



**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, February 24, 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 January 27, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of January 27, 2010.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the following:</i> 1. <i>BAAQMD TFCA Program Manager Policies as specified in Attachment A; and</i> 2. <i>Continue to prioritize for SNCI and the STA’s Safe Routes to School Program for additional TFCA and Clean Air Program funds in FY 2010-11 as specified in Attachment B.</i> Pg. 7	Robert Guerrero

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

- C. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia’s TDA claim.
Pg. 21

- D. SolanoExpress Intercity Transit Consortium 2010 Work Plan** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.
Pg. 25

VI. ACTION FINANCIAL ITEMS

- A. Solano County Coordinated Funding Strategy** Janet Adams
Recommendation: Sam Shelton
Forward a recommendation to the STA Board to approve of the Funding Strategy Principles & Criteria as shown in Attachment D.
(1:45 – 1:50 p.m.)
Pg. 29

- B. MTC Cycle-1 Block Grants Strategic Plan** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:
- 1. No funds will be moved out of the LS&R category for Cycle 1.*
 - 2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories.*
 - 3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the project decline in STIP PPM funds.*
- (1:50 – 2:00 p.m.)
Pg. 53

- C. MTC Local Streets and Roads, Cycle 1 Block Grants** Janet Adams
Sam Shelton
Recommendation:
Forward a recommendation to the STA Board for Local Streets and Roads Cycle 1 and Cycle 2 funding targets for local agencies in Solano County.
(2:00 – 2:05 p.m.)
Pg. 59
- D. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.
(2:05 – 2:10 p.m.)
Pg. 63

VII. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Three Elements** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the following:
- 1. Transit Element Goal Gap Analysis contained in Attachment A;*
 - 2. Alternative Modes Goal Gap Analysis contained in Attachment B;*
 - 3. Arterials, Highways and Freeways Goal Gap Analysis, contained in Attachment C, incorporating any changes recommended by the Arterials, Highways and Freeways Committee;*
 - 4. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and*
 - 5. CTP project list included as Attachment E.*
- (2:10 – 2:20 p.m.)
Pg. 67
- B. 3-Year Project Initiation Document (PID) Priorities for Caltrans** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.
(2:20 – 2:25 p.m.)
Pg. 125

- C. Solano Countywide Bicycle Plan Update: Projects List** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and*
 - 2. Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.*
- (2:20 – 2:25 p.m.)
Pg. 141
- D. Solano Countywide Pedestrian Plan Update: Projects List** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and*
 - 2. Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.*
- (2:25 – 2:30 p.m.)
Pg. 157
- E. TAC Appointment to the Alternative Modes Committee** Robert Guerrero
Recommendation:
Nominate and appoint a STA TAC member to the STA Alternative Modes Committee.
- (2:30 – 2:35 p.m.)
Pg. 175

VIII. INFORMATIONAL – DISCUSSION

- A. Jobs for Main Street Projects Update** Sam Shelton
Informational Kenny Wan
 (2:35 – 2:40 p.m.)
Pg. 177
- B. Development of STA Project Delivery Policy** Sam Shelton
Informational
 (2:40 – 2:45 p.m.)
Pg. 181

NO DISCUSSION

- C. **STA Safe Routes to School (SR2S) Update** Sam Shelton
Informational
Pg. 185
- D. **STA Investments Report: 1999-2009 Project Funding Data** Kenny Wan
Informational
Pg. 187
- E. **Project Delivery Update** Kenny Wan
Informational
Pg. 205
- F. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report** Judy Leaks
Informational
Pg. 209
- G. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 213
- H. **STA Board Meeting Highlights of February 10, 2010** Johanna Masiclat
Informational
Pg. 219
- I. **STA Board and Advisory Committee Meeting Schedule for 2010** Johanna Masiclat
Informational
Pg. 225

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 31, 2010.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
January 27, 2010

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:	Mike Roberts	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
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Birgitta Corsello	County of Solano
	Jeff Knowles	City of Vacaville
	MJ Lanni	City of Vallejo
	Alysa Majer	City of Suisun City
	Laura Muehsam	City of Vacaville
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Gary Leach, and a second by Royce Cunningham, 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: Janet Adams provided an update to the County's list of Project Study Reports that are requiring oversight for this Fiscal Year FY 2009-10 and looking into FY 2010-11.

Robert Guerrero thanked the TAC for hosting the tours for the Bicycle and Pedestrian Advisory Committee members. He also announced that the BAC and PAC Committees have several vacant positions and that staff is requesting and accepting nominations.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A thru B.

A. Minutes of the TAC Meeting of December 16, 2009

Recommendation:

Approve TAC Meeting Minutes of December 16, 2009.

B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010

Recommendation:

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

VI. ACTION FINANCIAL ITEMS

A. Priority Federal Economic Stimulus Projects in Solano County

Janet Adams and Sam Shelton distributed and provided information on the timelines for selected ARRA projects. They cited that based on a request from MTC, 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.

After discussion, the STA TAC approved a recommendation by Paul Wiese to include rounding the calculated share by jurisdiction to the nearest \$5,000 and amended the list by moving the City of Vallejo rehabilitation project to Tier 2.

Recommendation:

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

On a motion by Gary Leach, and a second by Paul Wiese, the STA TAC approved the recommendation to include rounding the calculated share by jurisdiction to the nearest \$5,000 and amended the list by moving the Vallejo rehabilitation project to Tier 2.

VII. ACTION NON-FINANCIAL ITEMS

A. **Comprehensive Transportation Plan (CTP) - Project List**

Robert Macaulay reviewed the draft CTP Project List (last updated January 20, 2010). He listed several issues related to CTP projects that were identified at the November 2009 TAC meeting where the CTP project list was discussed. He noted the list was presented to the three (3) CTP Committees who met earlier in the month. He stated that staff has added several transit-related programs and studies to the CTP project list that are consistent with the inclusion of roadway and alternative modes studies and programs.

At the request of the Cities of Benicia and Rio Vista, the STA TAC voted to table this item until the next meeting in February and the STA Board Meeting in March to allow both Cities the opportunity to bring the topic to their respective City Councils.

B. **Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project**

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

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).

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

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

Robert Macaulay provided an overview of the list of activities that is currently being undertaken to address climate change issues, and he cited those that STA and the member agencies have planned. He noted that it is recommended that the list be adopted as the Solano Climate Change Action Strategy which will help STA compete for regional clean air and climate change funds by providing an adopted plan.

Recommendation:

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

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

D. Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Jayne Bauer reviewed the development of a ballot measure titled the “Local Taxpayer, Public Safety and Transportation Protection Act of 2010”. She indicated that the State recently passed a budget that borrows and takes nearly \$5 Billion in city, county, transit, and transportation funds this part year. She noted that 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.

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.

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

VII. INFORMATIONAL ITEMS

A. Development of STA Project Delivery Policy

Sam Shelton outlined the basis for staff’s development of a STA Project Delivery Policy. He noted that despite the STA staff and the Solano Project Delivery Working Group (PDWG)’s efforts, some local project sponsors have been unable to meet various project delivery deadlines. He added that several of these project sponsors may face the loss of future federal funding as described in MTC’s project delivery Resolution 3606.

B. Regional Transportation Impact Fee (RTIF) Update

Sam Shelton provided an update to the RTIF. He cited that the schedule estimates completing the Nexus Study by September 2010 and consider implementation of an RTIF by the end of 2010. He noted that the RTIF Technical and Stakeholders Committees are scheduled to meet on even months while the Policy Committee is scheduled to meet on odd months.

C. 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**

Janet Adams provided a status report to major highway and reliever route projects in Solano County funded from a variety of Federal, State, and local fund sources as they are listed above.

D. Solano County Coordinated Funding Investment Strategy

Sam Shelton reviewed the development process for a Coordinated Funding Strategy. He provided a summary of current projected funding revenues, current funding strategies, and potential options to consider prior to the development of a coordinated funding strategy. He listed specific concerns cited by the STA Board which included prioritizing local arterial roadway projects and considering economic vitality. He stated that staff recommends discussing the guiding principles for prioritizing OWP projects, then setting specific measurable criteria based on these guiding principles.

NO DISCUSSION

E. Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan Updates

F. Commute Profile 2010 Study

G. Support for Federal Urban Circulator and Livability Initiative Programs Funds

H. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11

I. Funding Opportunities Summary

J. STA Board Meeting Highlights of January 13, 2009

K. STA Board and Advisory Committee Meeting Schedule for 2010

VIII. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 24, 2010.**

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DATE: February 11, 2010
 TO: STA TAC
 FROM: Robert Guerrero, Senior Planner
 RE: Fiscal Year (FY) 2010-11 TFCA Program and Clean Air Grant Priorities

Background:

The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) annually provides clean air funding to cities and counties within their jurisdictions for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The two Air Districts divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area air basin and are eligible for BAAQMD funding. The cities of Dixon, Rio Vista, Vacaville, and the unincorporated area located in northeastern Solano County are part of the Sacramento air basin, and are eligible for YSAQMD funding.

Funding for both clean air programs are provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The YSAQMD also has funds to allocate from a fee collected with property taxes in areas within its air basin. The STA is responsible for programming the BAAQMD Transportation Fund for Clean Air (TFCA) funding for Solano County.

A slightly different process is implemented for programming YSAQMD Clean Air Funds. The YSAQMD is directly responsible for programming the Clean Air Funds; however, they have set up a review process which includes participation from STA Board members to review and recommend projects to the YSAQMD Board.

On March 18, 2009, the STA Board prioritized and committed funding for two years for the Solano Napa Commuter Information (SNCI) and the STA Safe Routes to School (SR2S) program for TFCA and Clean Air Funds. The STA Board committed the following for the two programs:

	FY 2009-10		FY 2010-11		2-Year Total Allocation
	TFCA Allocation	YSAQMD Allocation	TFCA Allocation	YSAQMD Allocation	
SNCI	\$250,000	\$50,000	\$200,000	\$100,000	\$600,000
SR2S	\$60,000	\$60,000			\$120,000
Total:	\$310,000	\$110,000	\$200,000	\$100,000	\$720,000

Discussion:

STA was recently provided fund estimates by the BAAQMD and YSAQMD for FY 2010-11. The estimates are \$303,150 for the BAAQMD's TFCA Program and \$260,000 for the YSAQMD Clean Air Program. As the Program Manager for TFCA Funds, the STA is obligated each year to adopt policies and criteria/eligibility requirements for the expenditure of TFCA funds. For consistency purposes, STA staff is recommending that the STA Board adopt the BAAQMD's Program Manager Policies as specified in Attachment A. STA staff will then work to find eligible clean air projects to submit to the STA Board based on these policies and factoring in the BAAQMD's priorities.

In addition, STA staff is recommending maintaining the STA Board's prioritize of the SNCI and the Safe Routes to School Program for additional TFCA and Clean Air Program funds in 2010-11. STA staff's recommendation is specified in Attachment B as detailed below.

Solano Napa Commuter Information (SNCI)

STA staff is recommending the STA Board approve an additional \$20,000 for SNCI in FY 2010-11 TFCA funding. The additional funding will be used to partner with the City of Benicia to implement several elements of the Transportation & Land Use section of the Benicia Climate Action Plan through a pilot program that may include the following components:

- Working with the City to create a Benicia-oriented on-line ridematching service coordinated seamlessly with the 511 Regional Ridematch Database enhanced with Benicia specific programs and services;
- Develop and administer carpool, vanpool, transit and possibly other incentive programs tailored to the City;
- Design and implement a City electric bicycle program;
- Collaborate with the City to target, customize, and intensify Transportation Demand Management (TDM) services to the Cities employers; and
- Strengthen partnerships to enhance the effectiveness of current promotions and incentives such as the Solano Commute Challenge, Bike to Work campaign, and the vanpool incentives for city residents, employees, and employers.

STA's Safe Routes to School Program (SR2S)

Over the last two years, the STA's SR2S program has made significant progress with the funding provided by both Air Districts and matching federal and local funds. The STA partnered with school districts, the Solano County Department of Public Health, city public works and police departments to implement the STA SR2S Program. Several schools have participated in bicycle rodeos, safety assemblies, and "Walk and Roll" encouragement events. The STA also provided pilot engineering project grant funds for SR2S safety capital improvements and hired a SR2S Program Coordinator.

In December 2009, the Metropolitan Transportation Commission (MTC) approved a funding plan to allocate Congestion Mitigation Air Quality (CMAQ) Improvement Program Funds for Eastern Solano County (ECMAQ). Part of the ECMAQ allocation is expected to be focused on the STA's SR2S program; however, ECMAQ funds are a federal source of funding and will require a local match of at least 11.5 percent. STA staff is recommending the STA Board approve a minimum of \$30,000 of YSAQMD Clean Air funding for the SR2S program from FY 2010-11 to match expected ECMAQ funds. This action will secure at least \$290,000 of ECMAQ for additional SR2S capital safety improvements and allow for more educational and encouragement activities for a broader range of schools in the northern half of Solano County. The STA is developing a separate funding plan for the southern portion of Solano County.

Fiscal Impact:

If approved by the STA Board the following will occur:

1. An additional \$20,000 from TFCA funds will be provided to the Solano Napa Commuter Information (SNCI) for additional service to the City of Benicia related to the City's Climate Action Plan. The total BAAQMD TFCA allocation for SNCI in FY 2010-11 will be \$220,000.
2. YSAQMD Clean Air funds will provide a total of \$30,000 for the STA's Safe Routes to School Program in FY 2010-11.

Both programs are eligible for TFCA and Clean Air Program funding. The remaining balance for both programs will be available for other eligible clean air projects.

Recommendation:

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

1. BAAQMD TFCA Program Manager Policies as specified in Attachment A; and
2. Continue to prioritize for SNCI and the STA's Safe Routes to School Program for additional TFCA and Clean Air Program funds in FY 2010-11 as specified in Attachment B.

Attachments:

- A. BAAQMD TFCA Program Manager Policies
- B. FY 2010-11 TFCA and Clean Air Program Recommendation

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APPENDIX C

BOARD-ADOPTED TFCA COUNTY PROGRAM MANAGER FUND POLICIES FOR FY 2010/2011 (Adopted 2/3/2010)

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legally binding obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legally binding obligations at the time the Air District Board of Directors approves an expenditure plan. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding. For the purpose of TFCA, "fleet averaging" may not be considered when evaluating surplus emissions.
2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the policy for that project type. For the purpose of this program, emissions that are calculated include a) reactive organic gases (ROG), b) oxides of nitrogen (NO_x), and c) weighted particulate matter 10 microns in diameter and smaller (PM₁₀) emissions reduced (\$/ton). Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Eligible Projects:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board adopted TFCA cost-effectiveness, but do not fully meet other Board adopted Policies.
4. **Consistent with Existing Plans and Programs:** Only projects described in HSC Section 44241 are eligible for funding. Projects must also comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.
5. **Eligible Recipients:** TFCA grants may be awarded to public agencies and to non-public entities.

Non-public entities may only apply for funding for certain clean air vehicle projects including but not limited to engine repowers, engine retrofits, fleet modernization, alternative fuels, vehicle and infrastructure projects, as described in HSC Section 44241(b)7. No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.

6. **Readiness:** A project will be considered for TFCA funding only if it will commence in calendar year 2011 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
7. **Maximum Two Years Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs or bicycle stations, are eligible for funding for up to two years. Grant applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(C)3.

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes a final approval and obligation on the part of the Air District. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.
10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.
12. **Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding.

USE OF TFCA FUNDS

13. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.

14. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined sums shall be used to calculate the TFCA cost of the project.
15. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.
16. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.
17. **Unallocated Funds:** Any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which they originated.
18. **Reserved.**
19. **Reserved.**
20. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

21. Alternative Fuel Light-Duty Vehicles:

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding includes:

- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. New electric neighborhood vehicles (NEV).
- C. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding.

Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2010 emissions standards.

22. Alternative Fuel Medium and Heavy-Duty Service Vehicles (Low-mileage utility trucks in idling service):

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, the emissions standards (incremental cost).

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1997 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1997 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirements. Applications that include scrapping components may receive additional credit towards the calculation of the overall cost effectiveness of the project. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

23. Alternative Fuel Heavy-Duty Vehicles (high mileage):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs, medium-duty vehicles (MDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-duty vehicles (HDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, MDV and HDV types and equipment eligible for funding include the following:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB.
- B. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the

difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, 2010 emissions standards.

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1997 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1997 or older heavy-duty diesel vehicle for each new vehicle purchased or leased with TFCA funds. Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirement. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

24. Alternative Fuel Buses:

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #21.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

25. Alternative Fuel Infrastructure:

Eligible refueling infrastructure projects include new dispensing facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel refueling sites. This includes upgrading or modifying private fueling stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA funded refueling infrastructure projects must be available to and accessible by the public. Refueling equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Applicants must provide data supporting the demand for the infrastructure (e.g., letters of support from potential users) and plans for maintaining the equipment in the future.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of \$200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, operation, and maintenance costs.

26. Reserved.

27. Shuttle/Feeder Bus Service:

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: a) be a public transit agency or, b) submit documentation from the General Manager of the transit agency that provides service in the area of

the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

- A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- B. a hybrid-electric vehicle;
- C. a post-1996 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- D. a post-1989 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy # 3). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

28. Ridesharing Projects:

Applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor are not eligible.

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; g) the purchase of bicycles, mounted equipment required for the intended service, and helmets; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

30. Arterial Management:

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

31. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

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FY 2010-11 TFCA and Clean Air Program Recommendation

	FY 2010-11	
	TFCA	YSAQMD
Current SNCI Commitment	\$200,000	\$100,000
SNCI Recommendation	\$20,000	
SR2S Recommendation		\$30,000
Total:	\$220,000	\$130,000
FY 2010-11 Estimated Available Funds:	\$303,150	\$260,000
Remaining Balance:	\$83,150	\$130,000

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DATE: February 16, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – March 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 matrix (Attachment A) originally included the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. The revenue estimates and carryovers are being updated in February 2010 for FY 2009-10 and these are now included on the TDA matrix. The February 2010 estimate for Solano the TDA estimate is a decrease by 10.5% from the initial estimate in February 2009. See Attachment B for the TDA estimates for FY 2009-10 for Solano jurisdictions as well as the initial estimate for FY 2010-11.

In February 2010, 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, the new American with Disabilities Act (ADA) subsidized taxi program, and Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims.

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, 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:

The City of Benicia has submitted their FY 2009-10 TDA claim which incorporates the new FY 2009-10 TDA estimates. The March 2010 TDA matrix update includes the City of Benicia TDA claim.

