested to commit \$13,000. This covers the cost of data collection through phone surveys, data entry and compilation and report writing. Four hundred (400) phone surveys of Solano residents will be completed and while commuters' city of residence is collected, the data collected is statistically significant at the county level. Although there were varying levels of interest to participate in Commute Profile 2010 by the nine Bay Area counties, it has resulted in a study consisting of Napa, San Mateo, and Solano Counties.

At their January 2010 Board meeting, the STA approved to participate in the 2010 Commute Profile. The survey will be conducted in the months of March/April 2010. Survey design begins in January and will need to conclude in February. The survey will include core questions that have been used over several years, but there will also be room for specific questions by county.

Fiscal Impact:

This survey will be funded with \$26,000 of State Transit Assistance funds (STAF) that will be incorporated into the FY 2009-10 mid-year budget that the STA Board approved at their meeting on January 13, 2010.

Recommendation:

Informational.

Attachments:

- A. Commute Profile 2010 Proposal and Schedule

Valerie Brock Consulting

Valerie Brock

Oakland, CA

Commute Profile 2010- Proposal

Why We Need Commute Profile 2010

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

The other information missing includes:

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

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

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

Proposed Methodology

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

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

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

Costs and Deliverables

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

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

Proposed Schedule

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



DATE: January 15, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Support for Federal Urban Circulator and Livability Initiative Programs Funds

Background:

Two Federal Register notices announcing the availability of \$280 million in Federal Transit Administration funds for the Urban Circulator and Livability Initiative programs were released in December 2009 by the Federal Transportation Administration (FTA). Metropolitan Transportation Commission (MTC) sent out a notice soliciting statements of interest so they can evaluate whether the Commission may want to endorse a regional list of priorities for this funding opportunity. An initial statement of interest was due December 21, 2009 to MTC staff.

Discussion:

The federal guidelines lay out specific scoring criteria that FTA will use when considering applications. The STA staff reviewed the scoring criteria and considered all the potential projects in Solano County. The Vallejo Station Intermodal Facility project was identified as the best match for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program funding criteria and should compete well nationwide for the limited \$150 million available. The program's six livability principles are:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

Due to the limited amount of funding in this program nationwide (\$150 million) STA staff recommended endorsing one project from Solano County to MTC for their regional list of priorities for this funding (Attachment A). The STA Board approved the recommendation to support the City of Vallejo's \$1.7 million grant submittal of the Vallejo Station Intermodal Facility Project for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program on January 13, 2010.

MTC staff presented an update to their Programming and Allocations Committee January 13, 2010 on the Urban Circulator and Livability Initiative Programs. MTC staff recommended that MTC support RTP-consistent, eligible projects in the region that seek to apply for the funds and not endorse a specific regional list of priorities (Attachment B).

The Federal deadline for submitting applications is February 8, 2010. Complete proposals must be submitted to buslivability@dot.gov or submitted electronically through the GRANTS.GOV website. Applicants planning to apply through GRANTS.gov are encouraged to begin the process of registration well in advance of the submission deadline. Registration is a multi-step process which may take several weeks to complete before an application can be submitted. If applicants have not already registered, it would be best to review the Federal Register page 64986 for the detailed description of the information to be submitted by e-mail (Attachment C). An MTC concurrence letter is required and should be attached as part of the application.

Recommendation:

Informational.

Attachments:

- A. Statement of Interest for Vallejo Station
- B. MTC Urban Circulator and Bus Livability Initiative Program Summary
- C. Federal Register FTA 5309 Bus and Bus Facilities

Project Name: VALLEJO STATION INTERMODAL FACILITY

Project Purpose: To promote mobility into a sustainable community; Provide opportunities for economic development and job creation; Create a centralized hub for transportation in the North Bay and Capital Corridor

Project Sponsor: City of Vallejo

Total Cost: \$92 million

Federal Request: \$1.7 Million

Other Project Fund Sources: FTA, STIP, RM2, and City/Local Funding

NEPA Status: Categorical Exclusion 12/14/2005

Which Program Applying for and Why: 5309 Bus and Bus Facilities Livability Initiative Program; The Vallejo Station Project includes a Bus Transit Center that consolidates both local and regional bus lines into a centralized location with Paseo access to the Vallejo Ferry Terminal serving the Bay Area.

Project Description: Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes residential and commercial development in close proximity to downtown. The project includes two major elements – a bus transfer facility that will consolidate local, regional and commuter bus services and a 1200 space joint use parking garage. The proposed garage will consolidate surface parking that is now on various redevelopment parcels in the downtown area and provide parking for patrons of the Vallejo Ferry System.

Phase Description: The phase of the project that the city is interested in funding through the 5309 program is the street improvements along Mare Island Way on the west side of the parking garage. This phase will include a widening of Mare Island Way to accommodate commuter bus turnouts near the Ferry Terminal as well as the creation of a bike lane. The total cost of this portion is estimated at \$2.1 Million. Design is 100% complete and will be ready for bid as soon as funding is approved. Local Match will be available through the use of Regional Measure 2 funds or City of Vallejo Bridge Funds.