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 March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

Attachments:

- A. March 2010 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged color copy of this attachment was provided to the STA TAC members under separate enclosure. You may obtain a copy by contacting the STA offices at (707) 424-6075.)
- B. Summary of Solano jurisdictions' FY 2009-10 TDA estimates and initial FY 2010-11 TDA estimate

FY2009-10 TDA Matrix - March version

021710 - v10																																
FY 2009-10																																
AGENCY	TDA Est from MTC (1)	Revenue Adjustment (2)	Projected Carryover (1)	Available for Allocation (1)	Paratransit		Local Service					Intercity							STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	Total	Balance								
					ADA Subsidized Taxi Phase I	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt 20	FAST Rt 30	FAST Rt 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt 85							FAST Rt. 90	FAST Intercity Subtotal	VJO T Intercity Subtotal					
	7/22/2009	2/24/2010	7/22/2009	FY 09-10	(3)		(4)				(4)							(13)	(8)	(8)	(10)		(11)	(12)								
Benicia	956,199	-100,094	0	856,105	5,355		856,130											\$ 3,395	\$ 18,289	\$ 4,718	\$ (124,110)	\$ 37,551	\$ 7,231	\$ 3,774	\$ 30,177	\$ (79,327)	\$ 27,279			\$ 839,613	16,492	
Dixon	600,726	-62,884	0	537,842	2,635		435,000											\$ 2,132	\$ 58,510	\$ 5,609	\$ 2,585	\$ 8,946	\$ 5,734	\$ 4,054	\$ 70,306	\$ 17,265	\$ 17,548		15,000	\$ 557,754	-19,912	
Fairfield	3,648,477	-381,920	2,225,455	5,492,012	44,115	1,027,357			622,307									\$ 67,208	\$ 105,886	\$ 97,359	\$ 20,635	\$ 103,216	\$ 94,959	\$ 260,598	\$ 531,051	\$ 218,810	\$ 105,446	2,373,287		\$ 4,922,373	569,639	
Rio Vista	275,841	-28,875	37,666	284,632	2,805						154,697							0	0	0	0	0	0	0	0	0	7,364		14,740	25,000	\$ 204,606	80,026
Suisun City	963,547	-100,863	0	862,684		246,253			544,264									\$ 12,206	\$ 13,669	\$ 26,100	\$ 5,386	\$ 25,430	\$ 24,288	\$ 38,244	\$ 90,219	\$ 55,104	\$ 27,707			\$ 963,547	-100,863	
Vacaville	3,311,904	-346,688	1,333,530	4,298,746	25,500	344,227					505,269							\$ 140,611	\$ 84,744	\$ 81,412	\$ 15,492	\$ 57,050	\$ 22,753	\$ 50,808	\$ 357,575	\$ 95,295	\$ 96,254	\$ 750,000	1,196,320	\$ 3,370,440	928,306	
Vallejo	4,138,709	-433,237	0	3,705,472	31,875	468,296						227,876						\$ 17,616	\$ 37,339	\$ 11,875	\$ 141,753	\$ 537,601	\$ 182,105	\$ 16,919	\$ 83,750	\$ 861,459	\$ 120,921			\$ 1,794,177	1,911,295	
Solano County	689,791	-72,207	0	617,584	1,785	25,000												\$ 12,493	\$ 16,111	\$ 11,253	\$ 16,492	\$ 48,542	\$ 16,955	\$ 16,205	\$ 56,062	\$ 81,989	\$ 19,706		505,000	\$ 689,542	-71,958	
Total	14,585,194	-1,526,768	3,596,651	16,655,077																										\$ 13,342,052	3,313,025	

- NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds
- (1) MTC July 22, 2009 estimate; Reso 3886
 - (2) MTC Feb 24, 2010 estimate; Reso 3939
 - (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
 - (4) Includes flex routes, paratransit, local subsidized taxi
 - (5)
 - (6)
 - (7)
 - (8) Consistent with FY2009-10 Intercity Transit Funding Agreement and FY2007-08 Reconciliation
 - (9)
 - (10) Claimed for STA from all agencies per formula
 - (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
 - (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

**FY2009-10
Draft TDA Estimate Update**

FY2009-10 TDA Fund Estimate Update	FY2008-09		FY2009-10		
	Jan 2009 Estimate		Feb/July 2009 Estimate	Feb 2010 Draft Estimate	Diff 2/09 vs 2/10
			Approved by MTC PAC 2/10; Scheduled for Commission approval 2/24		
Countywide TOTAL	\$ 16,675,106		\$ 15,502,969	\$ 13,880,128	\$ (1,622,841)
MTC Administration 0.50%	\$ 83,376		\$ 77,515	\$ 69,401	\$ (8,114)
County Administration 0.50%	\$ 83,376		\$ 77,515	\$ 69,401	\$ (8,114)
MTC Planning 3%	\$ 500,253		\$ 465,089	\$ 416,404	\$ (48,685)
Countywide less Charges			\$ 14,882,850	\$ 13,324,923	\$ (1,557,927)
Article 3 (Bike) 2%	\$ 320,162		\$ 297,657	\$ 266,498	\$ (31,159)
City/Transit Operators TOTAL	\$ 15,687,940		\$ 14,585,193	\$ 13,058,424	\$ (1,526,769)
Benicia	\$ 1,030,887		\$ 956,199	\$ 856,105	\$ (100,094)
Dixon	\$ 651,561		\$ 600,726	\$ 537,842	\$ (62,884)
Fairfield	\$ 3,893,006		\$ 3,648,477	\$ 3,266,557	\$ (381,920)
Rio Vista	\$ 288,889		\$ 275,841	\$ 246,966	\$ (28,875)
Suisun City	\$ 1,033,250		\$ 963,547	\$ 862,684	\$ (100,863)
Vacaville	\$ 3,563,163		\$ 3,311,904	\$ 2,965,216	\$ (346,688)
Vallejo	\$ 4,484,004		\$ 4,138,709	\$ 3,705,472	\$ (433,237)
Solano County	\$ 743,180		\$ 689,791	\$ 617,584	\$ (72,207)

FY2010-11		
2/24/2010 Estimate (New)	Projected Carryover	Available for Allocation
\$ 13,880,128		
\$ 69,401		
\$ 69,401		
\$ 416,404		
\$ 13,324,923		
\$ 266,498		
\$ 13,058,424	\$ 7,047,075	\$ 20,105,499
\$ 856,130	\$ 821,354	\$ 1,677,484
\$ 537,755	\$ 45,287	\$ 583,042
\$ 3,257,193	\$ 2,982,412	\$ 6,239,605
\$ 251,603	\$ 221,983	\$ 473,586
\$ 883,029	\$ (48,950)	\$ 834,079
\$ 2,951,487	\$ 610,418	\$ 3,561,905
\$ 3,704,430	\$ 1,947,429	\$ 5,651,859
\$ 616,798	\$ 467,143	\$ 1,083,941



DATE: February 16, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2010 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2010, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

Discussion:

STA staff presented a Draft SolanoExpress Intercity Transit Consortium Work Plan for the Consortium's review in January (Attachment A). The Consortium members reviewed the Draft Work Plan and offered some modifications including adding two items. The transit operators have just launched Phase I of a new subsidized taxi program for ambulatory American with Disabilities Act (ADA) individuals. The Consortium is interested in pursuing Phase II (inclusion of non-ambulatory ADA eligible riders once accessible taxi vehicles are included in local taxi fleets) as soon as possible and requested this be added to the 2010 Work Plan. In addition, the operators are interested in expediting the implementation of an electronic fare card for use by Solano transit operators. This month, the revised Work Plan (Attachment B) is being returned to the Consortium and TAC for review and recommended approval of the SolanoExpress Intercity Transit Consortium Work Plan for 2010.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.

Attachments:

- A. Preliminary SolanoExpress Intercity Transit Consortium 2010 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2010 Work Plan

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DRAFT
2010 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services

Transit Planning

- Conduct Community Based Transportation Planning studies in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Conduct Commute Profile

Funding

- Monitor the implementation of the FY2008-09 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

2010 SolanoExpress Intercity Transit Consortium Work Plan

(February 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Conduct Community Based Transportation Planning study in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Review and provide input on Commute Profile

Funding

- Monitor the implementation of the FY2009-10 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
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DATE: February 12, 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 an estimated \$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.

In the fall 2009, the STA staff met with each staff from all seven Cities and the County 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 far 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 projected revenue sources. State funding is currently projected to fund 60% (\$502M) of the funding of regional transportation projects in Solano County over the next 25 years. As the State's ability to fund transportation continues to lessen due to 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? Two examples are:
 - 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 (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 the prior fiscal year. Not all projects in the OWP are being advanced with the funding identified in the FY 2009-10 and FY 2010-11 budgets (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 voiced concerns 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 determine how to deliver priority projects as efficiently as possible once they have been added to the OWP as a priority CTP project.

On January 27, 2010, the STA TAC was presented with the following recommended funding strategy principles and criteria which 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, it is recommended that at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years. This recommended timeframe is 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

Many OWP projects require large funding amounts to cover total project shortfalls. It is recommended that 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

Many OWP projects are in conceptual stages, waiting for additional funds or project authorizations and approvals. It is recommended that 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

Many OWP projects currently have shortfalls that depend completely on STA discretionary funding to fill the gap. It is recommended that 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, meaning projects need to be shovel-ready prior to requesting funding. It is recommended that 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. It is recommended that 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 STA staff recommended principles and their associated criteria during their meeting.

Recommendation:

Forward a recommendation to the STA Board to approve of the Funding Strategy Principles & Criteria as shown in Attachment D.

Attachments:

- 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> <ul style="list-style-type: none"> A. Interchange EIR/EIS <ul style="list-style-type: none"> ➤ Alt B and Alt C B. Breakout Logical Components <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	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> <ul style="list-style-type: none"> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) <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	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	DEPT LEAD 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
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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 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



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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
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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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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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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 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



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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

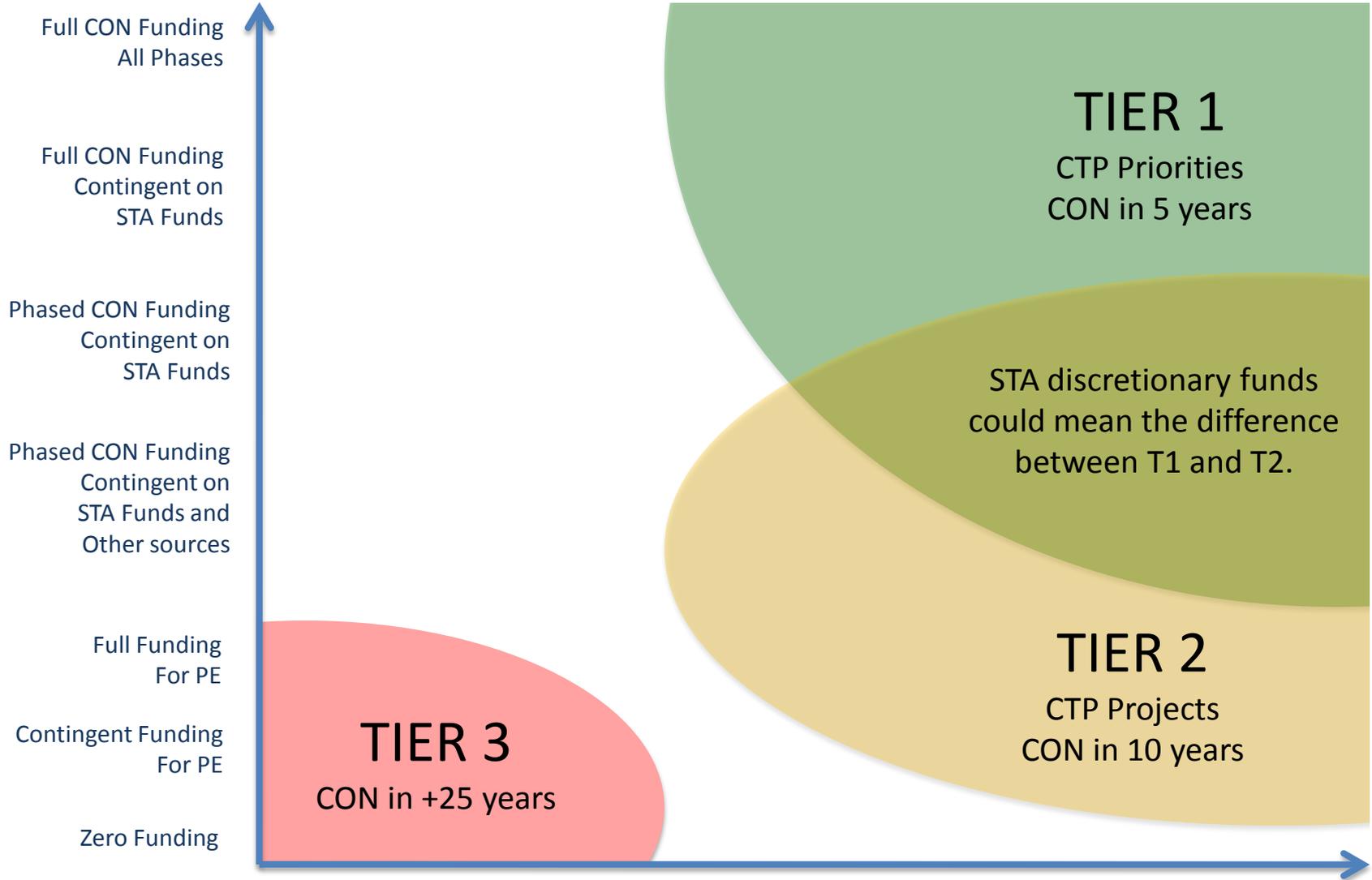
I-80 Red Top Slide Repair – Completed 2008

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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

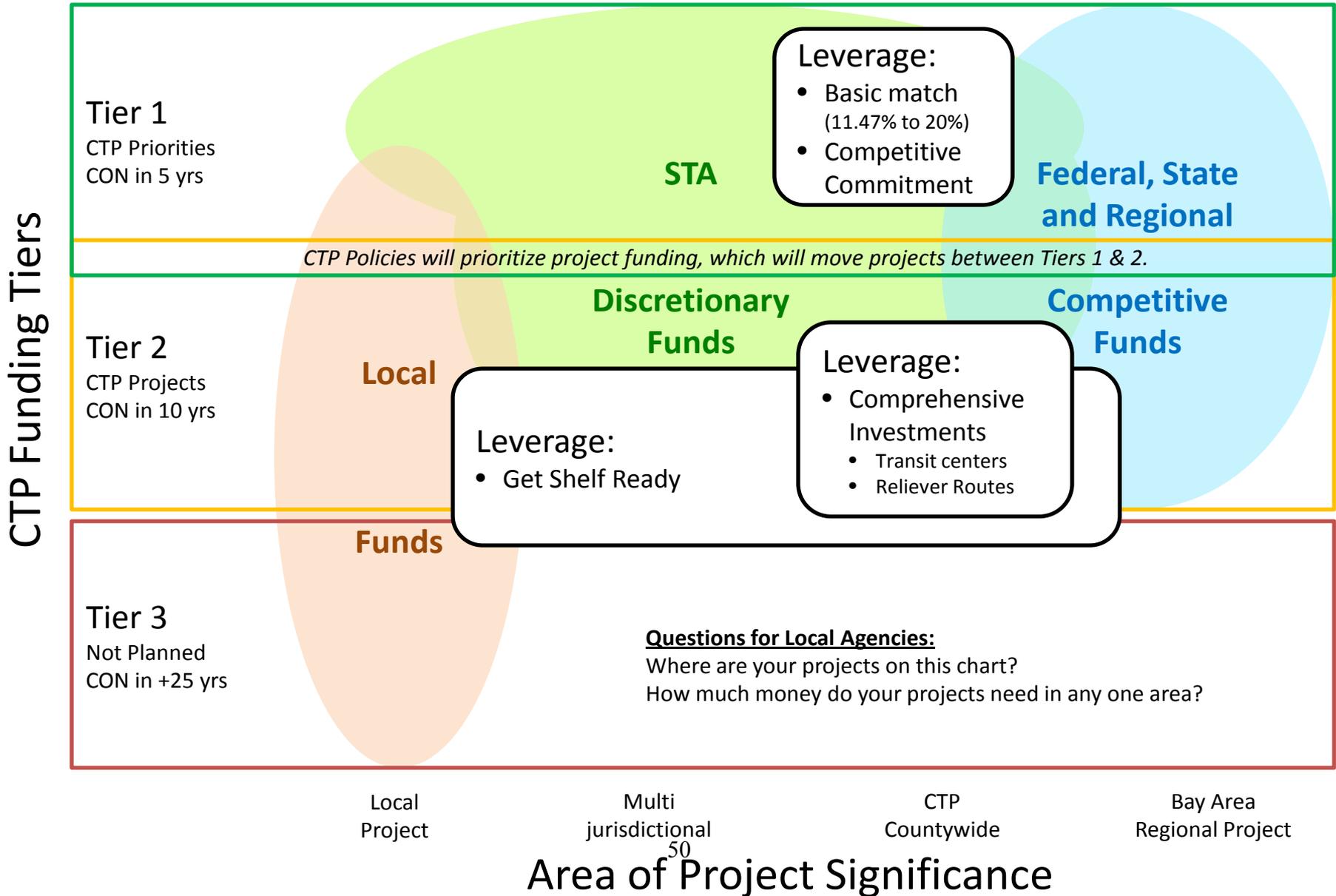


PE, Preliminary Engineering
 PS&E, Plans, Specs, Estimates
 ROW, Right-of-Way
 CON, Construction

Project Planning & Delivery Progress

Leveraging Dollars between CTP Tiers

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



STA

Federal, State and Regional

CTP Policies will prioritize project funding, which will move projects between Tiers 1 & 2.

Discretionary Funds

Competitive Funds

Local

Leverage:
• Get Shelf Ready

Leverage:
• Comprehensive Investments
• Transit centers
• Reliever Routes

Funds

Questions for Local Agencies:
Where are your projects on this chart?
How much money do your projects need in any one area?

Local Project Multi-jurisdictional CTP Countywide Bay Area Regional Project

Area of Project Significance

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: February 11, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: MTC Cycle-1 Block Grants Strategic Plan

Background:

The Metropolitan Transportation Commission (MTC) has modified its process of allocating federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds through the Congestion Management Agency (CMA). MTC's new approach will allow CMAs some flexibility within the spending of the three categories of the CMA block grant funds. Each CMA will be authorized to move up to 20% of the funds from one block grant category to another as its own discretion. If a CMA wishes to move more than 20% of the funds out of any one category, it can seek permission to do so from MTC. STA staff plans to discuss the potential of flexing funds between categories with the TAC and the STA Board.

Each of the CMAs is required to develop a draft CMA Block Grant Strategic Plan to guide use of the block grant funds, and submit that plan to MTC no later than April 1, 2010. The strategic plan must also address the CMAs intended approach to the Safe Routes to School and Complete Streets programs which will be covered under a future staff report. In addition, STA must address how it intends to allocate Eastern Congestion Mitigation Air Quality (Eastern CMAQ) funds. Projects to implement the Strategic Plan must be submitted to MTC by July 30, 2010.

Discussion:

For the first 3-year funding cycle under the newly-adopted Regional Transportation Plan (RTP), MTC has consolidated funding into three categories:

- Local Streets and Roads Rehabilitation (LS&R)
- County Transportation for Livable Communities (TLC)
- Regional Bicycle Program

The draft STA CMA Block Grant Strategic Plan is provided as Attachment A. The Strategic Plan includes the following recommendations:

Planning Funds

MTC has authorized the CMAs to budget 4% of the block grant funds for planning. These funds can be used for a broad range of planning activities that relate to transportation. STA proposes to claim the 4% of funds allowed by MTC. STA's primary use of Block Grant 4% planning funds will be to cover planning and grant administration activities.

Flexing of Funds Between Categories

The MTC Block Grant guidelines allow a CMA to flex up to 20% of the funds identified for one category into another. STA staff recommends not flexing money out of the Local

Streets and Roads (LS&R) rehabilitation program, but based on project priorities and project readiness may recommend flexing funds between the Regional Bicycle and Transportation for Livable Communities (TLC) fund.

Local Streets and Roads Projects

The allocation of LS&R funds is covered in more detail under a separate TAC staff report.

Regional Bicycle Funds

The STA staff recommends using Regional Bicycle funds to deliver one or more of the 14 priority bicycle projects tentatively identified in the Solano Bicycle list of priority project, with priority given to those projects that can be constructed during Fiscal Year (FY) 2010-11 or FY 2011-12.

County Transportation for Livable Communities (TLC) Funds

Based on STA staff's assessment, only the City of Vallejo's Priority Development Area (PDA) Project has been identified as ready to deliver a TLC-eligible project during the first cycle time frame. Unless other TLC eligible project are identified, STA staff will recommend as part of the TLC Block Grant strategy to provide all of the Cycle 1 county share TLC funds to the Vallejo project.

Eastern CMAQ Funds

The portions of Solano County in the Yolo Solano Air Quality Management District (YSAQMD) are eligible for Eastern Congestion Mitigation Air Quality (Eastern CMAQ) funds from the Sacramento Area Council of Governments (SACOG). STA expects to receive \$3 million in Eastern CMAQ funds Cycle 1. STA staff recommends allocating a portion of these funds to support rideshare and vanpool activities administered by STA's Solano Napa Commuter Information (SNCI) program and for the Solano Safe Routes to School (SR2S) program. This will help match the TFCA funds on the Bay Area side of the County. The balance of funding will be available for TLC and/or bike projects for on CMAQ eligible projects that are ready to go.

Federal Funding Minimum

STA anticipates all Regional Bicycle and TLC projects to be able to meet the \$250,000 minimum funding level identified by MTC.

Safe Routes to Schools (SR2S)

The STA Board has adopted a SR2S priority 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 FY 2011, and will work with local jurisdictions to implement additional safety programs and construct additional improvements.

Priority Development Areas (PDAs)

STA staff recommends focusing Cycle 1 TLC funds in the downtown Vallejo PDA due to its ability to deliver the project immediately.

Identification of Projects and Public Participation

The STA is in the process of updating its Comprehensive Transportation Plan (CTP), as well as the Solano Bicycle Plan and the Solano Pedestrian Plan. The update of these plans and their respective project lists will act as the unified call for projects for the block grant program.

In order to aid Bay Area CMAs their countywide planning efforts and to provide a heightened level of funding stability, MTC has authorized the CMAs to budget 4% of the block grant funds for planning and grant management. These funds can be used for a broad range of planning activities that relate to transportation. For STA, the 4% planning funds will amount to \$377,960 will equal or \$188,980 for both FY 2010-11 and FY 2011-12. Due to the current State fiscal crisis and projected impact on the STIP funds provided to STA from the State Transportation Improvement Program (STIP) for Planning Programming and Monitoring (PPM) are projected to increase from a FY 2009-10 level of \$589,900 to an FY 2013-14 amount of \$192,000 and a FY 2014-15 level of \$191,000. Those 4% of CMA planning will help offset this projected loss of STIP PPM in future years.

The following funds totals are estimated to be available for distribution to the cities and county, less the 4% that is recommended for CMA planning and program administration:

	<u>Total</u>
LS&R	\$6,178,560
County LTC	\$1,597,440
Regional Bicycle	\$1,295,040

Maintenance of local streets and roads continues to require a significant investment. The average Pavement Condition Index (PCI) for local roadways in Solano County, as reported by MTC and ranges from a rating of Good (PCI of 77) to Poor (PCI of 45). Because the condition of the roadway surface is a bedrock of all mobility options, STA staff believes that LS&R funds should remain dedicated solely to roadway maintenance.

In order to help STA and the member agencies in preparing for the use of Block Grant funds, STA staff is recommending adoption of the following principals:

1. No funds will be moved out of the LS&R category for Cycle 1.
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories.
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the project decline in STIP PPM funds.

Fiscal Impact:

The Block Grant Strategic Plan will guide the programming of \$9,449,000, to be expended in FY 2010-11 and FY 2011-12.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Transportation Authority CMA Block Grant Strategic Plan as specified in Attachment A and to adopt the following principles to guide STA staff and local agencies in use of MTC Block Grants to CMAs:

1. No funds will be moved out of the LS&R category for Cycle 1.
2. Based on project priorities and project readiness, STA may opt to flex funds between Bike and TLC/PDA categories.
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the project decline in STIP PPM funds.