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2010

Item Number 3b

FTA Urban Circulator and Bus Livability Initiative Program Summary

Subject: FTA notices of \$280 million in funding available for Urban Circulator and Livability Initiatives

Background: **FTA Discretionary Program Funding**

On December 8, 2009, Federal Transit Administration (FTA) released two notices of funding availability, one for Urban Circulator Systems and one for Bus and Bus Facilities Livability Initiative Program Grants. Both programs use unallocated prior year funds from the FTA Section 5309 program.

The Urban Circulator program makes available \$130 million in unallocated New Starts/Small Starts funds for projects seeking less than \$25 million for new fixed guideway projects that connect urban destinations and foster redevelopment. The principles and evaluation criteria generally focus on increasing transportation choices, coordinating with existing efforts and policies, and expanding housing and employment options.

The Bus Livability Program will be funded with \$150 million in unallocated Section 5309 Discretionary Bus and Bus Facilities funds. This program is geared to public transit projects that replace transit vehicles or that construct bus-related facilities including multi-modal facilities. Projects can be in rural or urban areas, and the notice encourages projects that support the independence of elderly and disabled persons.

Funds for both programs are for capital projects only and may not be used for operating expenses. It appears that projects that are expecting to apply for regular New or Small Starts funds are precluded from applying to these programs; additional eligibility guidance is expected later this month. Eligible transit operators may apply directly to FTA. MPO action is not required, but MPO endorsement is an evaluation criterion for the Bus Livability program. Applications to FTA are due by February 8th.

Potential Bay Area Projects

Given the short time lines for assembling applications, in December MTC staff conducted an initial solicitation of interest among the Bay Area transit operators and local jurisdictions. Ten agencies from throughout the region responded with 18 projects, listed in Table A, requesting about \$144 million. Note that some of these projects may not be eligible for the funds, pending further guidance from FTA.

Staff Recommendation

Because of the widespread interest in the program, and the relatively small grant awards that are likely to result from the nationwide competition, staff recommends that MTC support any RTP-consistent, eligible project in the region that seeks to apply for the funds.

Issues: None

Recommendation: Information Only

Attachments: Table A – Potential Bay Area Project Applications

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Table A – Potential Bay Area Project Applications*
 as Presented to MTC

Agency	Project Name	Potential Funding Request (\$ millions)
<i>Urban Circulator Program</i>		
AC Transit	Hybrid Articulated Buses for BRT	24.0
SFMTA	Van Ness BRT	25.0
VTA	Santa Clara/Alum Rock BRT	25.0
TJPA	Right of Way Preservation for Caltrain Downtown Extension	1.8
<i>TOTAL:</i>		75.8
<i>Bus Livability Program</i>		
Union City	Union City Station District East Plaza Transit Loop	1.9
NCTPA	Relocate Existing Downtown Terminal	4.2
City of Vallejo	Vallejo Station Intermodal Facility	1.7
City of Vallejo	Buses	3.5
City of Vallejo	Parking Structure at Curtola Lemon	1.0
SFCTA	Extension of 14-Mission Muni Line to Daly City BART	4.0
SFCTA	19 th Avenue Bulbouts	8.0
SFMTA	Phelan Loop	4.9
VTA	East San Jose Community Bus Facilities Improvement	8.0
SamTrans	San Carlos Transit Village	5.6
SamTrans	Operating/Maintenance Facility Energy Efficiency Program	1.6
Fairfield	Fairfield Transportation Center	11.9
TJPA	Geothermal System for the Transbay Transit Center	7.6
TJPA	Lighting Efficiencies and Daylighting for the Transbay Transit Center	4.1
<i>TOTAL:</i>		68.0

* Still pending eligibility determination.



Federal Register

**Tuesday,
December 8, 2009**

Part V

Department of Transportation

Federal Transit Administration

**Section 5309 Bus and Bus Facilities
Livability Initiative Program Grants;
Exempt Discretionary Program Grants
(Section 5309) for Urban Circulator
Systems; Notices**

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Section 5309 Bus and Bus Facilities Livability Initiative Program Grants**

AGENCY: Federal Transit Administration (FTA), DOT. Discretionary Bus and Bus Facilities Program.

ACTION: Notice of Availability of FTA Bus and Bus Facilities Livability Initiative Program Funds: Solicitation of Project Proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Department of Transportation's Livability Initiative ("Livability Bus Program"). The Livability Bus program will be funded using \$150 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. FTA may use additional Bus and Bus Facilities funding that becomes available for discretionary allocation to further support this initiative.

The Livability Bus Program makes funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>. Proposals may be submitted to FTA electronically at buslivability@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at buslivability@dot.gov should receive a confirmation e-mail within two business days.