Attachment:

- A. Solano Transportation Authority CMA Block Grant Strategic Plan

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**SOLANO TRANSPORTATION AUTHORITY
CMA BLOCK GRANT STRATEGIC PLAN
February 18, 2010**

General Purpose and Intent

The Solano Transportation Authority (STA) plans to use the funds provided through the Metropolitan Transportation Commission (MTC) Block Grant program to support the Regional Transportation Plan (RTP) goals of maintaining the system, completing the regional bicycle network and encouraging focused growth in Priority Development Areas (PDAs). In order to do so, the STA will maintain the level of funds proposed to support the maintenance of Local Streets and Roads (LS&R), and will focus Regional Bicycle funds and Transportation for Livable Communities (TLC) funds on projects that are ready for delivery in the next few years. The STA will also use Block Grant planning fund to support STA staff and planning efforts that will assist jurisdictions in preparing bicycle and TLC projects for eligibility for capital funding.

Planning Funds

In order to aid in their countywide planning effort, MTC has authorized the CMAs to budget 4% of the block grant funds for planning. These funds can be used for a broad range of planning activities that relate to transportation and the implementation of the RTP throughout the region. For STA, the 4% planning funds will amount to \$379,120 in the first cycle, or \$189,560 for both Fiscal Year 2010-2011 (FY 2010-11) and FY 2011-12.

STA's primary use of the Block Grant 4% planning funds will be to administer the block grants and conduct planning activities in accordance with MTC's RTP. STA staff will actively assist local jurisdiction staff in preparing plans and environmental documents for Regional Bike and TLC projects. STA has developed the Solano Bicycle and Pedestrian Plan (SBPP) funding plan to direct available funds to priority bicycle and pedestrian projects. Implementation of the SBPP is carried out by STA staff.

Flexing of Funds Between Categories

The MTC Block Grant guidelines allow a CMA to flex up to 20% of the funds identified for one category into another. The STA staff recommends not flexing any money out of the LS&R program category. STA staff does not recommend flexing more than 20% of the funds between the Regional Bicycle and TLC programs. Based upon project readiness, the STA may recommend up to 20% between the Regional Bicycle and the TLC categories.

Local Streets and Roads Projects

The LS&R strategy will be discussed at the STA Technical Advisory Committee (TAC) meeting of February 24, 2010.

Regional Bicycle Funds

The STA staff, based on submittals from the seven Cities, and the County, has identified 82 bicycle projects in Solano County that are part of the Solano Bicycle Plan network. All of these projects are part of the Regional Bicycle Plan. The total cost for these projects is estimated at \$72.5 million in current-year dollars. STA, its member jurisdictions and the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), have further refined the list down to 14 priority projects. The STA's Regional Bicycle Block Grant strategy will focus on delivery of these 14 projects, with priority given to those projects that can be constructed during FY 2010-11 or FY 2011-12.

County TLC Funds

There are 9 Priority Development Areas (PDAs) designated by the Association of Bay Area Government (ABAG) in Solano County; 6 are Planned PDAs, and 3 are Potential PDAs. Of the 6 Planned PDAs, staff has only identified the downtown Vallejo PDA as being ready to deliver TLC-eligible project components at this time. The STA staff recommends providing all of the county share TLC funds to the Vallejo project in the first cycle, unless alternate TLC projects are ready to go. STA planning staff will work with local jurisdictions with designated PDAs to prepare other projects so that they can be eligible for TLC capital funding in the second funding cycle.

Eastern CMAQ Funds

Solano County lies in two air basins, and is therefore divided between two air districts: the Bay Area Air Quality Management District (BAAQMD) for the western portion of the county, consisting of Benicia, Fairfield, Suisun City, Vallejo and portions of the unincorporated county; and, the Yolo Solano Air Quality Management District (YSAQMD), consisting of the cities of Dixon, Rio Vista and Vacaville, and portions of the unincorporated county. The portions in the YSAQMD are eligible for Congestion Mitigation Air Quality (CMAQ) funds from the Sacramento Area Council of Governments (SACOG), referred to as Eastern CMAQ funds.

STA is expected to receive \$3 million in Eastern CMAQ funds for the first cycle. STA staff recommends dedicating a percentage these funds to support rideshare and vanpool activities administered by STA's Solano Napa Commuter Information (SNCI) program and the Solano Safe Routes to School (SR2S) program. The remaining funds are recommended to be allocated to prioritize bike, pedestrian, and TLC projects identified through the STA's Comprehensive Transportation Plan (CTP) prioritization process.

Safe Routes to Schools.

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. The STA Board has recommended expanding the SR2S Program to reach at least 80 schools so they can complete walking audits and local maps by the end of Fiscal Year 2011. STA and the local jurisdictions will implement additional safety programs and construct additional improvements. One of the steps STA will take is to maintain a part-time SR2S program coordinator position to assist school districts in project delivery.

Priority Development Areas

As noted above, there are 9 designated PDAs in Solano County, including 6 Planned PDAs and 3 Potential PDAs. STA will focus first cycle TLC funds based on project readiness and ability to deliver projects immediately, and will work with other jurisdictions in order to prepare individual projects for construction fund eligibility.



DATE: February 12, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Sam Shelton, Project Manager
RE: MTC Local Streets and Roads, Cycle 1 Block Grants

Background:

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

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is \$9.449M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program.

Discussion:

Funding shares for allocating regional local streets and roads funding shares are calculated based on MTC's LS&R formula: 25% population, 25% lane mileage, 25% Metropolitan Transportation System (MTS) funding shortfall and 25% preventive maintenance performance score. Funding shares and amounts by agency are provided in Attachment A. It is estimated that \$6.179M will be available for LS&R in Solano County in Cycle 1.

Deferring/Advancing Funds Between Cycles

To reduce the number of federal-aid projects and their administrative burdens on MTC, Caltrans, and FHWA staff, MTC has mandated a minimum project size of \$250,000 for all block grant projects. Since some agency's cycle shares are less than \$250,000, MTC allows flexibility to shift shares between Cycle 1 (FY 2010-11, 2011-12) and Cycle 2 (FY 2012-13 to 2014-15) by swapping cycle funds between agencies. This will enable a city with smaller shares to deliver a larger project in Cycle 2. However, Rio Vista's combined shares (\$161,000) do not meet the \$250,000 minimum. STA staff recommends that Rio Vista's shares be swapped \$0.90/\$1.00 for local funds with an agency willing to accept their funding in either cycle.

Given the available flexibility between cycle funds and the potential for smaller cities to fund one larger project in Cycle 2, STA staff recommends that the final LS&R Cycle 1 and Cycle 2 shares be discussed in depth with TAC members to decide how best to match the available Cycle 1 and Cycle 2 funds to their priority local streets and roads rehabilitation needs.

Deferring funds to Cycle 2 also allows local agencies additional time to plan and environmentally clear larger more complicated rehabilitation projects. Cycle 1 funds are estimated to be available to request authorization by December 2010 or January 2011, as part of the 2011 Transportation Improvement Program (TIP) development process. As required by MTC Resolution 3606, funds programmed in FY 2010-11 will need to request authorization to proceed with a project phase by February 2011.

For example, the cities of Benicia, Dixon, and Suisun City could request deferment of their Cycle 1 funds to Cycle 2. This would free up \$945,000 for the cities of Fairfield, Vacaville, Vallejo and the County of Solano to advance Cycle 2 funding for larger projects in Cycle 1. This would allow Benicia to deliver one \$545,000 project, Dixon to deliver one \$416,000 project, and Suisun City to delivery one \$826,000 project during Cycle 2.

Federal Aid System (FAS) Minimum County of Solano Shares for Road Rehabilitation

The Federal-Aid Secondary (FAS) program is policy set in 1990, where each county gets no less than 110% of the amount a county was receiving under the FAS in FY 1990-91. That amount adds up to \$15M for Bay Area counties for each 6-year bill, giving the County of Solano about \$1.8M over the next 6 years (see attachment B). MTC is proposing to allow counties to program this directly into the TIP without the STA's concurrence. If programmed as part of LS&R cycles, that would be \$600,000 in FY 2010-11 and 2011-12 and \$1.2M in FY 2012-13 to 2014-15 in addition to the allocation of LS&R formula shares of \$1.93M for the County of Solano.

Unmet Transit Needs Funding for County of Solano Used for Road Rehabilitation

Each year, Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon population formula and are primarily intended for transit purposes. However, TDA 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.

To date, the County of Solano is the only agency in Solano County to claim TDA 4/8 for road rehabilitation. Over the last 4 years, the County of Solano has dedicated on average \$507,000 in TDA funds each year for road rehabilitation projects. \$428,000 is estimated to be available in FY 2010-11 for the County of Solano, if they stay in the Unmet Transit Needs process.

Setting Funding Targets

STA staff recommends that TAC members come to the TAC meeting prepared to discuss potential street rehabilitation projects and various methods of scaling projects to meet available funding levels. This added flexibility can help project sponsors combine street rehabilitation projects with other priority bicycle and pedestrian projects, as recommended by MTC's "Complete Streets" policies, which may also make them more competitive for other Cycle 1 STA Block Grants and funding programs.

Funding Alternatives for County of Solano Road Rehabilitation Funds

STA staff recommends that the TAC discuss several funding target alternatives given the County of Solano’s available road rehabilitation funds.

- Alternative 1: County of Solano (LS&R + FAS + TDA) – (\$6.3M)
 - County of Solano receives programs FAS and TDA for Streets and Roads and STA Programs LS&R to County over the next 6 years.

- Alternative 2: County of Solano continues to program TDA for Streets and Roads (FAS + TDA) – (\$4.468M)
 - County of Solano programs FAS and TDA funding under their authority, but STA redistributes \$1.93M in County of Solano Cycle 1 & 2 LS&R formula funds to other agencies:

Benicia	\$107,000
Dixon	\$85,000
Fairfield	\$511,000
Rio Vista	\$35,000
Suisun City	\$164,000
Vacaville	\$433,000
Vallejo	\$595,000

- Alternative 3: County of Solano (LS&R + FAS + TDA phase out) (\$3.831M base with phase out of TDA over 2-3 years) for road rehabilitation
 - County of Solano phase out of the Unmet Transit Needs process and no longer use TDA funding for road rehabilitation after phase out period. These funds are still available to Solano County for non-road rehabilitation projects and programs, such as an expanded taxi script program, transit service in unincorporated area, staff time related to these projects and programs, transit and funding countywide intercity transit services and needs.

Fiscal Impact:

A \$6.179M in federal funds for Local Streets and Roads projects will be programmed for FY 2010-11 and FY 2011-12. \$5.507M in Local Streets and Roads funds will be dedicated to FY 2012-13, 13-14, and 14-15 once MTC makes Cycle 2 funds available for programming.

Recommendation:

Forward a recommendation to the STA Board for Local Streets and Roads Cycle 1 and Cycle 2 funding targets for local agencies in Solano County.

Attachments:

(The attachments below have been provided to the TAC members under separate enclosure. You may obtain a copy by contacting the STA offices at (707) 424-6075):

- A. Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares
- B. “New Act Funding—FAS Commitments and Set-Asides for Counties”, MTC, 02-04-2010

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DATE: February 12, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria

Background:

On December 10, 2008, 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. Since January 2009, STA staff has worked with Economic Planning Systems (EPS) and three RTIF committees to develop the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (6 meetings to date), comprised of Public Works & Planning Directors who have reviewed 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 Board.

Discussion:

Between December 2009 and January 2010, the RTIF committees reviewed and recommended project eligibility and ranking criteria (Attachment A). This is the first step towards narrowing the list of projects to analyze 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 in the process of being updated, there is still time for projects to be added or removed.

Ranking criteria included the following measures:

- *Regional Significance of Trips*, Prioritize or rank projects based on the absolute or relative number of new regional trips.
- *Regional Divergence Benefits*, Prioritize projects that divert new trips from a congested mainline (e.g., I-80) to a less congested alternative (e.g., North Connector Project).

- *Projected Traffic Characteristics*, Prioritize projects that achieve desired traffic thresholds such as:
 - *Level of Service (LOS)*
 - *Vehicle Hours of Delay (VHD)*
 - *Average Annual Daily Traffic (AADT)*
 - *Volume to Capacity Ratios (V/C)*
 - *Travel Time Reliability*
 - *Safety Standards*
- *Reduction in Greenhouse Gases (GHG)*, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift potential.
- *Funding Strategy*, Prioritize projects that improve the ability of local agencies to attract/leverage funds from other sources.

CTP included projects are the regionally important projects identified to help increase mobility, travel safety, and economic vitality by 2035. Only capital projects, such as roadway improvements and transit centers, are legally eligible to spend impact fee funds. 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 focuses on RTIF eligible projects such as roadway and transit capital projects.

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 other counties examples for how they applied their RTIF criteria to develop a list of projects and allocate RTIF funds using their allocation and program implementation options. STA staff will bring back a list of illustrative projects from the RTIF project list to demonstrate how they might be addressed through the various RTIF allocation options.

Recommendation:

Forward a recommendation to the STA Board to approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.

Attachments:

- A. RTIF Project Selection Criteria (Absolute/Eligibility and Ranking Criteria), 01-13-10

Table 1
RTIF Committee Recommendations (Dec 2009 - Jan 2010)

Screening Criteria¹	Description
<u>Absolute Criteria²</u>	
Included in the CTP	Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds).
<u>Ranking Criteria²</u>	
Regional significance	Prioritize or rank projects based on the absolute or relative number of regional trips.
Regional Divergence	Prioritize projects that divert trips from a congested mainline (e.g. I-80) to a less congested alternative (e.g. North Connector).
Existing / projected traffic characteristics	Prioritize projects that achieve desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability) or safety standard.
Reduction in GHG	Prioritize projects that reduce emission of Green House Gases, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift.
Funding strategy	Prioritize projects that improve the ability of County jurisdictions / agencies to attract/leverage funds from other sources.

(1) Screening criteria assume all projects comply with AB 1600 and are not already fully funded by another source.

(2) Absolute criteria determine whether a project is "in" or "out" while ranking criteria used to evaluate projects that are "in".

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DATE: February 11, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis
for Three Elements

Background:

The Comprehensive Transportation Plan (CTP) is the Solano Transportation Authority (STA's) primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The current CTP was adopted by the STA Board in 2005. In September 2007, the Board initiated an update of the CTP.

The STA Board has adopted goals for each of the three CTP elements to help guide development of the transportation system. The STA Board has also adopted a State of the System report for each CTP element. The State of the System provides a 'snapshot' report of how the system currently operates. Since the time of the adoption of the Transit Element State of the System Report, there have been significant changes to the provision of paratransit services, requiring an update of that report. In addition, STA staff has prepared a "Gap Analysis" for each CTP element, describing how well each of the Element goals is or is not being met at this time.

The 2005 CTP identifies roadways critical to maintaining mobility in Solano County. These roadways are designated as Routes of Regional Significance (RORS). In the process of updating the CTP, the STA Board has adopted criteria for roadways to be designated as Routes of Regional Significance, and has identified additional roadways that meet those criteria. In addition, criteria were developed to identify facilities that support intercity transit, designated as Transit Facilities of Regional Significance (TFORS). The STA Board has adopted a list identifying Transit Facilities of Regional Significance.

During the summer and fall of 2009, the STA requested the county and 7 cities submit projects for inclusion in the CTP. STA and agency staff subsequently reviewed and consolidated these projects into a single list, and presented the list to the three CTP Committees for review. The CTP project list was presented to the Technical Advisory Committee (TAC) at its meeting of January 27, 2010. At that meeting, several members asked to have action on the CTP project list put off until the February TAC meeting to provide more time to discuss with their respective City Councils.

Discussion:

Goal Gap Analysis. The Goal Gap Analysis has been developed to help identify where Solano County is having success in meeting the CTP goals, as well as where a goal new or is otherwise not yet

being fully implemented. In order to perform this Goal Gap Analysis, STA staff has reviewed each of the elements' goals, and prepared an analysis of whether each Goal is:

- **Completed** – This is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of Regional Significance. This also includes the initiation of an on-going program.
- **Significant Progress** – A project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – Projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

The Alternative Modes and Transit committees each reviewed and recommended approval of their element's Goal Gap Analysis. Those analysis are included as Attachment A and Attachment B. The Arterials, Highways and Freeways Committee received but did not act upon its Goal Gap Analysis. The Committee is expected to act on the Goal Gap Analysis at its meeting of March 15, 2010.

Routes and Transit Facilities of Regional Significance. The Arterials, Highways and Freeways Committee and the Transit Committee each reviewed the criteria and project lists for their respective Regional Significance facilities. The Arterials, Highways and Freeways did not recommend any changes to the Routes of Regional Significance criteria. They did recommend adding three projects to the Routes of Regional Significance list: Parkway Boulevard and Vaughn Road in Dixon, and the California Drive extension and overcrossing in Vacaville and Solano County. The Transit Committee recommended adding stand-alone park-and-ride lots designated by Caltrans or an STA member agency to the Transit Facilities of Regional Significance criteria. The Committee also recommended adding three Park-and-Ride lots in Dixon to the TFORS project list. The recommended new Transit Facilities of Regional Significance criteria and the additions to the Routes of Regional Significance and Transit Facilities of Regional Significance project lists are included as Attachment D.

CTP Project List. STA has received comments from the City of Rio Vista since the January 27th TAC meeting. Those comments are contained in the amended CTP Project List included as Attachment E. Additional comments are expected from the City of Benicia after their City Council meeting of February 16, 2010. Those comments will be included as an attachment under separate cover.

In addition, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) will complete their review and ranking of projects at committee meetings of February 17th and 18th, respectively. The CTP project lists will automatically contain those projects. The BAC and PAC project lists are included in separate staff reports to the TAC (Items VII. F and VII. G).

The Benicia City Council approved modifications to the project list on February 16th. Those changes are shown in Attachment E.

Fiscal Impact:

None. However, only projects listed in the CTP Project List will be eligible for STA-administered funding.

Recommendation:

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

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Arterials, Highways and Freeways Goal Gap Analysis, contained in Attachment C, incorporating any changes recommended by the Arterials, Highways and Freeways Committee;
4. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and
5. CTP project list included as Attachment E.

Attachments:

- A. Transit Element Goal Gap Analysis
- B. Alternative Modes Goal Gap Analysis
- C. Arterials, Highways and Freeways Goal Gap Analysis,
- D. Transit Facilities of Regional Significance Criteria; and, Routes of Regional Significance and Transit Facilities of Regional Significance
- E. CTP project list included as Attachment E.

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Transit Element

Purpose Statement and Goals

COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Transit element

Purpose Statement: Identify mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals are established:

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.

This goal has been Completed. The countywide public transit network consists of the following public services: Solano Express bus service, Capitol Corridor trains and Waer Emergency Transport Authority (WETA) ferry boats. Solano-Napa Commuter Information (SNCI) rideshare provides matching for vanpool and carpool users, but the vanpools and carpools are privately operated. Transit Facilities of Regional Significance include both fully-public facilities and public facilities used by private carpools and vanpools. Construction, acquisition and operation of facilities and vehicles will be on-going.

- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities. **This goal has achieved Significant Progress.** Transit services provide direct links to BART stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to UC Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. The State Route (SR) 12 Transit Corridor Study has identified the need to provide transit connections between Napa and Solano counties, specifically along the SR 12 corridor through Jameson Canyon (SR 20 to I-80) While most major destinations are served, additional local nodes in the public transit system, are needed to increase access to the system.
 - a) Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community projects and Priority Development Areas. **This sub-goal is a Preliminary Proposal.** TOD projects are few in number in Solano County, and the PDA process is relatively new. There has been little time to begin to focus resources to support transit services to TOD/PDA areas; however, 9 PDAs have been designated in Solano County cities.

- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.

This goal has achieved Significant Progress. Although there are efforts to coordinate the arrival of local and express buses, and to coordinate the arrival of bus service with the Capitol Corridor train and WETA ferry services, there is not a single point of coordination or formal communication. SNCI provides a supportive roll in coordinating local and regional transit schedules.

- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority. **This goal has achieved Significant Progress.** STA and its member agencies have promoted the location of local and SolanoExpress bus facilities at the existing ferry and rail stations. STA has partnered with the Capitol Corridor Joint Powers Authority (CCJPA) to provide the existing passenger train service at the Suisun City/Fairfield station and to obtain a passenger train commitment and the Fairfield/Vacaville station, and to provide funds and support for track improvements and joint marketing.

- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services. **This goal has achieved Significant Progress.** SolanoExpress is the coordinating system used for intercity transit, both to the Bay Area and Sacramento. For local transit, a single service provider (Fairfield And Suisun Transit – FAST) serves Fairfield and Suisun. The cities of Vallejo and Benicia are working to consolidate their local and intercity transit services. Dixon, Rio Vista and Vacaville run separate services. All of the local services are provided by a private-sector contractor. Finally, STA and the transit providers have signed an Intercity Funding Agreement to provide an equitable distribution of the funding burden for intercity transit bus service.
 - a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit. **This sub-goal has been Completed.** STA completed a Transit Consolidation Study in

September of 2007.

- 6) Continue to build upon Solano resident's high rate of carpool and vanpool commuting by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
 - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information (SNCI). **This sub-goal has been Completed.** SNCI provides rideshare services at no cost for residents of Solano and Napa counties, as well as transit connection advise and computer links to transit providers and regional transportation data such as MTC's 511 system. This system requires an on-going funding commitment.
 - b) Increase the inventory of park and ride spaces by at least 25% by 2015. **This sub-goal has achieved Significant Progress.** The current inventory of park-and-ride lots shows 3,292 spaces available. An increase of 25% would add 823 spaces, for a total of 4,115 spaces by 2015. Has begun on 200 spaces in Phase 1 of the Vacaville Transportation Center, with completion expected in late 2010. Plans exist and are being advanced to construct 400 spaces at Phase 2 of the Vacaville Transportation Center and 360 spaces at Phase 2 of the Fairfield Transportation Center, for a total of 960 spaces that can be constructed by 2015. Additional spaces can also be expected at the Curtola Park and Ride facility in Vallejo. In addition, 3 new park-and-ride lot sites have been identified in Benicia and are eligible for RM 2 funding. Two additional lots are proposed for Fairfield, three sites have been potential sites have been identified in Dixon, and one site in Rio Vista.
 - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon. **This sub-goal is a Preliminary Proposal.** Park and ride lot locations have been identified for each community. For Rio Vista, one site has been identified at Church Road and SR 12, but funding for construction of the site has not been identified. For Benicia, 3 locations that have access to RM-2 funding have been identified. In addition, the proposed Benicia multi-modal transit center at the Lake Herman Road/I-680 intersection is proposed, with study funds possibly from RM-2. However, none of the projects is beyond 35% PS&E. The City of Dixon has generally identified 3 park-and-ride lot locations at freeway intersections, but has not specified exact locations, and has not dedicated funding to design or other implementation steps. The City of Rio Vista has identified one site at SR 12 and Church Road, but has not dedicated funding to design or other implementation steps.

- 7) Provide services that create mobility for senior and disabled riders.
 - a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan. **This sub-goal is a Preliminary Proposal.** The STA Fiscal Year 2009-2010 (FY 09-10) budget includes funding for an update of the Senior and Disabled Transit Study. Completion of the update is expected in FY 10-11.
 - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options. **This sub-goal has achieved Significant Progress.** The STA hosted two Senior and Disabled Transit summits in the last half of CY 2009. These Summits provided contemporary evaluations of the current system and specific suggestions on improvements to the system. As a result of the two summits, STA has established a committee to assist in the assessment of senior and disabled

transit needs. In addition, STA and hrte member agencies have adopted a county-wide paratransit taxi script program for ADA-eligible riders. This program will require an on-going funding commitment.

- c) Utilize the Paratransit Coordinating Council (PCC) as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs. **This sub-goal has been Completed.** The PCC meets on a regular basis to provide advice and direction to STA staff regarding provision of senior and disabled transit services.
- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans. **This goal has achieved Significant Progress.** CBTPs exist for Dixon (2004), Cordelia/Fairfield Suisun (2008) and Vallejo (2008). Priority projects identified in the three adopted CBTPs have so far received \$3.1 million in Lifeline Transportation Funds allocated by STA and MTC. In 2010 a CBTP is scheduled to be completed for Vacaville, and another for east Fairfield in 2011.
 - 9) Develop and implement a program to reduce the air emissions of transit vehicles. **This goal has achieved Significant Progress.** This is a new goal in the CTP. STA has submitted and obtained earmark requests for two appropriations cycles through the office of Congressman George Miller for clean-fuel transit vehicles. In addition to the intercity transit fleet, local transit vehicles providers have moved to clean fuel vehicles. The City of Fairfield operates a clean diesel bus fleet, and the City of Vacaville has converted its City Coach transit fleet to Compressed Natural Gas, with diesel vehicles used only as back-ups. However, this is currently an ad-hoc process, rather than a systematic policy of acquisition of new transit vehicles. Alternative Fuels for both public and private vehicles is also addressed in the Alternative Modes element of the CTP.
 - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations. **This sub- goal is a Preliminary Proposal.** STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance use of that/those fuel(s).
 - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles. **This sub- goal is a Preliminary Proposal.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. On an as-needed basis, discussions of alternative fuel vehicles are included on the agendas. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative of clean fuel buses.
 - 10) Increase the transit mode share to 8% of commute hour trips by 2015. **This sub- goal is a Preliminary Proposal.** The current transit mode, excluding rideshare, was 5% in 2005 (the most recent year with available statistics). The highest proportion reached for transit was 7% in the year 2000. Transit percentage information is not available for years since 2005.
 - a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive. **This sub-goal has achieved Significant Progress.** STA and the transit providers meet on a monthly basis through the

SolanoExpress Intercity Transit Consortium to identify and implement steps to improve transit ridership, including routing, scheduling and advertising issues. In addition, STA has worked with the California Department of Transportation (Caltrans) to construct and open a High Occupancy Vehicle (HOV) on I-80 lane between Red Top Road and Airbase Parkway. STA's SSCI program also conducts the yearl Solano Commute Challenge, provides rideshare incentives and markets transit programs. STA has also dedicated discretionary funds to the construction of transit centers and park-and-ride lots.

- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. **This goal has been Completed.** The STA Board has adopted the criteria and the facilities have been nominated by the member agencies and accepted by the STA Board.

Transit Facilities of Regional Significance are:

- a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
 - b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
 - c) Bus stations providing all of the following services:
 - i) Routes to destinations outside Solano County or between two or more cities in Solano County
 - ii) Peak hour headways of 1 hour or less
 - d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
 - e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance. **This goal has achieved Significant Progress.** STA has initiated a periodic review of top priority projects for each of the 7 cities and the county in order to identify which roadway and transit projects will be given priority in receiving funds. In addition, STA is exploring the possibility of a Regional Transportation Impact Fee. Both efforts use Routes of Regional Significance and Transit Facilities of regional Significance as the basis for identifying eligible projects. This process will also be used to identify projects eligible for funding through the Regional Transportation Plan. The STA's Regional Measure 2 (RM 2) priorities list has been used to identify and help fund key transit nodes.
- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure. **This goal has achieved Significant Progress.** To help with long-range planning and the updating of the Regional Transportation Plan (RTP) every three years, MTC collects consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator in the Bay Area's large

urbanized area and small urbanized areas. The data is used to improve MTC's ability to forecast regional transit capital rehabilitation and replacement needs and to program available funding. The inventory also helps operators manage their capital assets. A major portion of the project work to date involved working with operators to identify the source of capital inventory data so that each operator could readily provide data for the regional inventory, as well as their own asset management needs. MTC has recently hired a consultant to assist in refining the asset inventory and cost data currently included in the Regional Transit Capital Inventory (RTCI). MTC's main focus is on major capital projects and they do not collect capital information from rural transit operators which includes Dixon Redit-Ride and Rio Vista Delta Breeze. Working with the Transit Consortium, the Solano Transportation Authority (STA) also collects the transit capital assets and associated replacement and rehabilitation costs from each Solano County operator including the rural areas. STA collects major and minor capital assets, as well as transit fleet inventory data every two years. STA utilizes these lists to categorize capital projects and cost to assist in identifying progress, needs and potential funding options.

- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities. **This goal is a Preliminary Proposal. Creation of a Safe Routes to Transit Plan is funded for the second half of FY 09-10, but the study has not yet been initiated.**
 - a) Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
 - b) Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.

- 15) Provide decision-makers with timely, accurate and sufficient information to make transit service and investment decisions
 - a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29. **This goal has achieved Significant Progress.** A transit corridor study was completed for I-80/I-680/I-780 in July 2004, and for SR 12 in January of 2006. No transit corridor study has been conducted for SR 29, and neither the STA nor the Napa County Transportation and Planning Agency has allocated funds for such a study.
 - b) Conduct countywide ridership surveys every three years. **This goal has been Completed.** STA conducted a transit rider survey in 2006, and completed a new survey in late 2009. The results of the 2009 survey are being compiled at this time.

Alternative Modes Element

Purpose Statement and Goals Gap Analysis

COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Alternative Modes Element Purpose Statement

Purpose Statement: One County, Many Choices for Mobility – Identify and implement programs and projects that will expand safe transportation options that do not require the use of single occupant vehicles or public transit, improve safety for users of alternative modes, and reduce the environmental impact of all forms of transportation used in Solano County.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are established under the three (3) categories of Bicycle and Pedestrian Transportation, Alternative Fuels, and Transit-Oriented Development:

Bicycle and Pedestrian Transportation

- 1) Plan and construct a county-wide bicycle system with the following features:
 - a) A system of links consisting of Class I, II and III facilities, appropriate to their location that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other

counties.

This goal has been Completed. The Solano Countywide Bicycle Program identifies a countywide bikeway network that consists of a planned network of Class I, II, and III facilities specific to each of the cities and the County. According to the State of the System – Alternative Modes report, 43% of the identified county-wide bicycle system has been constructed. Although the countywide bikeway network has not yet been completed, STA and its member agency staff continuously work together toward constructing the planned facilities.

- b) For projects requesting STA administered funding, require facilities such as lighting, shade, water, and bike lockers at regionally significant transit centers and specified activity centers.

This sub-goal is a Preliminary Proposal. There are some existing locations within each agency that provide adequate support facilities or one type of amenity, many lack complementary facilities (for example, bike lockers are present but drinking water is not). An inventory of support facilities for identified key system nodes, activity or transit facilities such as park-and-ride lots centers has not yet been undertaken exist.

- c) Consistent signage to identify system segments and provide wayfinding information.

- i) Signage to identify system segments. **This sub-goal has been Completed.** The STA currently publishes the Yolo-Solano BikeLinks Map showing regional routes between Solano and Yolo counties. STA has also created a regional bicycle route sign to designate a bicycle route as a regional connection. These signs are added to the bike routes as they are constructed or improved. An inventory of the sign locations does not exist. These signs are agreed to as part of the bicycle funding agreement; however, STA has no formal policy requiring be installed.

- ii) Signage to provide wayfinding information. **This sub-goal is a Preliminary Proposal.** A “wayfinding signage plan,” is a document that does not exist. This plan would identify key locations, standards for placement, map templates, uniform pavement markings, and uniform sign specifications scaled for regional bike routes and major activity centers to assist bicyclists and pedestrians navigate their travel routes within Solano County (i.e. transit information, distance to key activity centers/attractions, etc).

- 2) Plan and construct a county-wide pedestrian program.

- a) Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs). **This sub-goal is a Preliminary Proposal.** The pedestrian plan in Solano County has evolved from a trails study completed in 1999. Today, a complete countywide pedestrian program includes the coordination of developing regional trails, paths, and access to regional transit. STA publishes the Transportation for Livable Communities (TLC) Plan and TLC Toolkit. However, a key subject area in need of development and coordination with the TLC program is Priority

Development Areas (PDA). PDAs are new to the CTP. The STA is working with its partner agencies as well as MTC staff to develop an appropriate planning and funding strategy to complete connections to transit and within activity centers (e.g., employment/shopping /transit/etc.) through the Solano Countywide Pedestrian Plan and the Solano Bicycle and Pedestrian Program (SBPP). The Solano Countywide Pedestrian Plan is the planning document and the SBPP is the funding program.

- b) Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails. **This sub- goal is a Preliminary Proposal.** STA is already working on projects such as the Jameson Canyon trail study to help implement this goal.
- 3) Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans. **This goal has been Completed.** With the 2009/2010 update to the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan, criteria have been developed to identify projects to achieve the goals of their respective plans. A separate set of criteria for prioritizing planned projects has also been developed. Priority projects will be reviewed annually.
- 4) Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained. **This goal is a Preliminary Proposal.** This policy initiative is new to the CTP, and no steps have been taken to implement it.
- 5) Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds. **This goal has achieved Significant Progress.** This policy initiative is new to the CTP. Currently, STA staff requires that a complete streets checklist be filled out and submitted by member agencies when applying for funds administered by STA. A link to submitted checklists has also been placed on the STA website to enable access by the BAC and PAC as well as the general public. A policy recommendation is pending approval by the STA Board as a part of the 2010 Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan updates. This is consistent with Caltrans and MTC's Complete Streets policies. Note: not yet in the CTP/bike/ped plans. Policy needs to go through STA Board first. STA step is to go beyond disclosure and present to the BAC/PAC. Developing a policy is next. Bring examples of what other agencies think Complete Streets is. Identify good complete streets

candidate projects.

- 6) Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities. **This goal has been Completed.** STA staff participates on the Caltrans D4 Pedestrian advisory committee, MTC Regional Bicycle Working Group, MTC Regional Pedestrian Committee, and attends various regional meetings to coordinate and stay current with transportation news and industry developments.
- 7) Encourage end-user focused bicycle and pedestrian facilities planning. **This goal has been Completed.** The STA Bicycle and Pedestrian advisory committees consist primarily of system users. STA and member agency staff attends and participate as *ex officio* members of these committees. STA staff also seeks the advice and guidance from experienced cyclists and walking commuters from local bicycle clubs, pedestrian interest groups, and members of the BAC and PAC. STA staff works closely to coordinate the needs of the public with projects identified by project sponsors. In addition, external resources including blogs, internet websites, magazines, and newspapers are frequently used to identify current best-practices as a tool for bicycle and pedestrian facilities planning.
- 8) Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
 - a) Safe Routes to School (SR2S) Program. **This sub-goal has been Completed.** STA has adopted a Safe Routes to Schools plan, and is now implementing a SR2S program. Additional funds are being sought to expand the number of schools involved in the SR2S program. The Safe Routes to Transit plan has not been initiated
 - b) Safe Routes to Transit (SR2T) Program. **This sub- goal is a Preliminary Proposal.** The STA Fiscal Year (FY) 2009-10 budget identifies funds for the development of a SR2T plan.
- 9) Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.
This goal has been Completed. STA staff coordinates and prepares agendas for a Bicycle Advisory Committee (BAC) and a Pedestrian Advisory Committee (PAC). Each committee meets at least once quarterly per calendar year. STA works with appointing agencies to ensure that each Committee position is filled with a qualified candidate. With the two committees, STA can maintain the unique perspective of each group.

- 10) Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies. **This sub- goal is a Preliminary Proposal. An index for bikability and walkability currently does not exist. This policy initiative is new to the CTP, and no steps have been taken to implement it. STA staff will need to develop a method to inventory the condition of travel surfaces for bicyclists and pedestrians through the Pavement Condition Index (PCI) as a starting point for each city.**
- 11) Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit. **This goal has been Completed.** The Solano Napa Commuter Information (SNCI) program currently provides transit trip planning information. Callers to SNCI can also request trip planning assistance for bicycling and walking also. The 511.org Trip Planner also provides an online system for identifying preferred routes of travel with connections to transit as a resource for bicyclists and pedestrians. Through the SNCI program, STA will continue to market the 511.org Trip Planner more to improve its benefit to the bicycling and walking people in Solano County.
- 12) Continue to provide financial incentive for the purchase of bicycles to be used for commuting.
This goal has been Completed. SNCI administers the program and works with participants to log their bicycle miles travelled. The Solano Napa Commuter Information (SNCI) posts flyers to attract interested residents and workers of Solano County. The program provides a reimbursement of 60% of cost of the bicycle, up to \$100.

Alternative Fuels

- 1) Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
- a) Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County. **This goal has achieved Significant Progress.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. As technology advances, a series of agenda items to identify and implement alternative fuels technologies at future meetings is planned. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative clean fuel buses.

- b) Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles. **This goal has achieved Significant Progress.** Some agencies own and operate compressed natural gas (CNG) fueled buses and Electric Vehicle fleet. STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance the use of that/those fuel(s). The City of Vacaville's City Coach bus service is comprised of 15 CNG buses. The City of Vallejo is currently taking steps toward transitioning their fleet vehicles to diesel or diesel-electric buses. Vallejo Transit bus service is currently comprised of a combination of 60 gasoline or diesel buses. STA has assisted with securing funding for projects related to procurement of alternative fueled vehicles and also provides funding opportunity updates to project sponsors in the Consortium, TAC, and STA Board meeting agenda packets.
- 2) Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles. **This goal has achieved Significant Progress.** STA staff supports programs and projects submitted by member agencies interested in sponsoring alternative fuel vehicles for on-road use. The City of Vacaville has operated a successful Electric Vehicle (EV) program for lease or purchase of EVs and to offset the cost of owning an EV for its residents and workers of eastern Solano County and the cities of Dixon, Rio Vista and Vacaville. The City of Vacaville runs a similar program to cover the marginal cost of acquisition of CNG cars for residents of these areas. Funding for the program has been largely from the Yolo Solano Air Quality Management District – Clean Air Funds program (administered by the YSAQMD with funding advice provided through STA, The City of Vacaville also maintains an Electric Vehicle fleet for City staff use. Funding for the program is not adequate to cover the number of interested participants, and no funding is available for residents in the BAAQMD jurisdiction.

Transit-Oriented Development

- 1) Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations such as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs. **This goal has achieved Significant Progress.** The Metropolitan Transportation Commission (MTC) is working with the Association of Bay Area Governments (ABAG) to implement the Bay Area FOCUS initiative which identifies PDAs and provides TLC funding for eligible projects within the PDAs. Approximately \$1.8 million dollars will be allocated to Solano County through MTC's Transportation of Livable Communities (TLC) funding program to construct

projects in PDAs. STA is working with each member agency to developing an implementation strategy to administer the programmed funds. Because PDAs are a relatively new concept, STA has a limited ability to track the success of funds it manages in supporting PDAs. STA's allocation of TLC funds in past years has supported development of projects that support PDA-type development, but not all TLC funds have been expended in areas that have received PDA designations. Note: address need to improve higher density development strategy.

- 2) Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations. **This goal has achieved Significant Progress.** STA developed an Alternative Modes funding strategy that has been used to coordinate the various funding sources pertinent to the development of various projects, including those in PDAs and TOD locations. As new programs are developed at the regional level, STA will continue to update the funding strategy to coordinate the funding to most efficiently support the planning and construction of projects under the alternative modes element.
- 3) Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning. **This goal has achieved Significant Progress.** This goal is new and is continuing to evolve, but steps already taken to support Transportation for Livable Communities projects help support PDAs. STA staff regularly prepares a "Funding Opportunities" summary of grants and funding available to STA member agencies. STA also works with its legislative advocacy group for identifying legislation relevant to projects and funding for various community transportation-related improvement categories. In the past, STA has also secured federal earmarks and state funding to support local agency projects at any point in the project development process (i.e. planning, design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning). STA has developed a program for the regional T-Plus program.
- 4) Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects. **This goal has achieved Significant Progress.** The Napa-Solano Travel Demand Model was approved in July 2008, and is used as the basis for regional travel modeling in all STA documents and by jurisdictions and consultants analyzing projects with regional impacts. In 2009, a new structure for monitoring the development and updating of the model was created: the Model Technical Advisory Committee and the Model Land Use Committee. The STA is now

working to update the model's utility for arterial Routes of Regional Significance, and to prepare for new information from the 2010 census.

Arterials, Highways, and Freeways Element

DRAFT Purpose Statement and Goals Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

- 1) Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of **63** on the STA’s Routes of Regional Significance.
 - a. ~~Advocate Caltrans to maintain a similar standard on state highways and interstate system.~~

Preliminary Proposal. The STA currently allocates federal Surface Transportation Program funds for Local Streets and Roads projects through a funding distribution formula. Funding amounts are determined based on a percentage of population, lane mileage, arterial and collector

shortfall, and preventative maintenance. The formula includes PCI scores of 60 to 70 points and above as part of preventative maintenance analysis.

Note that the goal of 63 was established to be consistent with MTC’s goal for the region to keep the PCI scores at a “Fair” rating. Pavement conditions are rated by their PCI score with the following ranks:

Score	Rating
80-89	Very Good
70-79	Good
60-69	Fair
50-59	At-Risk
25-49	Poor

The STA has not adopted a policy that mandates the formula only consider a PCI score of 63 and above. In addition, the city or county agency has discretion for which roads receive Local Streets and Roads funding. Agencies do not have to use the funds to maintain or achieve PCI of 63 on the Routes of Regional Significance.

- 1.a. Caltrans uses a “Distressed Lane Miles” for pavement conditions for resource allocation and maintenance on the freeway and highway network.
- 2) Identify, prioritize, and implement safety improvements on Solano County’s highway and freeways to reduce vehicle collisions and severe accidents below the statewide average for similar types of facilities.

Significant Progress. STA adopted the Solano Travel Safety Plan in 1998. The 2001 SR 12 MIS contained a significant segment on accident data; in 2006, the STA reactivated the SR 12 committee, and made a major investment in SR 12 safety, including sponsoring an Office of Traffic Safety grant, designation of a double fine zone and dedication of the Officer David Frank Lamoree memorial highway, and the dedication of \$150,000 of STIP PPM funds for FY 09-10 and 10-11 to help produce a new SR 12 MIS. Safety and accident data was collected and analyzed as a part of the SR 113 MIS. However, there is not an overarching schedule of safety data gathering and analysis, and not all plans use the same safety statistics in analyzing roadway safety.

- 3) Develop performance measures for funding and prioritizing arterials, highways, and freeway projects in Solano County.

Significant Progress. STA has developed performance measures for highways, freeways and roadway corridors through Major Investment Studies (MIS) and other similar documents. Performance measures are not developed or monitored for local roads. Typical performance measures include:

1. Level of Service (LOS)
2. Vehicle Hours Delayed (VHD)
3. Accidents rates compared to statewide average for similar types of facilities

Other Performance Measures exist and incorporated in separate plans and documents; however, the STA currently does not have standardized performance measurement for funding and prioritizing arterials, highways, and freeway projects in Solano County.