DATES: Complete proposals for the discretionary Bus Livability Program

grants must be submitted by February 8, 2010. The proposals must be submitted electronically through the GRANTS.GOV Web site or via e-mail at buslivability@dot.gov. Anyone intending to apply electronically through GRANTS.GOV should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

ADDRESSES: Proposals may be submitted to FTA electronically at buslivability@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at buslivability@dot.gov should receive a confirmation e-mail within 2 business days.

FOR FURTHER INFORMATION CONTACT:

Contact the appropriate FTA Regional Administrator (Appendix) for proposal-specific information and issues. For general program information, contact Kimberly Sledge, Office of Transit Programs, (202) 366-2053, e-mail: kimberly.sledge@dot.gov or Henrika Buchanan-Smith, (202)366-4020, e-mail: henrika.buchanan-smith@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:**Table of Contents**

- I. Funding Opportunity Description
- II. Award Information
- III. Eligibility Information
- IV. Application and Submission Information
- V. Application Review, Selection, and Notification
- VI. Award Administration
- VII. Agency Contacts
- Appendix FTA Regional Offices

I. Funding Opportunity Description**A. Authority**

The program is authorized under 49 U.S.C. Section 5309(b) as amended by Section 3011 of SAFETEA-LU.

"The Secretary may make grants under this section to assist State and local governmental authorities in financing—* * *

(3) capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations."

B. Background

FTA has long fostered livable communities and sustainable development through its various transit programs and activities. Public transportation supports the development of communities, providing effective and reliable transportation

alternatives that increase access to jobs, health and social services, entertainment, educational opportunities, and other activities of daily life, while also improving mobility within and among these communities. Through various initiatives and legislative changes over the last fifteen years, FTA has allowed and encouraged projects that help integrate transit into a community through neighborhood improvements and enhancements to transit facilities or services, or make improvements to areas adjacent to public transit facilities that may facilitate mobility demands of transit users or support other infrastructure investments that enhance the use of transit for the community.

On June 16, 2009, U.S. Department of Transportation (DOT) Secretary Ray LaHood, U.S. Department of Housing and Urban Development (HUD) Secretary Shaun Donovan, and U.S. Environmental Protection Agency (EPA) Administrator Lisa Jackson announced a new partnership to help American families in all communities—rural, suburban and urban—gain better access to affordable housing, more transportation options, and lower transportation costs.

DOT, HUD, and EPA created a high-level interagency partnership to better coordinate federal transportation, environmental protection, and housing investments. The Livability Bus Program funding will be awarded to projects that demonstrate these livability principles (see Section of this Preamble C.).

Approximately \$150 million in unallocated Section 5309 Bus and Bus Facilities Program funds are available under this notice. By using these available funds, FTA and DOT can support tangible livability improvements within existing programs while demonstrating the feasibility and value of such improvements. These demonstrations can provide a sound basis for advancing greater investments in the future. In addition, the program builds on the momentum generated by the American Recovery and Reinvestment Act 2009 and can help inform Administration and Congressional decision makers on guidance needs for reauthorization.

C. Purpose

Improving mobility and shaping America's future by ensuring that the transportation system is accessible, integrated, and efficient, while offering flexibility of choices is a key strategic goal of the DOT. FTA is committed to creating livable communities that improve the quality of life for all

Americans. Public transportation provides transportation options that connects communities and fosters sustainability and the development of urban and rural land use. Through the Livability Bus Program grants, FTA will invest in projects that fulfill the six livability principles that serve as the foundation for the DOT-HUD-EPA Partnership for Sustainable Communities:

1. *Provide more transportation choices:* Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. *Promote equitable, affordable housing:* Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. *Enhance economic competitiveness:* Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. *Support existing communities:* Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land recycling—to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. *Coordinate policies and leverage investment:* Align policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. *Value communities and neighborhoods:* Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods—rural, urban or suburban.

FTA will evaluate proposals and assess a project's ability to advance local economic development goals, improve mobility for all citizens, create partnerships that result in the integration of transportation and land-use decision making and result in environmental benefits. Additionally, many rural areas are fighting to preserve their way of life by limiting urban sprawl and protecting valuable agricultural lands. Often these

communities have seen jobs and businesses leave for larger communities and need assistance preserving and reinvigorating the traditional rural town center where locals can find the grocery, doctor, hardware store, family restaurant and town hall in easy walking distance from one another. FTA is committed to funding a mix of projects that include projects that demonstrate livability principles in rural areas including projects that provide access to jobs, medical services and other necessities in rural areas and that support the independence of the elderly and individuals with disabilities.

II. Award Information

Federal transit funds are available to State or Local governmental authorities as recipients and other public transportation providers as subrecipients at up to 80 percent of the project cost requiring a 20% local match. There is no floor or upper limit for any single grant under this program; however, FTA intends to fund as many meritorious projects as possible.

Consistent with 49 U.S.C. 5309(m)(8), the Secretary shall consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities of applicants in its award of Livability Bus grants. And, in addition, FTA will consider geographical diversity in making final funding decisions.

Eligibility Information

A. Eligible Applicants

Eligible applicants under this program are Direct Recipients under the Section 5307 Urbanized Area Formula program, States, and Indian Tribes. Proposals for funding eligible projects in rural (nonurbanized) areas must be submitted as part of a consolidated State application with the exception of nonurbanized projects to Indian Tribes. Tribes, States, and Direct Recipients may also submit consolidated proposals for projects in urbanized areas.

Proposals may contain projects to be implemented by the Recipient or its subrecipients. Eligible subrecipients include public agencies, private non-profit organizations, and private providers engaged in public transportation.

B. Eligible Expenses

SAFETEA-LU grants authority to the Secretary to make grants to assist State and local governmental authorities in financing capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of

bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations.

Projects eligible for funding under the Livability Bus program are capital projects such as:

Purchase and rehabilitation of buses and vans, bus related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities, including facilities consistent with FTA's Joint Development policy which is available at <http://www.fta.dot.gov>.

Funds made available under this program may not be used to fund operating expenses, preventive maintenance, or any of the other expanded capital eligibility items (for example, security drills, debt service reserve, mobility management.) Funds also may not be used to reimburse projects that have incurred previous expenses absent evidence that FTA had issued a Letter of No Prejudice (LONP) for the project before the costs being incurred. There is no blanket pre-award authority for projects to be funded under this announcement before their identification in the **Federal Register** of selected projects.

C. Cost Sharing

Costs will be shared at the following ratio: 80 Percent FTA/20 Percent local contribution, unless the grantee requests a lower Federal share. FTA will not approve deferred local share under this program.

IV. Application and Submission Information

A. Proposal Submission Process

Project proposals must be submitted electronically through <http://www.grants.gov> or by e-mail electronically at buslivability@dot.gov. Submission via the bus livability e-mail is preferred. Mail and fax submissions will not be accepted except for supplemental information that cannot be sent electronically.

An applicant may propose a project that would take more than one year to complete, which includes expending a single year of Livability Bus program grant funds over multiple years. The project would, however, need to be ready to begin upon receiving a grant and need to be completed in a reasonable period of time, as evaluated on a case by case basis. In sum, the period of performance of the award is

separate from the year of funds of the award.

B. Application Content

1. Applicant Information

This provides basic sponsor identifying information, including: (a) Applicant name, and FTA recipient ID number, (b) Contact information for notification of project selection (including contact name, title, address, e-mail, fax and phone number, (c) description of services provided by the agency including areas served, (d) existing fleet and employee information, and (e) a description of the agency's technical, legal, and financial capacity to implement the proposed project. For applicants applying through GRANTS.GOV, some of this information is included in Standard Form 424.

2. Project Information

Every proposal must:

a. Describe the project to be funded and include with the proposal any applicable supporting documentation, such as: Information on the age of the current fleet, age of facility to be rehabilitated or replaced, the Metropolitan Planning Organization (MPO) concurrence letters, population forecasts, ridership information, etc.

b. Address each of the evaluation criteria separately, providing evidence that demonstrates how the project responds to each criterion.

c. Provide a line item budget for the project, with enough detail to describe the various key components of the project.

d. Provide the Federal amount requested.

e. Document the matching funds, including amount and source of the match, demonstrating strong local and private sector financial participation in the project. Provide support documentation including audited financial statements, bond-ratings, and documents supporting the commitment of non-federal funding to the project, or a timeframe upon which those commitments would be made.

f. Provide a project time-line, including significant milestones such as the date anticipated to issue a Request for Proposals for vehicles, or contract for purchase of vehicle(s), and actual or expected delivery date of vehicles, or notice of request for proposal and notice to proceed for capital construction/rehabilitation projects.

C. Submission Dates and Times

Complete proposals for the Bus Livability Program must be submitted to buslivability@dot.gov February 8, 2010

or submitted electronically through the GRANTS.GOV Web site by the same date. Applicants planning to apply through GRANTS.GOV are encouraged to begin the process of registration on the GRANTS.GOV site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. FTA will announce grant selections when the competitive selection process is complete.

D. Funding Restrictions

Only proposals from eligible recipients for eligible activities will be considered for funding (see Section III of this Preamble). Due to funding limitations, applicants that are selected for funding may receive less than the amount originally requested.

E. Other Submission Requirements

Applicants should submit 3 copies of any supplemental information that cannot be submitted electronically to the appropriate regional office. Supplemental information submitted in hardcopy must be postmarked by February 8, 2010.

V. Application Review, Selection, and Notification

A. Project Evaluation Criteria

Projects will be evaluated according to the following criteria. Each applicant is encouraged to demonstrate the responsiveness of a project to any and all of the selection criteria with the most relevant information that the applicant can provide, regardless of whether such information has been specifically requested, or identified, in this notice. FTA will assess the extent to which a project addresses the criteria below and produces a livability or sustainability outcome.

1. **Demonstrated Need for Resources:** FTA will evaluate each project to determine its need for resources. This determination will be made by examining the proposal to determine if:

a. The project represents a one-time or periodic need that cannot reasonably be funded from FTA program formula allocations or State and/or local revenues.

b. The project or applicant did not receive sufficient Federal funding in previous years.

c. The project will have a significant impact on service delivery.