- 4) Support funding improvements identified in the STA’s Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC’s Routine Accommodations for Non-Motorized Vehicles.
 - a. Encourage local agencies to adopt similar standards for local road systems not included in the STA’s Routes of Regional Significance

Preliminary Proposal. MTC created Routine Accommodations as part of resolution 3765 and calls for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Solano County’s Routes of Regional Significance and Transit Facilities of Regional Significance were developed as part of the current CTP update. The STA needs to determine what MTC’s Routine Accommodations (also known as Complete Streets) means for Solano County. STA has planned complete streets/multimodal corridors including the Jepson Parkway and the North Connector. Complete Streets concepts will be developed as part of the Alternative Modes Element of the STA’s Comprehensive Transportation Plan.

- 4a. **Preliminary Proposal.** Local agencies, along with the STA, will need to determine what complete streets means for their jurisdiction.

- 5) Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.

Significant Progress. A complete HOV Lane Network for I-80 and I-680 is planned for Solano County. HOV lanes were recently constructed on I-80 between Fairfield from Red Top Road to Air Base Parkway. The STA is currently working with MTC to help fund an extension of the current HOV network through Express Lanes.

- 6) Update Solano County’s Routes of Regional Significance to implement the STA’s 50/50 policy*.

Preliminary Proposal. Eligible projects on Solano County’s Routes of Regional Significance are being considered. The 50/50 policy will be updated once the project’s list is completed.

*50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities.

- 7) Prioritize roadway projects for available and future funding with the following criteria:
- a. Project Deliverability
 - b. Safety improvements
 - c. Increased system efficiency
 - d. Capacity improvements
 - e. Goods movement enhancements
 - f. Climate change policies
 - g. Routes of Regional Significance
 - h. Economic Development

Significant Progress. STA has begun to develop a process for prioritization of roadway project funds, including identifying priority projects by community, determining project readiness and needs, and comparing project putting projects in the context of adopted studies such as the I-80/I-680/I-780 Operations Plan. This draft funding strategy does not use all of the criteria identified in this CTP Goal. In addition, the STA has developed criteria through the Regional Transportation Impact Fee (RTIF) study to rate potential RTIF-recipient projects.

- 8) Prepare and maintain an up-to-date travel demand model for Solano and Napa counties. The model should have the following characteristics:
- a. Consistent with MTC requirements, including use of ABAG projections.
 - b. Use a future year adequate to meet Caltrans requirements.
 - c. Substantially revised after each decennial census, and updated with new ABAG projections.
 - d. Ensure traffic model provides information relevant to traffic congestion and air pollution reduction strategies.

Significant Progress. Current model was originally adopted in 2005 and was recently updated in 2008. The model continues (and will continue) to have ongoing refinements. Over the last two years, the model was refined to include updated land use information and forecasted traffic counts for the years 2010 and 2030. A broader update of the model is expected to occur relative to the 2010 census. The STA has taken steps to formalize the Model Technical Advisory Committee to include a land use subcommittee.

- 9) Anticipate and **fully** mitigate arterial, highway, and freeway project's environmental impacts
- a. Special emphasis should be given to air emission and greenhouse gas reduction.
Significant progress. Individual environmental documents will need to meet requirements of SB 375 and AB 32. The STA is currently working on a climate change strategy in partnership with the local agencies. In addition, STA is working with MTC and ABAG on the Sustainable Communities Strategy.
 - b. Where appropriate, be consistent with the Solano County Habitat Conservation Plan's (HCP) avoidance and mitigation measures.

Significant progress. The HCP standards were used in the development in the Jepson Parkway and North Connector Environmental Documents.

- 10) Identify and prioritize Right of Way (ROW) needed to preserve to meet long-term traffic demands.

Preliminary Proposal. An inventory of ROW needs has not been completed.

- 11) Identify and obtain potential funding sources to implement the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan.

Significant progress. STA continues to identify and monitor Federal, State, and Regional funding opportunities. This will continue to be an ongoing activity. In addition, STA is exploring local funding opportunities such as a Regional Traffic Impact Fee and Express Lanes

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Criteria for Transit Facilities of Regional Significance
Adopted December 10, 2008
Modified _____, 2010

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
6. Park and Ride Facilities designated by Caltrans, STA or an STA-member agency.

Recommended Transit Facilities of Regional Significance Additions

09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshar e	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road These facilities are recommended for designation as Transit Facilities of Regional Significance.	Planned
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Recommended Routes of Regional Significance Additions

09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. EIR certified by Council in August 2009. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	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. <i>This roadway is recommended for designation as a Route of Regional Significance.</i>	Planned

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 E

DRAFT CTP PROJECT LIST
(Last Updated: ~~January 20~~February 18, 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. <u>This project is not identified in I 680 Freeway Performance Initiative. an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan.</u> 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 <u>an eastbound auxiliary lane</u> per the <u>draft I-80/I-680/I-780 Corridor Operations Improvement Plan.</u> 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 <u>These is aare Transit</u> Facilities 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

CTP ID	Agency	Location / Title	Element	Description	Project Status
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
	<u>Benicia</u>		<u>Transit – Bus</u>	<u>Improve Transit Schedule</u> <u>Improve Transit Marketing</u> <u>Improve Transit Services and Routes</u>	<u>Planned</u>
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
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
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 227	Dixon	SolanoExpress	Transit – Bus	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 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	<i>Permitted and Ready to Construct</i>
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 <u>Road</u> and Amerada Intersections	Arterials, Highways and Freeways - Arterial	<u>Improve the SR 12 and Church Road intersection. .. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection.</u> 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 Overcrossings	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. SR 12 is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – Land Use	<i>See Project 09CTP 204</i>	Planned
09CTP 162	Rio Vista	<u>Rio Vista Delta Breeze Intercity and Local Bus Service</u> <u>Intra-city shuttle bus</u>	Transit – Bus	<u>Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit</u> Provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – Rail or Ferry	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building, <u>and/or water taxi service between various locations in Rio Vista and Isleton.</u> <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 <u>SCT/LINK, FAST, Vallejo Transit, Tri Delta BART and Rail.</u> Location options are Main and Front streets (downtown) or SR 12 and Church Street <u>Road.</u>	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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - Arterial	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	<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. <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - Arterial	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – Bike/Ped	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. This is a Route of Regional Significance.	Permitted and Ready to Construct
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

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09CTP 057	Solano County	Green Valley	Alt Modes – Bike/Ped	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – Bike/Ped	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – Bus	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – Bus	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – Bus	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – Bus	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – Bus	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
09CTP 047	Solano County	Support light rail commuter service	Transit – Rail or Ferry	Support options for potential light rail service in Solano County.	Planned Program
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
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

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09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - Arterial	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – Bike/Ped	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – Bike/Ped	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
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

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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
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

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09CTP 078	Vacaville	I-80 WB/Alamo Dr.-Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
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

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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
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

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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
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

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09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 113	Vallejo	Improve I-80/American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - Arterial	Construct interchange improvements, including ramp roundabouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
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

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09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – Bike/Ped	Complete segments of the Bay Trail.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs 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

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09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – Land Use	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i><u>This is a portion of Project 09CTP119</u></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><u>This is a portion of the previous project, 09CTP119</u></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><u>This is a portion of the previous project, 09CTP119</u></i>	Preliminary Design

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	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
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

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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
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

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09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned
09CTP 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

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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
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

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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
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
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.	Permitted and Ready to Construct
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
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
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
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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program

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DATE: February 18, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 3-Year Project Initiation Document (PID) Priorities for Caltrans

Background:

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

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

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

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

Discussion:

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13 (Attachment A). As noted in the letter from Caltrans, the current State Budget includes provisions that the projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out. At this point, the request is to only determine what projects are currently proposed to require Caltrans oversight within the current budget proposal. In

addition, Caltrans has also requested that for each PID to be worked on next FY, a Fact Sheet be completed (Attachment B).

A proposed 3-year prioritized Work Plan for FYs 2010-11 through FY 2012-13 is provided as Attachment C. At this time, STA staff is requesting the TAC to recommend to the STA Board approval of the 3-year PID prioritized work plan for Solano County.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2010-11 through FY 2012-13) to submit to Caltrans as specified in Attachment C.

Attachments:

- A. Caltrans Letter Dated February 17, 2010 Regarding 3-Year PID Workplan
- B. PID Fact Sheet Template
- C. Solano County 3-Year PID Work Plan (FY 2010-11 through FY 2012-13)

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5908
FAX (510) 286-6301
TTY 711



*Flex your power!
Be energy efficient!*

February 16, 2010

Mr. Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Halls:

Pursuant to the attached Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for Project Study Reports (PSRs), the Solano Transportation Authority is requested as follows:

- Provide an updated, prioritized, three-year strategic workplan for PSRs for FY 10/11, 11/12, and 12/13. (Please note that given that the current State budget circumstances are no better than last year, assume that the FY 10/11 level of resources will be no greater than FY 9/10.)
- Identify PSRs on the FY 10/11 list that are likely to go forward in compliance with the Governor's FY 10/11 proposed State budget requirement that PSR activities performed by the State for locally-funded projects will be reimbursed by the project sponsor.
- Complete Project Fact Sheets for each project on the FY 10/11 list (template attached).

To ensure timely identification of PSR priorities and resource allocation, please submit the requested information to the address shown below no later than **March 8, 2010**.

Patrick Pang, Office Chief – Advance Planning
c/o Caltrans District 4
111 Grand Avenue, Mail Stop 10A/P.O. Box 23660
Oakland, CA 94623-0660

The Department and MTC appreciate the effort your staff has contributed toward development of the workplan to date. We look forward to working together to allocate available resources to meet project delivery needs throughout the region. If you need additional information, please contact Patrick Pang, Office Chief – Advance Planning, at (510) 286-5566.

Sincerely,

Handwritten signature of Lee D. Taubeneck in blue ink.

LEE D. TAUBENECK, M.S., P.E.
District Deputy Director
Transportation Planning and Local Assistance

Handwritten signature of Ann Flemer in black ink.

ANN FLEMER
Deputy Executive Director, Policy
Metropolitan Transportation Commission

Attachments

1/32/06
Red from Val Lyhane

**MEMORANDUM OF UNDERSTANDING
BETWEEN THE
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE
METROPOLITAN TRANSPORTATION COMMISSION**

Regarding Coordination of Ongoing Transportation Planning and Programs through Preparation of the Project Study Report under the Transportation Funding Act (Chapter 622, Statutes of 1997)

May 17, 1999

This Memorandum of Understanding (MOU) is entered into between the California Department of Transportation, District 4, hereinafter referred to as Caltrans, and the Metropolitan Transportation Commission (MTC), a regional transportation planning agency and a metropolitan planning organization. Chapter 622, Statutes of 1997 establishes priorities and processes for the programming and expenditure of state transportation funds that are at the discretion of the Legislature and the Governor. The Chapter (referred to as the Transportation Funding Act or TFA in this MOU) does not change the existing basis for statewide or regional planning. In light, however, of the changed priorities and processes for programming of transportation funds, certain areas of joint transportation planning responsibilities and partnerships need to be clarified and processes should be established to strengthen existing relationships, and to improve statewide and regional mobility.

This document establishes no obligation or contractual duty on either party, and does not contain any exchange of promises.

This MOU is supplementary to and does not replace or supersede in any manner the Master MOUs for regional transportation planning and metropolitan planning in existence between Caltrans and the Metropolitan Transportation Commission.

Section 1. Transportation Planning Relationships

1.1 Cooperative Relationships

Caltrans and MTC rely upon the cooperative relationships that are part of the ongoing statewide, metropolitan and regional planning process. The planning process is continuous, cooperative, and comprehensive. A critical component to the success of the process is open and productive communication on transportation planning issues and in setting project priorities.

The Caltrans Division Chief for Planning and the Executive Director of the MTC are the primary individuals responsible for carrying out the provisions of this MOU.

1.2 Transportation Studies and Plans

Caltrans and MTC participate and contribute jointly to the studies and plans of each local transportation agency. These studies and plans form the basis for future project submittals in the Regional

Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP). A basic tenet of the Transportation Funding Act is that, whereas regional agencies have primary responsibility for regional and localized mobility, the state has primary responsibility for the interregional movement of people and goods. This tenet should be a basis for project submittals in the RTIP and ITIP, and for considering shared funding responsibilities.

The Regional Transportation Plan (RTP) is the primary document for identifying and prioritizing projects for the RTIP and for regional project submittals of the Interregional Improvement Program (IIP) funds. Projects and strategies identified by regional agencies and county commissions, as part of the federally-required Congestion Management System (CMS) for Transportation Management Areas (TMAs) or for Congestion Management Programs (CMPs) in non-TMA areas, must be consistent with the RTP and from this basis be brought forward in the RTIP, and for consideration in the ITIP.

Caltrans relies primarily upon its ongoing system planning process to identify current and future forecasted State highway system deficiencies that impact interregional mobility of people and goods. From this process, improvements are identified and prioritized in coordination and consultation with regional agencies. Studies and plans for intercity passenger rail, grade separations, interregional mass transit guideways, and other eligible IIP categories are accomplished through Caltrans and regional ongoing planning processes. Data, results, and recommendations of these various studies will be coordinated through the Interregional Transportation Strategic Plan (ITSP) as described in Section 1.2.1.

1.2.1 Interregional Transportation Strategic Plan (ITSP)

Caltrans will prepare and update on a biennial basis an ITSP that provides a framework for identifying and prioritizing projects that will primarily benefit the interregional movement of people and goods in all eligible project categories. Caltrans will establish an advisory group consisting of representatives from MTC, county commissions, and local transportation interests to provide input to the ITSP development.

The ITSP is Caltrans' principal plan to guide project priorities and project strategies for the ITIP. Caltrans will ensure an open and participatory process with the MTC, county commissions, and other local transportation interests for updates to the Plan. The ITSP will incorporate the appropriate ongoing California Transportation Plan products and strategies as well as other statewide study efforts and policy initiatives of the Administration.

1.3 Early Consultation for Project Recommendations

Caltrans and MTC will consult on a regular basis regarding project priorities and changes to those priorities for the RTIP and ITIP. It is understood that while project priorities may be influenced by a variety of factors, the basis of project priorities should be derived from the federal and State transportation planning process and the resulting Caltrans and MTC plans and programs.

1.4 Establishing Purpose and Need

A key to timely project delivery is defining and maintaining a clear, consistent and substantive planning basis from which to determine the purpose and need for a project. All projects must satisfy a clearly defined purpose and need. The project must meet system strategies as defined in State, regional, and local plans, goals, and objectives.

The basis for determining purpose and need should be carried consistently through the following documents:

- Caltrans system planning documents;
- Major investment and corridor studies;
- The regional congestion management program, as applicable;
- The Regional Transportation Plan (RTP);
- Other related plans, such as the general plan circulation element and county transportation authority plans as prepared.

Caltrans and MTC will ensure that cooperative system and regional planning efforts result in an agreed upon initial statement of project purpose and need between both parties for the identified projects. The emphasis for early identification of this statement is included in NEPA, CEQA, Section 4(f) of the US Department of Transportation Act of 1966, and the integration of NEPA and Section 404 of the Clean Water Act. The initial statement will be the basis for further development in the environmental process as part of project development.

Major investment studies or other transportation corridor studies are conducted in the region to evaluate the effectiveness of various transportation strategies. A project recommended by such a study will provide the planning basis for any project's inclusion in the RTP as well as the individual project's purpose and need determination.

Section 2. Project Study Reports

2.1 Identification of Project Study Report (PSR) Priorities for State Highway Projects

The process to identify PSR priorities will be based on the principles of open communication and will depend on the RTP as the principal document to identify regional and county commission priorities. In instances where a project may not be "listed" in the RTP action element (typically smaller projects without air quality impacts), the project should be consistent with the overall priorities and objectives of the RTP for improving regional mobility. Caltrans state highway project priorities are identified primarily in the ITSP and the Transportation System Development Program (TSDP) through the system planning process. Refer to attached "Simplified Statewide and Regional Planning and Programming Cycle."

Caltrans and MTC will establish a process to identify project priorities for the preparation of Caltrans PSRs for future RTIP projects and for early information sharing of Caltrans' priorities for preparation of PSRs for future ITIP projects. The process will include the provisions of Government Code 65086.5 (Chapter 53, Statutes of 1998) for the preparation of PSRs for capacity-increasing projects for future State Transportation Improvement Programs (STIPs). Preparation of PSR-equivalent documents for "off highway system" projects are the responsibilities of MTC and local transportation agencies, and are not included in the provisions of this MOU.

While it is desirable that there is agreement between Caltrans and MTC on the final combined list of priority local transportation agency-requested PSRs for the RTIP and for Caltrans PSRs for the ITIP, such agreement may not always be achievable considering the complexities and differences in regional, interregional and statewide transportation responsibilities and priorities. The provisions

of Section 5, "Conflict Resolution," may assist in addressing areas of conflict or disagreement. In all cases, the PSR priority list should consider the amount of funds to the region within its Regional Share and regional priorities for state highway projects as well as Caltrans' priorities for interregional system improvements.

2.2 Regional Priority List for Preparing PSRs

MTC and county commissions may develop a listing of "future projects on state highways" in priority order for purposes of Caltrans' preparation of PSRs for state highway projects that will be included in an RTIP. The list may include any project on the state highways for which a pre-programming document¹ is required for inclusion in the STIP. This list should also identify separately prepared PSRs by outside agencies/consultants for projects requiring Caltrans' oversight and approval. This is to allow Caltrans to anticipate the level of staff resources available to prepare PSRs in house. MTC and county commission project priorities for PSR preparation should reflect those in the RTP as well as a regional consensus on how limited resources are to be applied. In addition to capacity-increasing projects, the list may also include soundwalls (consistent with state law), operational non-capacity increasing projects, traffic system management, new technology, and other projects. The list may include technical elements of regional corridor or major investment studies that MTC desires Caltrans to prepare. The list should be constrained to anticipate available funding with consideration of historical financial resources available to the state and region.

MTC and county commissions are encouraged to provide a comprehensive list of PSRs (or other pre-programming documents and corridor or major investment study elements) each fiscal year to Caltrans no later than April 1 for work to be done for the subsequent STIP cycle. A two-year (biennial) list of PSRs is recommended. Caltrans will respond within 30 days (Government Code 65086.5) on its ability to perform the work. Commitments to PSRs in the second year of the list, if a two-year list is prepared, are subject to inclusion of resources in the State budget.

With respect to a project not on the state highway system for which a pre-programming document is required for inclusion in the STIP, a PSR equivalent is required. MTC is responsible for reviewing this document. This type of project need not be included in the Regional Priority List for preparing PSRs.

For purposes of Section 2, "Project Study Reports", other technical and preliminary engineering activities or studies may be included to lead toward identification of project scope, schedule and cost. For purposes of this MOU, MTC and county commission-prepared highway corridor or investment studies may include technical or engineering portions that are related to state highways or highway corridors in their request for work by Caltrans under this section.

¹The phrase, "pre-programming document," as used in this MOU refers to PSRs; however, it encompasses a variety of other documents that lead to identification of scope, schedule, and cost for projects typically included in the State Highway Operation and Protection Program (SHOPP), or in the prior Traffic Systems Management (TSM) program. A comprehensive list of these documents by category of project can be found in Caltrans Project Development Procedures Manual. The list is not repeated here. MTC and local transportation agencies should consult with their District representative regarding the exact engineering document required for a particular project until such time as PSR guidance is modified to include these additional project types. The phrase, "project initiation document" is used to describe these documents in the Manual.

On its "future projects list," MTC is encouraged to identify separately any regional, local, or special measure funded PSRs, major investment studies, or special studies related to state highways or highway corridors that require Caltrans' oversight each fiscal year. PSRs prepared by others are subject to Caltrans' final approval.

2.3 Project Study Report Development

Caltrans will prepare PSRs for future RTIP and ITIP projects based on available resources for this activity identified in the State budget. Caltrans will share preliminary resource information with MTC at the earliest date the information is available to the department. PSRs requested by local transportation agencies that cannot be prepared within the allocated resources may be prepared by other entities with oversight by Caltrans. Caltrans must approve the final PSR. Caltrans will review locally-prepared PSRs in a timely manner consistent with the provisions of Government Code 65086.5.

2.4 Project Study Report Work Plan

Caltrans, in consultation with MTC, will develop a work plan for the preparation of PSRs by July 1 of each fiscal year. Caltrans will meet at least quarterly, depending on the project complexity, with MTC on the status of meeting the milestones in the work plan for each PSR. Caltrans, MTC and local transportation agencies on the Project Development Team should identify significant project issues impacting the schedule and recommend additional work tasks and schedule adjustments as needed. Video conferencing for quarterly meetings is encouraged.

2.5 Caltrans Project Manager

A Caltrans project manager will be assigned at the PSR stage and will remain responsible for the project through programming, project development and construction. MTC will be notified of any changes in project managers (due to Caltrans staff changes) at the earliest possible date. (Refer to the Project Delivery MOU).

2.6 Project Development Team

Caltrans will establish a Project Development Team for the purpose of preparing each PSR in order to ensure comprehensive and accurate scope, schedule and cost. The composition of the team and the need to establish a formal team will be based on the complexity of the project. Reasonable and professional judgment should be used in assessing this need. A Project Development Team can increase the quality of the PSR. A quality PSR reduces rework in project development and expedites project delivery.