2. **Planning and prioritization at local/regional level:** FTA will examine each Bus Livability project proposal for consistency with the areas planning documents and local priorities. This

examination will involve assessing whether:

a. The project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects.

b. The MPO endorses the project, if in a UZA, and the State, if for a rural area.

c. Local support is demonstrated by availability of local match for this and/or related projects and letters of support.

d. Capital projects are consistent with service needs of the area. Example: Vehicle expansion proposal shows evidence of the need for additional capacity.

e. If the project is multimodal in nature, the proposal demonstrates coordination with and support of other transportation modes and partners.

3. **Livability:** Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life. This element delivers benefits that are inherently difficult to measure.

However, it is implicit to livability that its benefits are shared and therefore magnified by the number of potential users in the affected community.

Therefore, descriptions of how projects enhance livability should include a description of the affected community and the scale of the project's impact. To determine whether a project improves the quality of the living and working environment of a community, FTA will qualitatively assess whether the project:

a. Will significantly enhance user mobility through the creation of more convenient transportation options for travelers;

b. The degree to which the proposed project contributes significantly to broader traveler mobility through intermodal connections, or improved connections between residential and commercial areas.

c. Will improve existing transportation choices by enhancing points of modal connectivity or, in urban areas, by reducing congestion on existing transit systems or roadways.

d. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

e. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.

4. **Sustainability:** In order to determine whether a project promotes a more environmentally sustainable transportation system, i.e., reducing

reliance on automobile travel, improving the pedestrian and walk environment of a community, use of environmental design techniques in the planning, construction, and operation of the project, FTA will assess the project's ability to:

a. Improve energy efficiency or reduce energy consumption/green house gas emissions; applicants are encouraged to provide information regarding the expected use of clean or alternative sources of energy; projects that demonstrate a projected decrease in the movement of people by less energy-efficient vehicles or systems will be given priority under this factor; and

b. Maintain, protect or enhance the environment, as evidenced by environmentally friendly policies and practices utilized in the project design, construction, and operation that exceed the requirements of the National Environmental Policy Act including items such as whether the project uses a Leadership in Energy and Environmental Design (LEED)-certified design, the vehicles or facilities are rated with the energy-star, the project re-uses a brownfield, construction equipment is retrofitted with catalytic converters, the project utilizes recycled materials, the project includes elements to conserve energy, such as passive solar heating, solar panels, wind turbines, reflective roofing or paving materials, or other advanced environmental design elements such as a green roof, etc.

5. Leveraging of public and private investments.

a. **Jurisdictional and Stakeholder Collaboration:** To measure a project's alignment with this criterion, FTA will assess the project's involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding. FTA will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as nonprofit community groups or the private owners of real property abutting the project. FTA will assess the amount of co-investment from State, local or other non-profit sources.

b. **Disciplinary Integration:** To demonstrate the value of partnerships across government agencies that serve the various public service missions and to promote collaboration on the objectives outlined in this notice, FTA will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives. For

example, FTA will give priority to transportation projects that are supported by relevant public housing or human service agencies, or transportation projects that encourage energy efficiency or improve the environment and are supported by relevant public agencies with energy or environmental missions.

6. The project is ready to implement.

a. Any required environmental work has been initiated for construction projects requiring an Environmental Assessment (EA), Environmental Impact Statement (EIS), or documented Categorical Exclusion (CE).

b. Implementation plans are ready, including initial design of facilities projects.

c. TIP/STIP can be amended (evidenced by MPO/State endorsement).

d. Local share is in place.

e. Project can be obligated and implemented quickly if selected.

f. The applicant demonstrates the ability to carry out the proposed project successfully.

Note: Applicants must have basic technical, legal, and financial capacity as a precondition of grant award. Since proposals are limited to existing FTA grantees, applicants are assumed to have that basic capacity. This criterion refers to implementation of the particular project proposed.

a. For larger capital projects, the applicant has the technical capacity to administer the project.

b. For fleet replacement and/or expansion, the acquisition is consistent with the bus fleet management plan.

c. For fleet expansion, the applicant has the operating funds to support the expanded service.

d. There are no outstanding legal, technical or financial issues with the grantee that would bring the feasibility of successful project completion into question.

e. Source of 20% local match is identified and is available for prompt project implementation if selected (no deferred local share will be allowed).

f. The grantee is in fundable status for grant making purpose.

B. Review and Selection Process

Proposals will first be screened and ranked by the appropriate FTA regional office (see Appendix). Following this initial review, meritorious proposals will be submitted for a national review process and coordinated with representatives of HUD and EPA. Proposals will be screened and ranked based on the criteria in this notice by FTA headquarters staff in consultation with the appropriate FTA regional office (see Appendix), and coordinated with

representatives of HUD and EPA. Highly qualified projects will be considered for inclusion in a national list of projects that addresses the identified priorities and represents the highest and best use of the available funding. As mentioned earlier in this Preamble, the Administrator will also take into consideration geographical diversity in his final decision. The FTA Administrator will determine the final selection and amount of funding for each project. Selected projects will be announced in early 2010. FTA will publish the list of all selected projects and funding levels in the Federal Register. Regional offices will also notify successful applicants of their success and the amount of funding awarded to the project.