The local transportation agency representative is a key participant in the Project Development Team and will be included in all teams. Representative(s) from regional transit/rail operators and Air Quality Control Districts should be invited to all meetings and their participation is encouraged. Project Development Teams must include the following functional Caltrans units: Right of Way, Traffic Operations, Design, Environmental, System Planning and Traffic Forecasting, and in consultation with the Engineering Service Center. Project Development Teams may include other state agencies (e.g., California Highway Patrol or Division of Forestry) and a representative from the city and county public works or planning departments as appropriate. The Federal Highway Administration (FHWA) field engineer should be consulted and included as an active team participant. Depending on the nature of the project, federal resource/regulatory agencies who are signatories to the NEPA/404 Integration MOU (Army Corps of Engineers, EPA, US Fish and Wildlife Service, and National Marine Fisheries Service) should be consulted or be included on the Team.

2.7 Purpose and Need

The planning basis for defining purpose and need and/or initial statement from the RTP should be further developed and refined by the Project Development Team that guides the preparation of the PSR. The statement of purpose and need should be included in the PSR. For metropolitan areas preparing corridor or major investment studies, the statement of purpose and need should be developed by the multi-agency team guiding the study, and the final document should include an agreed-upon statement.

The PSR (or corridor or major investment study, as applicable) is the initial engineering document that provides the transition between the Caltrans System Plan (or RTP-identified improvement) to an actual project. The PSR or corridor or major investment study is the first opportunity to define the project and alternatives to avoid or minimize environmental impacts. Identification of environmental issues or constraints at the PSR/study stage (and alternatives to avoid them) is required by the NEPA/404 Integration MOU process, and is critical for integrating environmental considerations into the project development process at each sequential step of detailed design.

Significant modifications to the purpose and need statement for a project, or to the fundamental planning analyses that establish it, will be achieved through a consultation process, and by the agreement between Caltrans and MTC.

Section 3. Caltrans and MTC Responsibilities

3.1 Caltrans Responsibilities

The District Division Chief for Planning in Caltrans is responsible for carrying out all provisions of this MOU. Several provisions of the MOU require products or activities from other Caltrans Divisions or from a support division. The District Division Chief will ensure that products and activities are coordinated in a manner that will effectively carry out the provisions of this MOU.

Major responsibilities of the District Division Chief for Planning include:

- Coordinating overall MOU provisions with the MTC and local transportation agencies.
- Coordinating provisions of this MOU and the Project Delivery MOU so that there is a smooth transition from regional project candidates to programmed improvements.
- Conducting regular meetings with the individual appointed by MTC to carry out provisions of this MOU.
- Ensuring early sharing of PSR resource information.
- Coordinating ITSP PSR priorities and the RTIP priority list.
- Recommending a final list of PSRs to be prepared by Caltrans.

- Identifying issues or areas of potential conflict early in the process, and developing alternatives to be resolved.
- Preparing PSRs for state highway projects identified in the Regional Priority List for preparing PSRs (Section 2.2 of this MOU).
- Overseeing, reviewing and approving local or regional agency prepared PSRs on the state highway system as set forth in Section 2.3 of this MOU.
- Coordinating the transition from PSR development to State Transportation Improvement Program (STIP) programming.
- Ensuring efficient transition to project development and provisions of the Project Delivery MOU.

Additional responsibilities can be identified based upon District and MTC needs, and should be tailored to ensure that the purpose of the MOU is met.

3.2. MTC Responsibilities

MTC will appoint an individual to manage provisions of this MOU and be a first point of contact. The individual may be the same as the Regional Improvement Program (RIP) Manager for Project Delivery (refer to Project Delivery MOU) or another individual. If the RIP Program Manager is not the point of contact, MTC will ensure communication within its agency between the managers so that the transition between the planning, programming and project delivery processes is smooth and efficient.

Major responsibilities include:

- Coordinating provisions of the MOU with Caltrans Division Chief for Planning.
- Coordinating and communicating provisions of the MOU within MTC.
- Determining the need for a corridor or major investment study and review PSR equivalents for transit or local road projects.
- Identifying priority PSRs (and other pre-programming documents) for RTIP projects and coordinating priorities with Caltrans.
- Ensuring MTC participation in Project Development Teams for RTIP and ITIP PSRs.
- Ensuring early coordination of local or other regional issues with Caltrans District Division Chief for Planning that may impact PSR priorities and RTIP priority setting.
- Identifying issues or areas of potential conflict early in the process, and developing alternatives. The identification and resolution of these issues would be addressed in the

planning framework of a relevant corridor or major investment study if required by this agreement as well as in the PSR.

Additional responsibilities can be identified based on District and MTC needs, and should be individually tailored to ensure that the purpose of the MOU is met.

Section 4. Relationship to MOU for Regional Improvement Program (RIP) Project Delivery

4.1 Key Provisions

The Project Delivery MOU should be referred to in carrying out the provisions of this MOU (coordination of ongoing transportation planning and programs through completion of the PSR). The Caltrans Project Manager for an RTIP or ITIP project is assigned at the PSR stage and is responsible for the project through its completion. A smooth transition from the PSR stage, through programming, to the project development stage is desired. The RIP Program Manager identified in the Project Delivery MOU is a key participant in this transition.

Section 5. Conflict Resolution

5.1 Early Identification and Resolution of Issues Within the Planning Process

MTC and local transportation agencies have an ongoing planning relationship with Caltrans, its member cities, counties, and modal operators. Caltrans is represented on MTC's various technical, policy and advisory committees and is a member of major corridor study teams. Caltrans is a participant through the regional overall work program in transportation studies. This relationship affords a structure for both joint planning and conflict resolution. Potential issues of controversy should be identified early, discussed, and resolved as appropriate within the planning process so that priorities for the preparation of PSRs and state highway project priorities for future RTIP and ITIP submittals are mutually understood.

While agreement is the goal, it is understood that due to the respective responsibilities of each party, this may not be possible in all circumstances and for all projects. In this case, professional respect for the duties and obligations of both parties is fundamental to carrying out the larger statewide and regional transportation planning process.

5.2 Resources for PSRs

The goal is early and mutual agreement on PSR priorities and resource commitments for preparation and oversight. In the event of conflict that can not be resolved at the staff or manager level, it will be elevated to the District Director for resolution with the respective Executive Director of the MTC.

Section 6. Amendment/Termination

6.1 Amendment

This MOU may be amended by the written consent of both parties.

6.2 Termination

This MOU may be terminated by either party upon written notification to the other.

PD Dahms

7-8-99

LAWRENCE D. DAHMS, EXECUTIVE DIRECTOR
Metropolitan Transportation Commission

Date

Harry Y. Yahata

5/19/99

HARRY Y. YAHATA, DISTRICT 4 DIRECTOR
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Date

FACT SHEET

The purpose of this Fact Sheet is to obtain the necessary information that will assist the Department in determining the scope of oversight or lead work to be performed by the Department and in developing an estimation of necessary resources and schedule to complete the PID. The more data provided, the better the Department can fulfill this goal. Thank for your assistance.

Project priority:

Project EA:

Project Location – Please include the following applicable information:

- **Route(s)**
- **Postmiles**
- **County**
- **City**
- **Name of streets at overcrossings, undercrossings, intersections, etc that are locations of improvements or at the limits of the improvements.**

Project Description – Please include the following applicable information:

- **Basic project description**
- **Description of structures work**
- **Number of highway lanes impacted**
- **Description of any auxiliary lanes to be included in project**
- **Description of any HOV lanes to be included in project**
- **Description of highway traffic directions impacted**
- **Description of any anticipated nonstandard design features**
- **Description of ramp impacts**
- **Describe extent of State right of way impacts**

Project Purpose and Need:

Sponsoring Agency and Congestion Management Agency:

Fund Sources and fund amounts identified:

Project Capital Cost (estimated current year):

Type of PID:

Type of Environmental Document:

Tentative Schedule:	PID start date
	PID Approval date
	Begin PA&ED
	Complete PA&ED
	Begin PS&E
	Complete PS&E
	Begin Construction

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Office of
Projects/Plan
Coordination

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

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Comment
Anticipated Carryover PIDs from FY 9/10 to FY 10/11 Wprk Plan																							
9/10 ID 25	QA	SOL	80	7.8	8.5	I/C modification (Roundabout)	American Canyon Way/Hiddenbrooke Parkway ramp junctions		2.6	TBD	1G150K	6/1/2010	5	PEER/PSR-PR*	CE	2011/12	RTP No 22632	Local	TBD	1/14/2010	Carryover	City of Vallejo	
9/10 ID 28	QA	SOL	505	1.45	1.45	I/C modification	Vaca Valley I/C in City of Vacaville		3.0	TBD		TBD		PSR-PR*/PR*	TBD	TBD	N	TBD	TBD	TBD	Carryover	City of Vacaville	
9/10 ID 31	QA	SOL	80	23.1	23.1	Realign EB on and off-ramps and widen O/C structure from 2 lanes to 4 lanes	Lagoon Valley Rd I/C in Vacaville		9.6	TBD	3A790K	TBD	30	PSR/PR*	EIR	TBD	RTP No 230708	Local - Impact Fees	TBD	5/1/2008	Carryover	City of Vacaville	
Proposed FY 10/11 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top Rd I/C to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Proposed new	STA	
2	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Proposed new	City of Vallejo	
3	QA	SOL	12	TBD	TBD	Study	I-5 to I-80		NA	TBD		6/1/2011		STUDY (MIS-FS-SS)	TBD	2016/17	N	Local, SHOPP, STIP	TBD	7/1/2010	Proposed new	STA	
4	QA	SOL	80	TBD	TBD	Study	I-80 Corridor through Vallejo		NA	TBD		12/1/2011		STUDY (MIS-FS-SS)	TBD	2014/15	N	Local	TBD		Proposed new	City of Vallejo	
Proposed FY 11/12 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	STA requested to postpone from 9/10 to 11/12
2	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top to I-505		TBD	TBD		12/1/2011		PSR/PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Carryover	STA	
3	QA	SOL	80	TBD	TBD	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Proposed new	Caltrans?	Obtained CT SHOPP advisor's support?
4	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR/PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Carryover	City of Vallejo	

Note: Using PSR/PR* requires CT District Director's approval.

Office of
Projects/Plan
Coordination

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

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Comment
Proposed FY 12/13 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at "A" Street in Dixon		TBD	TBD		6/1/2014		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	
2	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Carryover	City of Dixon	
3	QA	SOL	80	19.2	17.9	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Carryover	CT	
4	QA	SOL	505	1.05	1.85	Widen the existing overcrossing to 2 lanes in each direction and modify existing spread diamond to provide partial cloverleaf design.	Vaca Valley Pkwy I/C in Vacaville		20.7	TBD		1/1/2014		PSR /PR*	TBD	2014/15	RTP No 230708	Local - Impact Fees	TBD	7/1/2012	Proposed new	City of Vacaville	

Note: Using PSR/PR* requires CT District Director's approval.



DATE: February 11, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Bicycle Plan Update: Projects List

Background:

The Solano Countywide Bicycle Plan is currently being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Pedestrian Plan, the Solano Countywide Bicycle Plan identifies the short-term and long-term projects needed to complete a countywide bikeway network. Over the last several months, the Bicycle Advisory Committee (BAC) has worked with the Technical Advisory Committee (TAC) to identify priority bicycle projects in each jurisdiction. Through this process, the following key items have been developed:

1. Draft Solano Countywide Bicycle Network Projects List
2. Draft Solano Countywide Bicycle Network Priority Projects List

Discussion:

In December 2009, each member of the BAC met with their respective TAC representative to identify the bicycle projects in their jurisdiction. STA staff used the 2004 Solano Countywide Bicycle Plan list of bicycle projects as a starting point for discussion. Based on the Goals and Objectives, Planning Criteria, and Prioritization Criteria, 82 bicycle projects were identified and preliminarily prioritized by the BAC and TAC members. Projects were included if it met one or more of the Planning Criteria:

1. Countywide Connections (Primary Routes)
2. Connectors to Primary Routes/Regional Transit Destinations (Secondary Routes)
3. Other Bicycle Routes

Attachment A shows the draft comprehensive list of bicycle projects identified by the BAC and TAC participants.

After developing a countywide list of eligible bicycle projects, STA staff and members of the BAC and TAC began prioritizing the projects. The priority projects list was developed by asking each agency's BAC and TAC Member to identify their top three bicycle projects. To further familiarize the BAC with the projects from a countywide perspective, STA staff organized a day-long tour of the facilities identified. Project Summary Sheets have been developed for each project and are the basis of the STA staff scoring based on the Prioritization Criteria.

The Summary Sheet was developed to include information directly corresponding to the Prioritization Criteria (e.g., project description, estimated funding, local planning efforts, etc.). The Criteria for prioritizing projects are:

1. Implementation
2. Accessibility and Safety (connections across barriers)
3. Connectivity and Regional Significance (inter-city/county connections and connections to regional transit centers)
4. Quality of Life
5. Local Coordination
6. Wayfinding (signage, etc.)

Based on these criteria and the information provided in the project Summary Sheets, projects were scored by STA staff to develop a recommendation of priority projects for the STA BAC to consider. Attachment B is the Priority Projects List. The priority projects list will be used by STA staff to develop future funding recommendations for the Committee's review. This process acts as a "Call for Projects" process utilized in the past to identify projects for funding. As a result, future funding opportunities can be better focused on the delivery of the projects identified by the BAC.

The projects shown in Attachment B are the unconstrained priority bicycle projects list. At the next BAC and TAC meetings in March/April, STA staff will provide the approximate fund estimates of available bicycle project funding. At that time, STA staff will also propose a financially constrained priority projects list.

The projects list will be presented to the BAC at their February 17, 2010 meeting for approval. Based on the recommendations provided by the BAC and the TAC, the STA Board will follow with an action item at their March 10, 2010 meeting to formally adopt the projects and priorities for the Solano Countywide Bicycle Plan.

Fiscal Impact:

None.

Recommendation:

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

1. Project List for the Solano Countywide Bicycle Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Bicycle Plan and future funding opportunities as specified in Attachment B.

Attachments:

- A. Bicycle Projects List for Solano Countywide Bicycle Plan
- B. Priority Projects List for Solano Countywide Bicycle Plan

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

* in CTP list

Agenda Item _
February 24, 2010

ATTACHMENT A

DRAFT BICYCLE PLAN PROJECT LIST

(Last Updated: February 10, 2010)

ID	Agency	Project/Segment	From/To	Description	Project Status
1.	Benicia	Military East – Priority #1	First Street to Grant Street	1 mile Class II bicycle lane on Military East from First Street to Grant Street in both directions	Planned
2.	Benicia	Lake Herman Road – Priority #2	Benicia City Limit to Industrial Way	5 mile Class II bicycle lane on Lake Herman Road from Benicia City Limit to Industrial Way in both directions Note: This project is developer funded	Planned
3.	Benicia	Park Road – Priority #3	Benicia Bridge to Industrial Way	1.5 mile Class II or Class III bicycle lane/route on Park Road between the Benicia Bridge and Industrial Way in both directions	Planned
4.	Benicia	Second Street	Military East to Lopes	3.8 mile Class II bicycle lane on Second Street between Military East Street and Lopes Road in both directions	Planned
5.	Benicia	West I Street	West 9 th Street to 1 st Street	1 mile Class II bicycle lane on West I Street between West 9 th Street and 1 st Street in both directions	Planned
6.	Benicia	First Street	West I to Military East	0.2 mile Class II bicycle lane on First Street between West I Street and Military East Street in both directions	Planned

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

* in CTP list

ID	Agency	Project/Segment	From/To	Description	Project Status
7.	Benicia	Columbus Parkway	Benicia Road to Rose Drive	0.2 mile Class II bicycle lane on Columbus Parkway from Benicia Road to Rose Drive in both directions	Planned
8.	Dixon	Parkway Blvd – Priority #1*	Valley Glen Rd to Pitt School Rd	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Road to Pitt School Road in both directions	Planned
9.	Dixon	Vaca-Dixon Bike Route: North Adams Street – Priority #2.A	SR 113 to Porter Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions	Planned
10.	Dixon	Vaca-Dixon Bike Route: Porter Road – Priority #2.B	A Street to Pitt School Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
11.	Dixon	Bicycle Racks at City Facilities – Priority #3	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	Planned
12.	Dixon*	Pedrick Road Overcrossing (OC)	Pedrick Rd RR OC	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.	Planned
13.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive – Priority #1	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	Planned

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

* in CTP list

ID	Agency	Project/Segment	From/To	Description	Project Status
14.	Fairfield	Specified North Connector Connections – Priority #2	Projects TBD	Construction of specified local connections to the STA North Connector project (projects to be determined)	Planned
15.	Fairfield*	Linear Park Path	Dover Avenue to Cement Hill Road	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
16.	Fairfield*	Laurel & Ledge wood Creek Bike Paths	Rockville Road to SR12	Extension of the Ledge wood 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
17.	Fairfield	Red Top Road	Lopes to McGary	1 mile Class II bicycle lane on McGary Road from Lopes Road to McGary Road in both directions.	Planned
18.	Fairfield	Dover Avenue	Paradise Valley Drive to Fairfield Linear Park	1.8 mile Class II bicycle lane on Dover Avenue from Paradise Valley Drive to Fairfield Linear Park in both directions.	Planned
19.	Fairfield	Peabody Road	Vanden Road to Air Base Parkway	1 mile Class I bicycle/pedestrian path on Peabody Road from Vanden Road to Airbase Parkway in both directions.	Planned
20.	Fairfield	Walters Road	Cement Hill Road to Air Base Parkway	1.1 mile Class I bicycle/pedestrian path on Walters Road from Cement Hill Road to Air Base Parkway.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
21.	Fairfield	Walters Road	Air Base Parkway to East Tabor Ave	0.5 Class II bicycle lane on Walters Road from Air Base Parkway to East Tabor Avenue in both directions.	Planned
22.	Rio Vista	Rio Vista Loop: Church Road – Priority #1	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
23.	Rio Vista	Rio Vista Loop: Airport Road – Priority #2	Saint Francis Way to Church Road	1 mile Class I off-street bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road in both directions.	Planned
24.	Rio Vista	Rio Vista Loop: Liberty Island Road – Priority #3	Airport Road to Summerset Road	1.2 mile Class I off-street bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road in both directions.	Planned
25.	Rio Vista*	Sacramento River Waterfront	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
26.	Rio Vista*	Citywide Trail System	Various Routes	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
27.	Rio Vista	Rio Vista Loop: Gardiner Way	SR12 to Saint Francis Way	0.1 mile Class I off-street bicycle/pedestrian path on Gardiner Way from SR12 to Saint Francis Way in both directions.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
28.	Rio Vista	Rio Vista Loop: Saint Francis Way	Gardiner Way to Airport Road	0.9 mile Class I off-street bicycle/pedestrian path on Saint Francis Way from Gardiner Way to Airport Road in both directions.	Planned
29.	Rio Vista	Rio Vista Loop: Summerset Road	SR12 to Liberty Island Road	400 feet Class II bicycle lane on Summerset Road from SR 12 to Liberty Island Road in both directions.	Planned
30.	Rio Vista	Rio Vista Loop: Unnamed road	Saint Francis Way to River Road/SR84	0.3 mile Class I off-street bicycle/pedestrian path on Unknown road parallel to Poppy House Rd (south)	Planned
31.	Rio Vista	Suisun City to Rio Vista (Central County Bikeway): SR12	Azevedo Road to Rio Vista Bridge	3.2 mile Class I off-street bicycle/pedestrian path on SR12 from Azevedo Road to the Rio Vista Bridge in both directions.	Planned
32.	Solano County*	Dixon to Vacaville Bike Route: Hawkins Road – Priority #1	Pitt School Road to Leisure Town Road	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
33.	Solano County	Lake Herman Road – Priority #2	Benicia City Limit to Vallejo City Limit	Class II bicycle lane on Lake Herman Road from Benicia City Limit to Vallejo City Limit in both directions.	Planned
34.	Solano County	Suisun Valley Road – Priority #3	Mangels Boulevard to Mankas Corner Road	4.4 miles of Class II bicycle lane on Suisun Valley Road from Mangels Boulevard to Mankas Corner Road in both directions.	Planned
35.	Solano County*	Green Valley	Various locations	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
36.	Solano County*	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Various bridge locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
37.	Solano County*	Support Cordelia Hills Sky Valley open space and trail project	McGary Road to regional open space	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
38.	Solano County	Abernathy/Mankas Corner Route: Mankas Corner Road	Suisun Valley Road to Abernathy Road	2.1 mile class II bicycle lane on Mankas Corner Road from Suisun Valley Road to Abernathy Road in both directions.	Planned
39.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Mankas Corner Road to Rockville Road	1.9 mile class II bicycle lane on Abernathy Road from Mankas Corner Road to Rockville Road in both directions.	Planned
40.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Rockville Road to Fairfield Linear Park	0.2 mile class II bicycle lane on Abernathy Road from Rockville Road to Fairfield Linear Park in both directions.	Planned
41.	Solano County	Pleasants Valley Road	Cherry Glen Road to Yolo County Line	13 mile class II bicycle lane on Pleasants Valley Road from Cherry Glen Road to Yolo County Line in both directions.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
42.	Solano County; STA	SR 12: Bicycle-Pedestrian Overcrossing	Red Top Road to North Connector	0.1 mile bike/ped overcrossing	Planned
43.	Solano County	SR 12 Shoulder Improvements	Rio Vista Bridge/Sac County Line to Walters Road (various locations)	20 mile class II bicycle lane or class III bicycle route	Planned
44.	Solano County; Fairfield	Lopes Road	Second Street (Benicia) to Mangels Blvd	9.8 mile Class III bicycle route on Lopes Road from Second Street in City of Benicia to Mangels Boulevard in both directions.	Planned
45.	Solano County	Jameson Canyon Route – Alternative A: Class I improvements in Jameson Canyon Corridor	Red Top Road to Napa County Line	3 miles Class I bicycle-pedestrian path in Jameson Canyon Corridor from Red Top Road to Napa County Line. Note: the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections plan will consider collaborative alignment alternatives between Solano County and Napa County.	Planned
46.	Solano County	Jameson Canyon Road Route – Alternative B: Class II Improvements (SR12)	Red Top Road to Napa County Line	Class II bicycle lanes included as part of SR 12 Jameson Canyon Road Widening Project	Designed