VI. Award Administration

A. Award Notices

FTA will announce project selections in a **Federal Register** Notice and will post the **Federal Register** Notices on the Web. FTA regional offices will contact successful applicants. FTA will award grants for the selected projects to the applicant through the FTA electronic grants management and award system, TEAM, after receipt of a complete application in TEAM. These grants will be administered and managed by the FTA regional offices in accordance with the federal requirements of the Section 5309 bus program. At the time the project selections are announced, FTA will extend pre-award authority for the selected projects. There is no blanket pre-award authority for these projects prior to announcement.

B. Administrative and National Policy Requirements

1. Grant Requirements

If selected, applicants will apply for a grant through TEAM and adhere to the customary FTA grant requirements of the Section 5309 Bus and Bus Facilities program, including those of FTA C 9300.1A Circular and C 5010.1C and S. 5333(b) labor protections. Discretionary grants greater than \$500,000 will go through Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

2. Planning

Applicants are encouraged to notify the appropriate State Departments of Transportation and MPO in areas likely to be served by the project funds made available under this program. Incorporation of funded projects in the long range plans and transportation improvement programs of States and

metropolitan areas is required of all funded projects.

3. Standard Assurances

The Applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The Applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The Applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and affect the implementation of

the project. The Applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The Applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

C. Reporting

Post-award reporting requirements include submission of Financial Status Reports and Milestone reports in TEAM on a quarterly basis for all projects. Documentation is required for payment. In addition, grants which include innovative technologies may be required to report on the performance of these technologies.

VII. Agency Contacts

Contact the appropriate FTA Regional Administrator (see Appendix) for proposal-specific information and issues. For general program information, contact Henrika Buchanan-Smith or Kimberly Sledge, Office of Transit Programs, (202) 366-2053, e-mail: henrika.buchanan-smith@dot.gov; kimberly.sledge@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

Issued in Washington, DC, this 3rd day of December 2009.

Peter M. Rogoff,
Administrator.

APPENDIX A—FTA REGIONAL AND METROPOLITAN OFFICES

<p>Richard H. Doyle Regional Administrator Region 1—Boston Kendall Square 55 Broadway, Suite 920 Cambridge, MA 02142-1093 Tel. 617 494-2055 States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.</p>	<p>Robert C. Patrick Regional Administrator Region 6—Ft. Worth 819 Taylor Street, Room 8A36 Ft. Worth, TX 76102 Tel. 817 978-0550 States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.</p>
<p>Brigid Hynes-Cherin Regional Administrator Region 2—New York One Bowling Green, Room 429 New York, NY 10004-1415 Tel. No. 212 668-2170 States served: New Jersey, New York.</p>	<p>Mokhtee Ahmad Regional Administrator Region 7—Kansas City, MO 901 Locust Street, Room 404 Kansas City, MO 64106 Tel. 816 329-3920 States served: Iowa, Kansas, Missouri, and Nebraska.</p>
<p>Letitia Thompson Regional Administrator Region 3—Philadelphia 1760 Market Street, Suite 500 Philadelphia, PA 19103-4124 Tel. 215 656-7100 States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.</p>	<p>Terry Rosapep Regional Administrator Region 8—Denver 12300 West Dakota Ave., Suite 310 Lakewood, CO 80228-2583 Tel. 720-963-3300 States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.</p>
<p>Yvette Taylor Regional Administrator Region 4—Atlanta 230 Peachtree Street, NW Suite 800 Atlanta, GA 30303 Tel. 404 562-3500 States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.</p>	<p>Leslie T. Rogers Regional Administrator Region 9—San Francisco 201 Mission Street, Suite 1650 San Francisco, CA 94105-1926 Tel. 415 744-3133 States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands.</p>
<p>Marisol Simon Regional Administrator Region 5—Chicago 200 West Adams Street, Suite 320 Chicago, IL 60606 Tel. 312 353-2789 States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.</p>	<p>Rick Krochalis Regional Administrator Region 10—Seattle Jackson Federal Building 915 Second Avenue, Suite 3142 Seattle, WA 98174-1002 Tel. 206 220-7954 States served: Alaska, Idaho, Oregon, and Washington.</p>

APPENDIX A—FTA REGIONAL AND METROPOLITAN OFFICES—Continued

New York Metropolitan Office Region 2—New York One Bowling Green, Room 428 New York, NY 10004-1415 Tel. 212-668-2202	Chicago Metropolitan Office Region 5—Chicago 200 West Adams Street, Suite 320 Chicago, IL 60606 Tel. 312-353-2789
Philadelphia Metropolitan Office Region 3—Philadelphia 1760 Market Street, Suite 500 Philadelphia, PA 19103-4124 Tel. 215-656-7070	Los Angeles Metropolitan Office Region 9—Los Angeles 888 S. Figueroa Street, Suite 1850 Los Angeles, CA 90017-1850 Tel. 213-202-3952