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
47.	Solano County	Gibson Canyon Road/Dobbins Street	East Monte Vista Avenue to Cantelow Road	4.3 mile class II bicycle lane on Gibson Canyon Road/Dobbins Street from East Monte Vista to Cantelow Road in both directions.	Planned
48.	Solano County	Cherry Glen Road	Nelson Road to Pleasants Valley Road	1.1 mile class II bicycle lane on Cherry Glen Road from Nelson Road to Pleasants Valley Road in both directions.	Planned
49.	Solano County	Nelson Road	Pena Adobe Road to Paradise Valley Road	2.1 mile Class I bike/ped path on Nelson Road from Pena Adobe Road to Paradise Valley Road	Planned
50.	Solano County	Leisure Town Road (Jepson Parkway)	Hawkins Road to Vanden Road	1.6 mile class I on Leisure Town Road from Hawkins Road to Vanden Road in both directions.	Planned
51.	Solano County; Caltrans; Vallejo	SR 37	SR29/Mini Drive to Sonoma County Line	2.1 mile class I bike/ped path or class II bicycle lane on SR 37 from SR 29 to Sonoma County Line in both directions.	Planned
52.	Suisun City*	Grizzly Island Trail – Priority #1	Grizzly Island Road to Mariana Boulevard	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

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

* in CTP list

ID	Agency	Project/Segment	From/To	Description	Project Status
53.	Suisun City*	Petersen Road Bike Path – Priority #2	Walters Road to Suisun City sports Complex	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
54.	Suisun City*	McCoy Creek Pedestrian/Bike Path – Priority #3	Pintail Drive to Railroad Ave	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
55.	Suisun City*	SR 12 Pedestrian/Bike Gap Closure Path	Marina Blvd and Capitol Corridor Train Station	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>
56.	Vacaville*	Ulati Creek Bike Facilities – Priority #1	Phase I: Ulati Dr to Leisure Town Rd; Phase II: Allison Drive to I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulati Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulati Drive to Leisure Town Road; Phase 2: Allison Drive to I-80.	Planned
57.	Vacaville*	Elmira Road Bike Path – Priority #2	Leisure Town Road to Edwin Dr	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
58.	Vacaville*	Alamo Creek Bike Facilities	TBD	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).	5Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
59.	Vacaville	Leisure Town Road (Jepson Parkway)	I-80 to Ulatis Creek	1.5 mile class I bike/ped path on Leisure Town Road from I-80 to Ulatis Creek in both directions.	Planned
60.	Vacaville	Leisure Town Road (Jepson Parkway)	Ulatis Creek to Alamo Drive	2 mile class I bike/ped path on Leisure Town Road from Ulatis Creek to Alamo Drive in both directions.	Planned
61.	Vallejo	McGary Road – Priority #1	Vallejo City Limit to Hiddenbrook e Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	Planned
62.	Vallejo	Georgia Street – Priority #2	Columbus Parkway to Mare Island Way	3.4 mile of class II bicycle lane on Georgia Street from Columbus Parkway to Mare Island Way in both directions.	Planned
63.	Vallejo	SR 29 – Priority #3	Georgia Street to Carquinez Bridge	2.1 mile of class II bicycle lane on SR 29 from Georgia Street to the Carquinez Bridge in both directions.	Planned
64.	Vallejo*	Bay Trail Completion	Various	Complete segments of the Bay Trail.	Planned
65.	Vallejo*	Blue Rock Springs Hans Park Pedestrian/Bike Path	Undefined	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
66.	Vallejo*	Columbus Parkway Pedestrian/Bike Path	I-80 to Georgia Street	Construct a Class 1 bike/ped path along Columbus Pkwy from I-80 to Georgia Street in both directions.	Planned
67.	Vallejo	Broadway Street	Alameda Street to Napa County Line	3.8 mile class II bicycle lane on Broadway Street from Alameda Street to Napa County line in both directions.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
68.	Vallejo	Sacramento Street	Valle Vista to SR 37	0.9 class II bicycle lane on Sacramento Street from Valle Vista Street to SR 37 in both directions.	Planned
69.	Vallejo	Mare Island Way	Vallejo Ferry Terminal to Curtola Parkway	0.4 class II bicycle lane on Mare Island Way from Vallejo Ferry /Terminal to Curtola Parkway in both directions.	Planned
70.	Vallejo	Solano Avenue	Benicia Road to Sonoma Boulevard	0.5 class III bicycle route on Solano Avenue from Benicia Road to Sonoma Boulevard in both directions.	Planned
71.	Vallejo	Solano Avenue	Mariposa Street to Sonoma Boulevard	1 mile class II bicycle lane on Solano Avenue from Mariposa Street to Sonoma Boulevard in both directions.	Planned
72.	Vallejo	Mariposa Street	Redwood Boulevard to Solano Ave	1.1 class II bicycle lane on Mariposa Street from Redwood Boulevard to Solano Avenue in both directions.	Planned
73.	Vallejo*	I-780 Pedestrian/Bike Grade Separation	I-780 OC	Replace existing structure	Planned
74.	Vallejo*	Fairgrounds Drive Pedestrian/Bike Path	Marine World Parkway to Redwood Street	Construct a Class 1 bike/ped path along Fairgrounds Drive from Marine World Parkway to Redwood Street.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
75.	Vallejo	SR 29	Curtola Parkway to Maritime Academy Drive	2.3 mile class II bicycle lane from SR 29 from Curtola Parkway to Maritime Academy Drive in both directions.	Planned
76.	Vallejo*	Broadway to 4 lanes and Pedestrian/Bike Path	Napa County Line to Curtola Parkway	Construct a bike/ped path along Broadway Street.	Planned
77.	Vallejo*	Mare Island Pedestrian & Bike System	Various	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
78.	STA*	Solano Bike and Ped Wayfinding Signage	Various Locations TBD	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
79.	STA*	Safe Routes to School Projects and Programs	Various Projects	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
80.	STA*	Safe Routes to Transit Plan	Various Projects To Be Identified	Conduct a study and develop a Solano Safe Routes to Transit Plan. This plan would identify connections/gaps in accessibility for cyclists to transit. Develop and implement a subsequent Safe Routes to Transit Program.	Planned

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

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
81.	STA	North Connector Bicycle Connections	North of I-80 between SR 12 West to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Planned
82.	STA	Jepson Parkway Bicycle Segments	Jepson Parkway in Fairfield, Suisun City, and Vacaville	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned

STA Staff Recommendation for Priority Bicycle Projects (listed by agency in alphabetical order)

	Agency	Project Name	Env/Design Shortfall*	ROW/Construction Shortfall*	Total Shortfall*
1	Benicia	Military East Street Bicycle Lanes (CII) - First Street to Park Road	Undefined	Undefined	\$3,000,000
2	Dixon	Vacaville-Dixon Bike Route (CII, Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000
3	Dixon	Bicycle Racks at City Facilities	\$0	\$10,000	\$10,000
4	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Ave to Air Base Pkwy	\$45,000	\$205,000	\$250,000
5	Rio Vista	Church Road Bicycle Path (CI) - Airport Road to State Route (SR) 12	Undefined	Undefined	Undefined
6	Solano County	Vacaville-Dixon Bike Route (CII) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000
7	STA	Solano Countywide Safe Routes to School (SR2S) Program	N/A	N/A	\$120,000**
8	Suisun City	Grizzly Island Trail (CI) - Grizzly Island Rd to Marina Blvd	\$0	\$2,100,000	\$2,100,000
9	Vacaville	Ulatis Creek Bicycle/Pedestrian Path (CI, Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000
10	Vallejo	McGary Road Bicycle Lanes (CII) - City Limit to Hiddenbrooke Parkway	Undefined	Undefined	\$500,000
11	STA	Solano County Wayfinding Sign Program	Undefined	Undefined	Undefined***
12	STA	North Connector Project (Solano County submitted NC Project in priorities)	Undefined	Undefined	Undefined***
13	STA	SR2T Program Projects (Dixon submitted SR2T program in priorities)	Undefined	Undefined	Undefined***
14	STA	Jepson Parkway Project (Fairfield and County submitted Jepson Pkwy Project in priorities)	Undefined	Undefined	Undefined***
			\$562,000	\$7,015,000	\$8,197,000

Ranking is based on scores and strategic deliverability

Projects 1-10 are the unconstrained priority projects list

These projects will be further developed into a fiscally constrained list when future funding is determined

*2010 Estimates

**This amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant

*** Bicycle improvements are part of the larger road project

Note: Associated project costs are "Undefined" if a project is conceptual or if the information is unavailable at this time



DATE: February 12, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Pedestrian Plan Update: Projects List

Background:

The Solano Countywide Pedestrian Plan is currently being updated as part of the overall Comprehensive Transportation Plan (CTP). Similar to the Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan identifies the short-term and long-term projects needed to complete a countywide pedestrian network. Over the last several months, the Pedestrian Advisory Committee (PAC) has worked with the Technical Advisory Committee (TAC) to identify priority pedestrian projects in each jurisdiction. Through this process, the following key items have been developed:

1. Draft Solano Countywide Pedestrian Network Projects List
2. Draft Solano Countywide Pedestrian Network Priority Projects List

Discussion:

In December 2009, each member of the PAC met with their respective TAC representative to identify the pedestrian projects in their jurisdiction. STA staff used the 2004 Solano Countywide Pedestrian Plan list of pedestrian projects as a starting point for discussion. Based on the Goals and Objectives, Planning Criteria, and Prioritization Criteria, 80 pedestrian projects were identified and preliminarily prioritized by the PAC and TAC members. Projects were included if it met one or more of the Planning Criteria:

1. **Connections** that support pedestrian movement (routes)
2. Creation or enhancement of **places** that support pedestrian travel or activity (Transportation for Livable Communities/Priority Development Area projects)
3. Other Pedestrian Routes

Attachment A shows the draft comprehensive list of pedestrian projects identified by the PAC and TAC participants.

After developing a countywide list of eligible pedestrian projects, STA staff and members of the PAC and TAC began prioritizing the projects. The priority projects list was developed by asking each agency's PAC and TAC Member to identify their top three pedestrian projects. To further familiarize the PAC with the projects from a countywide perspective, STA staff organized a day-long tour of the facilities identified. Project Summary Sheets have been developed for each project and are the basis of the STA staff scoring based on the Prioritization Criteria.

The Summary Sheet was developed to include information directly corresponding to the Prioritization Criteria (e.g., project description, estimated funding, local planning efforts, etc.). The Criteria for prioritizing projects are:

1. Implementation
2. Accessibility and Safety (connections across barriers)
3. Connectivity and Regional Significance (inter-city/county connections and connections to regional transit centers)
4. Quality of Life
5. Local Coordination
6. Wayfinding (signage, etc.)

Based on these criteria and the information provided in the project Summary Sheets, projects were scored by STA staff to develop a recommendation of priority projects for the STA PAC to consider. Attachment B is the Priority Projects List. The priority projects list will be used by STA staff to develop future funding recommendations for the Committee's review. This process acts as the "Call for Projects" process utilized in the past to identify projects for funding. As a result, future funding opportunities can be better focused on the delivery of the projects identified by the PAC.

The projects shown in Attachment B are the unconstrained priority pedestrian projects list. At the next PAC and TAC meetings in March/April, STA staff will provide the approximate fund estimates of available pedestrian project funding. At that time, STA staff will also propose a financially constrained priority projects list.

The projects list will be presented to the PAC at their February 18, 2010 meeting for approval. Based on the recommendations provided by the PAC and the TAC, the STA Board will follow with an action item at their March 10, 2010 meeting to formally adopt the projects and priorities for the Solano Countywide Pedestrian Plan.

Fiscal Impact:

None.

Recommendation:

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

1. Project List for the Solano Countywide Pedestrian Plan as specified in Attachment A; and
2. Priority Projects List for the Solano Countywide Pedestrian Plan and future funding opportunities as specified in Attachment B.

Attachments:

- A. Pedestrian Projects List for Solano Countywide Pedestrian Plan
- B. Priority Projects List for Solano Countywide Pedestrian Plan

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

*In CTP List

Agenda Item _
February 24, 2010

ATTACHMENT A

DRAFT PEDESTRIAN PROJECT LIST

(Last Updated: February 12, 2010)

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
1.	09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements* Priority #1	Adams to Park Road	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
2.	09CTP 012	Benicia	First Street Streetscape Project* Priority #2 Planned PDA	First Street terminus to Military East Street	Construct bicycle and pedestrian friendly improvements in Historic Downtown District on First Street/Benicia Main Street. Examples of improvements: trees, bus stop facilities, benches, decorative lighting, landmarks, signage, curb extensions.	Planned
3.	N/A	Benicia	Benicia Intermodal Train Station Priority #3	Location TBD	Construction of a new intermodal transit station, including pedestrian facilities connecting to nearby areas	Planned
4.	N/A	Benicia	Civic Center Area Improvements	To Be Defined	Concept	Planned
5.	N/A	Benicia	6 th Street Pedestrian Enhancements	To Be Defined	Concept	Planned

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
6.	N/A	Benicia	East H Street Ball Fields Parking and Crossing Improvements	To Be Defined	Concept	Planned
7.	N/A	Benicia	Sidewalk system gaps	To Be Defined	Concept	Planned
8.	N/A	Benicia	Traffic calming	To Be Defined	Concept	Planned
9.	N/A	Benicia	Solano Square Circulation	To Be Defined	Concept	Planned
10.	N/A	Benicia	West 7th & Military intersection improvement	To Be Defined	Concept	Planned
11.	N/A	Benicia	Historic Arsenal Pathway Connections	To Be Defined	Concept	Planned
12.	N/A	Benicia	Pedestrian and Bicycle Improvements to East E Street Parking Lot	To Be Defined	Concept	Planned
13.	09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail*	Benicia-Martinez Bridge to Arsenal	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

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

*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
14.	09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge*	Vallejo to Benicia Bridge	Remove gaps; expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
15.	09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing (OC)	Rose Drive OC	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>
16.	09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel* Priority #1	West B Street Union Pacific Railroad Crossing	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.	Preliminary Design
17.	N/A	Dixon	Specified Safe Routes to School Enhancements Priority #2	TBD as identified in SR2S Plan	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan	Planned
18.	N/A	Dixon	Specified Railroad Crossing Improvements based related studies Priority #3	TBD as identified in related studies	Connections/Crossings/Safety Improvements around transit stations and rail crossings within the City of Dixon as identified in the STA Rail Inventory & Improvement Study and the to be developed Safe Routes to Transit (SR2T) Plan	Planned

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
19.	N/A	Dixon	Multimodal Transportation Center	SR 113 from B Street to Union Pacific Railroad	Construct streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B Street to Union Pacific Railroad	Planned
20.	09CTP 222	Dixon	Pedrick Road Overcrossing*	Pedrick Road OC	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.	Planned
21.	09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4) *	A Street/1 st Street/Railroad	Complete landscaping and pedestrian improvements in A Street/1 st Street/Railroad track area in downtown Dixon.	Planned
22.	09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation*	Blossom Ave	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
23.	09CTP 184	Fairfield	Linear Park Path*	Solano Community College to northeastern Fairfield	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
24.	N/A	Fairfield	West Texas Street Gateway Project Priority #1	Oliver Road and Beck Avenue	The project will enhance pedestrian linkages among the Fairfield Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment project. Specific improvements include sidewalks, signage, public art, and new street trees.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

Planned – less than 10% PS&E

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
25.	N/A	Fairfield	Jepson Parkway Concept Plan Connections Priority #2	Plan/Study	Connections to STA Jepson Parkway Concept Plan segments. The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned
26.	N/A	Fairfield	Vacaville-Fairfield Train Station Urban Center Priority #3 Potential PDA	Vacaville-Fairfield Train Station	Development of a master plan and ultimately construction of the Fairfield-Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/system connections, public transit connections, stations, and facilities	Planned
27.	N/A	Fairfield	West Texas Street Urban Village Project Planned PDA	Suisun-Fairfield Capitol Corridor Train Station to 1.5 miles away along West Texas Street	Project will assist developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Land assembly, new sidewalks, street trees, pedestrian sidewalks, landscaping, signage, development of public plazas/seating areas, and enhancements to transit stops.	Planned
28.	N/A	Fairfield	Safe Routes to School Railroad Crossings	To Be Defined	Concept	Planned
29.	N/A	Fairfield	Green Valley Road path extension	To Be Defined	Concept	Planned

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
30.	N/A	Fairfield	Mangel Blvd path extension	To Be Defined	Concept	Planned
31.	N/A	Fairfield	Safe Routes to School Connections	To Be Defined	Concept	Planned
32.	N/A	Fairfield	Tri-City and County Regional Trail Connections	To Be Defined	Concept	Planned
33.	N/A	Fairfield	Downtown Fairfield Live-Work Center	1000 block of West Texas Street	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	Planned (developer funded)
34.	09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths*	Rockville Road to Highway 12	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
35.	09CTP 204	Rio Vista	Sacramento River Waterfront* Priority #1	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
36.	N/A	Rio Vista	Sandy Beach Park Connection: Beach Drive Priority #2	Second Street to Sandy Beach Park	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	Planned
37.	N/A	Rio Vista	Downtown Revitalization Project	Downtown Rio Vista (various locations)	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	Planned
38.	N/A	Rio Vista	Highway 12 Corridor Planning Study/Improvements	Plan/Study	Corridor Plan that will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Hwy 12.	Planned
39.	09CTP 205	Rio Vista	Citywide Trail System*	Various Routes	Construct a looped bicycle/pedestrian 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
40.	09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing*	Del Rio Hills and Riverwalk subdivisions	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

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
41.	N/A	Solano County	Tri-City and County Regional Trail Connections Priority #1	To Be Defined	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space. Includes "Pedestrian Concept Projects" #'s 1-3 (Connection to King Ranch Open Space, Lynch Canyon, Sky Valley and Green Valley, plus McGary Road improvements as a connection to these areas).	Planned
	N/A	Solano County	Cordelia to King Ranch Open Space Connection	To Be Defined	Concept 1: Connection from Cordelia to King Ranch Open Space	Planned
	N/A	Solano County	Red Top to Lynch Canyon Open Space Connection	To Be Defined	Concept 2: Connection from Red Top to Lynch Canyon Open Space	Planned
	N/A	Solano County	Lake Herman Park to Sky Valley Open Space Connection	To Be Defined	Concept 3: Connection from Lake Herman Park to Sky Valley Open Space	Planned
42.	N/A	Solano County	Specified North Connector Connections Priority #2	To Be Defined	Connections to specified North Connector segments (projects to be identified).	Planned
43.	N/A	Solano County	English Hills Connections	To Be Defined	Trail system in English Hills area (projects to be identified)	Planned

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

*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
44.	09CTP 055	Solano County	Old Town Cordelia *	Old Town Cordelia Area near Red Top Road	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	<i>Permitted and Ready to Construct</i>
45.	09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced*	Various locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
46.	09CTP 057	Solano County	Green Valley *	Various	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
47.	09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project*	Various	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
48.	09CTP 053	Suisun City	Grizzly Island Trail* Priority #1	Grizzly Island Road to Marina Boulevard	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
49.	09CTP 070	Suisun City	Rail Station Improvements* Priority #2 Planned PDA	Suisun-Fairfield Train Station Area	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.	Planned

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

*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
50.	09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path* Priority #3	Various routes	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
51.	N/A	Suisun City	Main Street Project/Downtown Streetscape Improvement Program	Main Street and waterfront promenade	The Redevelopment Agency launched a Façade Improvement Program for Main Street businesses. More than a dozen businesses participated by renovating their storefronts using matching funds provided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main Street and the waterfront promenade. Includes urban renewal on east side of Main Street.	Planned
52.	09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path*	Railroad Ave to Pintail Drive	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
53.	09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation*	Fairfield City Limit to Suisun City City Limits	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to City Limit of Suisun City. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
54.	09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path*	Marina Boulevard to Train Station	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>

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

*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
55.	09CTP 072	Suisun City	Kellogg Street Waterfront Improvements*	Waterfront Area	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
56.	09CTP 109	Vacaville	Ulatis Creek Bike Facilities* Priority #1 Planned PDA	Ulatis Creek Area near I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
57.	09CTP 111	Vacaville	Elmira Road Bike Path* Priority #2	Leisure Town Road to Edwin Drive	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
58.	09CTP 110	Vacaville	Alamo Creek Bike Facilities*	Alamo Drive to Leisure Town Road	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
59.	N/A	Vacaville	Vacaville Creek Walk Extension to McClellan Street Planned PDA	New path	This project will extend the Vacaville Creek Walk to McClelland Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	Planned
60.	N/A	Vacaville	Connection from Lagoon Valley to Paradise Valley	To Be Identified	Concept	Planned
61.	09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program* Planned PDA	Vacaville Downtown PDA	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area of Vacaville. This area is designated as a Priority Development Area.	Planned