[FR Doc. E9-29242 Filed 12-3-09; 4:15 pm]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Exempt Discretionary Program Grants (Section 5309) for Urban Circulator Systems****AGENCY:** Federal Transit Administration (FTA), DOT.**ACTION:** Notice of Availability of FTA Urban Circulator Funds; Solicitation of Project Proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of Section 5309 funds for exempt discretionary grants for Urban Circulator Systems which support the Department of Transportation Livability Initiative. The Urban Circulator program will be funded using \$130 million in unallocated Discretionary New Starts/ Small Starts Program funds, authorized by 49 U.S.C. 5309(a) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. FTA may use additional Section 5309(a) Discretionary funding that becomes available for allocation to further support this initiative.

This notice invites proposals for urban circulator projects seeking less than \$25,000,000 in Federal Section 5309 assistance that would compete for Section 5309 discretionary funds authorized by 49 U.S.C. 5309(a). The Secretary may make grants under 5309(a) to assist State and local governmental authorities in financing new fixed guideway capital projects including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation. This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>. Proposals may be submitted to FTA electronically at UrbanCirculator@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at UrbanCirculator@dot.gov should receive a confirmation e-mail within 2 business days.

DATES: Complete proposals for the discretionary program grants for urban circulator systems must be submitted by February 8, 2010. The proposals must be submitted electronically through the GRANTS.GOV Web site or via e-mail at UrbanCirculator@dot.gov. Anyone intending to apply electronically through GRANTS.GOV should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

ADDRESSES: Proposals may be submitted to FTA electronically at UrbanCirculator@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at UrbanCirculator@dot.gov should receive a confirmation e-mail within 2 business days.

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Administrator (Appendix) for proposal-specific information and issues. For general program information, contact Elizabeth Day, (202) 366-5159, e-mail: Elizabeth.Day@dot.gov in the FTA Office of Planning and Environment, Office of Project Planning. A TDD is available at 1-800-877-8339 (TDD/ FIRS).

SUPPLEMENTARY INFORMATION:**Table of Contents**

- I. Funding Opportunity Description
- II. Award Information
- III. Eligibility Information

- IV. Application and Submission Information
- V. Application Review, Selection, and Notification
- VI. Award Administration
- VII. Agency Contacts
- Appendix FTA Regional Offices

I. Funding Opportunity Description**A. Authority**

The program is authorized under 49 U.S.C. 5309(a) as amended by section 3011 of SAFETEA-LU. The Secretary may make grants under this section to assist State and local governmental authorities in financing new fixed guideway capital projects, including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation. Consistent with Section 5309(e)(1)(B), projects receiving less than \$25,000,000 in Federal assistance with respect to a new fixed guideway capital project are considered exempt from certain requirements of the program, until a final regulation issued under paragraph (9) of this subsection takes effect.

B. Background

FTA has long fostered livable communities and sustainable transit development through its various programs and activities. Public transportation supports the development of communities, providing effective and reliable transportation alternatives that increase access to jobs, health and social services, entertainment, educational opportunities, and other activities of daily life, while also improving mobility within and among these communities. Through various initiatives and legislative changes over the last fifteen years, FTA has allowed and encouraged projects that help integrate transit into a community through neighborhood improvements and enhancements to transit facilities or services, or make improvements to areas adjacent to public transit facilities that may ease the transportation needs of transit users or support other infrastructure investments

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DATE: January 15, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Two out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista and the County of Solano).

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff identifies pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads for the forthcoming fiscal year are held by MTC.

Discussion:

This year's Unmet Transit Needs Hearing was held on Monday, December 7, 2009 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. MTC Commissioner Spring chaired the meeting. STA staff presented changes and improvements to Solano transit services and facilities in the past year (Attachment A). In attendance were three staff from MTC and three staff from STA. There was representation from Fairfield, Rio Vista, Vacaville, and Vallejo transit operators and two representatives from Solano County.

Approximately 10 people attended the event to share their comments and concerns. Non-Profit agencies also attended and offered to assist collaboratively with all agencies. The comment period closed December 18, 2009 for accepting comments, by mail, e-mail, fax, and phone and MTC staff received approximately 12 comments.

MTC staff will identify and forward pertinent comments by the end of January for Solano County's local jurisdictions in January 2010. The STA coordinates with the transit operators and prepares responses specific to their operation.

Recommendation:

Informational.

Attachment:

- A. Overview of Solano Transit Changes and Improvements



DATE: January 19, 2010
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.
California Office of Traffic Safety (OTS) – Grants Made Easy*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
California OTS – General OTS Grants*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
Urban Greening for Sustainable Communities Planning Program*	N/A; Please feel free to contact Sara Woo for more information Solano Transportation Authority (STA) (707) 399-3214	Application Available (tentative) March 2010

* New funding opportunity

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



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA 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

**Urban Greening for Sustainable Communities
Planning Program**

Application Available (tentative) March 2010

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities and Counties.

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

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

Eligible Projects:

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

Program Description: OTS – General OTS Grants

Funding Available: Unspecified amount at this time.

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

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

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

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

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**Solano Transportation Authority
Board Meeting Highlights
January 13, 2009
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the January 13, 2010 STA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Special Meeting of January 13, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

ACTION – FINANCIAL ITEMS

A. Fiscal Year (FY) 2009-10 Mid-Year Budget Revision

Recommendation:

Approve the following:

1. Adopt FY 2009-10 Mid-Year Budget Revision as shown in Attachment A; and
2. Approve modification of the job classification of Financial Analyst/Accountant to Accounting and Administrative Services Manager as specified in Attachment B.

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

ACTION – NON-FINANCIAL

A. Selection of 2010 STA Chair and Vice Chair

After discussion, the STA Board agreed to forward the rotation schedule to the Executive Committee for review of the selection of Chair and Vice Chair. Upon the Committee's review, the rotation schedule will be brought back for discussion at their next meeting in February.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2010 Commencing with the STA Board Meeting of February 10, 2010;
2. Selection of the STA Vice Chair for 2010 Commencing with the STA Board Meeting of February 10, 2010; and
3. Request the new Chair to designate the STA Executive Committee for 2010.

On a motion by Board Member Augustine and Vice Chair Sanchez, the STA Board unanimously approved the selection of Pete Sanchez (City of Suisun City) as Chair.

On a motion by Board Member Augustine and Vice Chair, the STA Board unanimously approved the selection of Harry Price (City of Fairfield) as Vice-Chair.

STA's new Chair Sanchez designated the STA Executive Committee for 2010 as:

- Vice Chair Harry Price (City of Fairfield)
- Board Member Jack Batchelor (City of Dixon)
- Board Member Jim Spering (County of Solano)

B. Priority Federal Economic Stimulus Projects in Solano County

Recommendation:

Adopt the Federal Economic Stimulus Solano County project list for transportation as shown in Attachment B.

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Batchelor, and a second by Vice Chair Sanchez, the STA Board unanimously approved Consent Calendar Items A thru C. Board Member Patterson abstained from the vote.

A. STA Board Meeting Minutes of December 9, 2009

Recommendation:

Approve STA Board Meeting Minutes of December 9, 2009.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of December 16, 2009

Recommendation:

Receive and file.

C. Support for Federal Urban Circulator and Livability Initiative Program Funds

Recommendation:

Support the City of Vallejo's \$1.7 million grant submittal of the Vallejo Station Intermodal Facility Project for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program.

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. Gus Khouri, Shaw/Yoder, Inc., provided a State Legislative update.
2. Daryl Halls presented STA's Board Highlights for 2009.
3. Directors Reports:
 - A. Planning – Robert Macaulay reported on the development of the Bicycle and Pedestrian Plan;
 - B. Projects – Janet Adams reported on the SR 12 Jameson Canyon Project.
 - C. Transit and Rideshare – Elizabeth Richards reported on upcoming campaigns in the Spring.

INFORMATIONAL ITEMS

A. Status of Proposed American with Disabilities Act (ADA) Intercity Subsidized Taxi Program

B. SolanoExpress Fiscal Year (FY) 2008-09 Annual Ridership Report

C. Summary of Transit Passenger Comment Cards for Fiscal Year (FY) 2008-09

E. STA Strategic Plan for MTC Cycle-1 Block Grants

F. Funding Opportunities Summary

G. STA Board Meeting Schedule for 2010

WORKSHOP

A. Solano County Coordinated Funding Strategy

Daryl Halls presented a summary of current projected funding revenue, and potential options to consider prior to the development of a coordinated funding strategy.

He reviewed reasons for why the STA needs a coordinated funding strategy, project shortfalls for all STA Overall Work Plan projects, and the current funding strategies used by the STA to fund projects. He asked the STA Board for direction on prioritizing projects, leveraging funding, and future funding sources.

Chair Spering requested that STA staff discuss prioritizing projects with STA Technical Advisory Committee (TAC) members. Board member Patterson requested that criteria should be defined to prioritize projects. Daryl Halls responded that staff would work with the STA TAC on developing criteria and prioritizing projects in the Overall Work Plan for STA Board's review at their next meeting.

ADJOURNMENT

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, February 10, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: January 19, 2010
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2010

Background:

Attached is the STA Board and Advisory Committee meeting schedule for the calendar year of 2010 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2010

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2010**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 14	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., January 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Thurs., January 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., January 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Fri., March 19	12 noon	Paratransit Coordinating Council (PCC)	Solano Community College	Confirmed
Wed., March 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 21	12 noon	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Wed., May 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 16	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Fri., September 17	12 noon	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Wed., September 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 11 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 19	12 noon	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 29	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