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

*In CTP List

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
62.	N/A	Vallejo	Downtown Vallejo Renaissance Project Improvements Priority #1 Planned PDA	Various Areas in Downtown Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative sidewalks, sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks, and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	Planned
63.	N/A	Vallejo	River Park Improvements	Vallejo Waterfront from Mare Island Causeway to Sims Street	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Planned
64.	09CTP 137	Vallejo	Bay Trail Completion*	Various	Complete segments of the Bay Trail.	Planned
65.	N/A	Vallejo	Vallejo Bay/Ridge Trail Connector	Glen Cove to Sonoma Boulevard	Connection from the existing regional Bay Trail/Ridge Trail east of the Carquinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carquinez Bridge	Planned
66.	N/A	Vallejo/ Bay Trail Project	Glen Cove Bay Trail Gap Closure	Benicia SRA to Glen Cove Marina	Waterfront/Bluff top trail from Benicia State Recreation Area (SRA) through Glen Cove Waterfront Park to Glen Cove Marina (using City Streets – waterfront trail alternative would cost an addition \$1 million +)	Planned
67.	N/A	Vallejo/ Bay Trail Project	Sidewalks below and north of Highway 37 Concept	Sonoma Boulevard	Improve sidewalk or multi-use path along Sonoma Boulevard	Planned

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
68.	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
69.	09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path*	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
70.	09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation*	Alt Modes – Bike/Ped	Replace existing structure	Planned
71.	09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path*	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
72.	09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path*	Alt Modes – Bike/Ped	Construct a bike/ped path along Broadway.	Planned
73.	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
74.	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
75.	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

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

**In CTP List*

ID	CTP ID	Agency	Project/Segment	From/To	Description	Project Status
76.	N/A	STA	North Connector Project	North of I-80 between SR 12 /west to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I-) 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs. Also includes identification/construction of crossing of SR 12 at Red Top Road.	<i>Designed</i>
77.	N/A	STA	Jepson Parkway Concept Plan	Plan/Study	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned
78.	09CTP 210	STA	Solano Bike and Ped Wayfinding Signage*	Various locations	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
79.	09CTP 229	STA	Safe Routes to School Projects and Programs*	Various locations	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
80.	09CTP 900	STA	Safe Routes to Transit Plan*	Various locations	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned

STA Staff Recommendation for Priority Pedestrian Projects (listed by agency in alphabetical order)

	Agency	Project Name	Env/Design Shortfall*	ROW/Construction Shortfall*	Total Shortfall*
1	Benicia	Park Road Pedestrian Path (CI) - Benicia Bridge to Jefferson Street	\$330,000	\$870,000	\$1,200,000
2	Benicia	First Street Streetscape Enhancements	\$500,000	\$1,800,000	\$2,300,000
3	Dixon	West B Street Undercrossing Project	\$0	\$6,100,000	\$6,100,000
4	Fairfield	West Texas Street Gateway Project	Undefined	\$2,300,000	\$2,300,000
5	Rio Vista	Waterfront Plan and Improvement Project - City Hall to Rio Vista Bridge	Undefined	Undefined	\$3,000,000
6	Solano County	Tri-City and County Regional Trail Connections	\$150,000	\$4,100,000	\$4,250,000
7	Suisun City	Suisun-Fairfield Train Station Improvements	Undefined	Undefined	Undefined
8	Suisun City	Grizzly Island Trail (CI) - Grizzly Island Rd to Marina Blvd	\$0	\$2,100,000	\$2,100,000
9	Vacaville	Ulatis Creek Bicycle/Pedestrian Path (CI, Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000
10	Vallejo	Downtown Vallejo Renaissance Project	\$0	\$7,000,000	\$7,000,000
11	STA	Solano Countywide Safe Routes to School (SR2S) Program	N/A	N/A	\$120,000 **
12	STA	Solano County Wayfinding Sign Program	Undefined	Undefined	Undefined ***
13	STA	North Connector Project (Solano County submitted NC Project in priorities)	Undefined	Undefined	Undefined ***
14	STA	SR2T Program Projects (Dixon submitted SR2T program in priorities)	Undefined	Undefined	Undefined ***
15	STA	Jepson Parkway Project (Fairfield and County submitted Jepson Pkwy Project in priorities)	Undefined	Undefined	Undefined ***
Totals:			\$1,041,000	\$25,124,000	\$29,285,000

Projects were selected based on preliminary scoring completed by STA staff and overall strategic deliverability

Projects 1-11 are the unconstrained priority projects list

These projects will be further developed into a fiscally constrained list when future funding is determined

*2010 Estimates

**This amount of \$120,000 is the local match needed for \$1,000,000 MTC SR2S grant

*** Bicycle improvements are part of the larger road project

Note: Associated project costs are "Undefined" if a project is conceptual or if the information is unavailable at this time

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DATE: February 12, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: TAC Appointment to the Alternative Modes Committee

Background:

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

Each CTP Element has a policy committee that meets regularly as each element is developed. The majority of the committee members participating are policy makers; however, at least one TAC or Consortium member is assigned to each CTP Committee as well.

Discussion:

The Alternative Modes Committee membership currently consists of:

1. Jim Spring, Chair County of Solano
2. Mike Ioakimedes City of Benicia
3. Jack Batchelor, Jr. City of Dixon
4. Chuck Timm City of Fairfield
5. Ron Jones City of Rio Vista
6. Mike Hudson City of Suisun City
7. Curtis Hunt City of Vacaville
8. Erin Hannigan City of Vallejo
9. **VACANT** TAC
10. Larry Mork Pedestrian Advisory Committee
11. J.B. Davis Bicycle Advisory Committee

Ed Huestis, City of Vacaville, was the TAC's representative to this committee. Based on his recent retirement, STA staff is currently seeking an appointment from the STA TAC to the Alternative Modes Committee. The next Alternative Modes Committee is scheduled for Monday, March 15th at 4 p.m.

Fiscal Impact:

None.

Recommendation:

Nominate and appoint a STA TAC member to the STA Alternative Modes Committee.

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DATE: February 12, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
Kenny Wan, Assistant Project Manager
RE: Jobs for Main Street Update

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 (ARRA) are either completed or in process of completion.

Discussion:

The next possible federal economic stimulus bill has been called “Job for Main Street”. As requested by MTC, STA has submitted the potential project list to the Metropolitan Transportation Commission (MTC) as of late January, 2010. Based on STA Board approved projects, there are several reminders from MTC in the preparation of this potential federal bill.

1) Job for Main Street Deadlines

MTC need agencies to provide realistic anticipated/estimated delivery dates for the Job Bill projects. MTC needs to see how the anticipated deadlines fit in with board/council meetings, and that the agencies have thought this through. STA has already updated the estimated deadlines (submitted to STA by Solano agencies on Feb.12th) and submitted to MTC.

However, MTC will be requiring updated actual delivery milestone dates within 72 hours upon the adoption of the final Jobs Bill by Congress. Agencies should be prepared to work with STA to respond to this short deadline.

Due to the delay in approval of the Jobs Bill, MTC has delayed the deadline for data entry into Fund Management System (FMS) until February 26th. Currently, FMS is not yet ready to handle the new Jobs Bill projects. MTC will let us know when FMS will be ready to accommodate the Jobs Bill projects.

2) ARRA Reporting

As a reminder, federal regulations require that all recipients of ARRA funding meet the reporting requirements and update the information on a monthly basis until their ARRA funds are fully reimbursed and the ARRA project is closed out. Even if there is no data or new activity to report, agencies should continue to do so during the first two weeks of each month until the ARRA project is closed out and the funds reimbursed. This is a federal requirement.

MTC is assuming that if agencies are not meeting the ARRA reporting requirements, they will also not meet Jobs Bill Reporting requirements, and therefore should not receive Jobs bill funding. Therefore, failure to comply with federal ARRA reporting requirements - each and every month until the ARRA funds are fully reimbursed and the ARRA project has closed out, would jeopardize an agency's eligibility for future Jobs Bill funding.

MTC expects all agencies to be fully compliant with ARRA reporting requirements prior to programming of any Jobs Bill funding. Any questions on the required reporting should be directed to Javier Diaz at javier_diaz@dot.ca.gov or Barry Leaming at barry_leaming@dot.ca.gov with Caltrans HQ Local Assistance.

3) Quality Assurance Plan

MTC has confirmed with Federal Highway Administration (FHWA) that E-76s cannot be processed for jurisdictions that do not have a Quality Assurance Plans (QAP) on file, updated within the previous 5 years.

On January 14th and February 11, 2010, MTC sent the e-mail reminder to jurisdictions to submit updated Quality Assurance Plans (QAPs) to Caltrans Local Assistance if they have not done so within the past 5 years. There are still agencies within the Solano County that has not submitted such plan and are considered out of compliance with federal requirements. MTC has stated "An approved QAP is required for E-76 obligations. We will strictly enforce this and will not obligate funds without an approved QAP. Note that this can impact any funds that your agency may receive under the proposed Jobs for Mainstreet legislation."

Other reminders from MTC regarding the Job Bill submission are included in Attachment A.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Jobs For Main Street - Latest Programming Information. Email from Ross McKeown, MTC 02-08-10

**Jobs For Main Street - Latest Programming Information. Email from Ross McKeown,
MTC 02-08-10**

Greetings:

(1) MTC staff is compiling various project information for the Jobs for Main Street Bill including bicycle and pedestrian facilities improvements. Therefore, when submitting the final list of projects for consideration by our Commission, as well as when projects are entered into FMS, please have the project sponsors include in the project description any work that enhances existing bike/ped facilities. The project description should also specifically note any sidewalk repair and accessibility improvements (such as ADA Ramps) along with the rehabilitation work. It is very important that we capture the type of work included in the system preservation improvements. Some counties did an excellent job in including "ADA ramps" in the project description, while others simply put "pavement resurfacing" as a description. We really need to capture which projects are performing ADA accessibility improvements along with the pavement rehabilitation work.

(2) Any changes in project descriptions and limits as a result of the Caltrans field review should be communicated back to MTC by updating the description in the Excel worksheet and in FMS. The E-76 needs to match the description in the TIP grouped project listings. We experienced delays for ARRA projects when the E-76 did not accurately reflect the description in the TIP Grouped Listing. We don't want these delays to occur with the Jobs Bill projects.

(3) Due to the delay in approval of the Jobs Bill, we have delayed the deadline for data entry into FMS until February 26. FMS is not yet ready to handle the new Jobs Bill projects, so do not start just yet. We will let you know when FMS will be ready to accommodate the Jobs Bill projects.

(4) All projects must go through the Routine Accommodations / Complete Streets requirements. Contact Sean Co (sco@mtc.ca.gov) if you have any questions

(5) Any jurisdiction wishing to proceed with their Local resolution of support may do so now. The Local Resolution will be required to be submitted to MTC within 30 to 45 days following our Commission Action. For now they may use approximate amounts. Contact Craig Goldblatt (cgoldblatt@mtc.ca.gov) or Marcella Aranda (maranda@mtc.ca.gov) if you have any Questions

The Jobs for Main Street - Resolution of local support - is located here:
<http://www.mtc.ca.gov/funding/ARRA/>

Ross McKeown
Programming and Funding Manager
Programming and Allocations Section

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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.

At the January 27, 2010 TAC meeting, TAC members asked that the STA consider funding project management assistance. As the STA develops the FY 2010-11 Overall Work Plan and FY 2010-11 Budget, STA staff recommends the development of a Project Management Grant Program to assist local project delivery staff with federal and state aided projects.

Direct STA Assistance Status & STA Board Responses

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

An important policy issue for discussion by the TAC is what are the ramifications for failure to deliver a federally funded project. Issues to consider for project sponsors 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 exhibits any of these characteristics, that project sponsor could be subject to the following STA Board 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
- Potential loss of eligibility future regional discretionary funds

These milestones would be developed with the agency requesting Direct STA Assistance to meet FHWA, Caltrans, and MTC deadlines such as:

- 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)

STA staff is proposing failure to deliver project would be judged through a jury of peers, meaning the Solano PDWG and the STA TAC prior to STA staff recommending STA Board Responses. This 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 as well as offer some tools to help deliver projects on time.

These policies will help deliver projects in a timely manner and secure federal funds as the STA and all seven cities and the County delivers the next cycle of federal funds from either the reauthorization of SAFETEA-LU or the pending ARRA and Jobs Bills.

Recommendation:

Informational.



DATE: February 16, 2010
 TO: STA TAC
 FROM: Sam Shelton, Project Manager
 RE: STA Safe Routes to School (SR2S) Update

Background:

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

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

STA Safe Routes to School Program – Grant Funds Overview

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

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

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

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

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008. The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events.

On October 14, 2009, the STA Board approved the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools.

Discussion:

In June 2008, the STA Board authorized STA staff to enter into service agreements for SR2S Program and Safety Coordinator services. In January 2010, STA staff executed an agreement with Solano County Department of Public Health to provide both services for 2 years.

Fiscal Impact:

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

Recommendation:

Informational.



DATE: February 11, 2010
 TO: STA TAC
 FROM: Kenny Wan, Assistant Project Manager
 RE: STA Investments Report: 1999-2009 Project Funding Data

Background

One of the major tasks of Project Delivery Working Group (PDWG) 2010 Work Plan is to develop the STA Investment Report:1999-2009. The report will collect, summarize and analyze of all transportation funding (except local funds) that went to agencies for the last ten years. STA staff plans to report to all member agencies and the public the progress made in delivering projects, and make recommendations to improve the project delivery process.

Tasks to construct the STA Investment Report are as follows:

STA Investment Report: 1999-2009 Development Schedule

Activity	TAC Review Date
1. Data construction and review of the 1999-2009 funding data for Solano County	
2. TAC approve the 10-years funding data	February 2010
3. Solano PDWG tour and ideas exchange	
4. Research of project delivery best practices	
5. Meeting with Caltrans Local Assistance Part II Solutions Discussion	
6. Review by PDWG and TAC the draft funding history analysis	April 2010
7. Review by PDWG and TAC the suggested improvement of the project delivery process	May 2010
8. Review and Edit the Draft STA Investment Report by PDWG and TAC	June 2010
9. Approve the Investment Report by STA Board and make it a public document.	

Discussion:

To construct the funding data for this report, STA staff and PDWG members have spent more than 6 months retrieving and researching past funding data dated back to 1999. Attachment A provides the best research records STA staff can retrieve from MTC and Caltrans’s database. All agencies encountered great challenges while auditing the data. Most agencies do not keep records of closed out project longer than four years. Yet, PDWG members have reviewed the data and have performed the best audit they could on the researched data. The data will be the basis of constructing the funding analysis section in the STA Investment Report:1999-2009.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. STA Investment Report: 1999-2009 Project Funding Data (To be provided under separate cover.)

Benicia Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and Location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
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Road Rehabilitation

SOL010021	STP-T3-1A-SR-SF	Benicia - West "K" Street Rehabilitation (CON)	05/06	81,000	81,000	
SOL010021	STP-T3-1A-SR-SF	Benicia - West "K" Street Rehabilitation (CON)	05/06	200,000	200,000	
SOL010021	STP-T3-1A-SR-SF	Benicia - West "K" Street Rehabilitation (CON)	06/07	25,000	25,000	
SOL010021	STP-T3-2A-SR-SF	Benicia - West "K" Street Rehabilitation (CON)	06/07	75,000	25,988	
SOL991035	STP-T2-FY00-RE	East Fifth Street Overlay (CON)	03/04	102,806	102,806	
SOL991035	STP-T2-FY00-RE	East Fifth Street Overlay (ENV)	00/01	3,394	3,394	
SOL991035	STP-T2-FY00-RE	East Fifth Street Overlay (PSE)	00/01	9,000	9,000	
SOL991035	STP-T2-FY00-RAB	East H Street Overlay (CON)	03/04	105,000	105,000	
REG000022	STP-ARRA	East 2nd Street Overlay	08/09	400,000	290,200	
SOL991084	STP-T2-FY00-RAB	East Second Street Overlay (CON)	03/04	90,000	90,000	
SOL99SA01		Park Road Overlay	00/01	490		
SOL99SA01		Park Road Overlay	99/00	5,000		
SOL99SA01		Park Road Overlay	99/00	75,000		
SOL991034	STP-T2-FY00-RE	Military East Overlay Phase 2 (CON)	00/01	105,000	105,000	
SOL991034	STP-T2-FY00-RE	Military East Overlay Phase 2 (ENV)	00/01	1,000	1,000	
SOL991034	STP-T2-FY00-RE	Military East Overlay Phase 2 (PSE)	00/01	9,000	9,000	

Road Rehab Amount: 1,286,490

Ped/Bike Project

SOL070045		State Park Road Bridge Widening (CON) Construct bike bridge from Columbus/Fairway/ Reese Dr. across I-780 to Benicia	02/03			
SOL070045	TDAA03	State Park Road Bridge Widening	04/05	\$85,000	\$85,000	
SOL070045	TDAA05	State Park Road Bridge Widening	06/09	\$200,000	\$124,573	
SOL070045	STP-ARRA-SOL (from Saving)	State Park Road Bridge Widening	06/09	109,800		
SOL070045	STP-ARRA-SOL (from Saving)	State Park Road Bridge Widening	06/09	62,000		
SOL070045	TDAA3-08/09	State Park Road Bridge Widening	06/09	481,000	271,000	
SOL070045	CMAQ-T3-3-RBP-CO	State Park Road Bridge Widening (CON)	06/09	1,311,000	0	
SOL070045	CMAQ-T3-3-TLC-CO	State Park Road Bridge Widening (CON)	06/09	40,000	0	
SOL070045	STP-ARRA-TE	State Park Road Bridge Widening	08/09	320,000	429,800	
STA06BN0004	TECA06	East 5th St Corridor Smart Growth Project	05/06	125,000	125,000	
SOL991067	CMAQ-T2-FY00-CM	Park Lane Bike Lane (CON)	03/04	129,015	129,015	
SOL991067	CMAQ-T2-FY00-CM	Park Lane Bike Lane (ENV)	02/03	5,000	5,000	
SOL991067	CMAQ-T2-FY00-CM	Park Lane Bike Lane (PSE)	02/03	25,985	25,985	
STA04BN0002		Construct improvements to Park Road to provide access to the bike route on the new Benicia-Marinez Bridge span	03/04			
SOL990050	TDAA04	Construct improvements to Park Road to provide access to the bike route on the new Benicia-Marinez Bridge span	99/00	\$160,000	\$160,000	
SOL991001	CMAQ-T2-FY99-CSCM	East Second Street Signal (CON)	99/00	146,100	146,000	
SOL991001	CMAQ-T2-FY99-RE	Lighted Crosswalk at Military West (CON)	99/00	26,000	26,000	
SOL991056	CMAQ-T2-FY00-CM	Mills Elementary School Route Imps. (CON)	03/04	45,000	44,689	
SOL991056	CMAQ-T2-FY00-CM	Mills Elementary School Route Imps. (PSE)	01/02	5,000	5,311	
SOL991056	SR2S	Robert Semple Elementary School; sidewalks and crosswalks	00/01	\$144,000	\$160,000	

Ped/Bike Project: 3,419,900

Transit Project

SOL070022	CMAQ-T2-FY99-RE	Purchase Bus Shelters (CON)	06/07	5,454	0	
SOL991026	CMAQ-T2-FY99-RE	Replace T-1-1985 Buses (CON)	00/01	243,400		
STA07BN0005	TFCA07	Shuttle Service to Benicia Industrial Park	06/07	29,325	29,325	
STA04BN0001	TFCA04	Bus Stop Improvements at Southampton Road	03/04	25,000	25,000	

Transit Programmed Amount: \$ 303,179

Green Projects

STA06BN0003	TFCA08	Diesel Retrofit Devices for Benicia Buses	07/08	10,000	10,000	
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Green Project Programmed Amount 10,000

Total Programmed Amount \$ 5,019,569

Dixon Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and Location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL050041	STP-T3-1A-LSR-SF	Stratford Ave Rehabilitation (CON)	05/06	\$ 75,000	\$ 75,000	
REG090032	ST-STP-ARRA	Stratford Avenue Rehabilitation	09/10	\$ 218,000		
SOL991019	STP-T2-FY99-RE	North Adams St. overlay (CON)	99/00	\$ 53,100		
SOL010014	STP-T2-FY00-RAB	North Almond Street Overlay (CON)	02/03	\$ 75,000		
SOL050021	STP-T3-2-LSR-SF	North Almond Street Rehab. (CON)	04/05	\$ 75,000	\$ 75,000	
REG090032	STP-ARRA	North Almond Street- A. st to H. st.	08/09	\$ 300,000		
SOL991020	STP-T2-FY99-RE	Porter Rd. overlay (CON)	99/00	\$ 97,400	\$ 97,000	
SOL99SA02	STIP	West 'A' Street Rehabilitation	99/00	\$ 95,000		
SOL991036	STP-T2-FY00-RE	West H St. Overlay (CON)	01/02	\$ 151,000		
SOL991037	STP-T2-FY00-RE	East "C" Street Overlay. (CON)	01/02	\$ 60,000		
SOL991086	STP-T2-FY00-RAB	North Fifth Street/Nudd Way Overlay (CON)	02/03	\$ 50,000		
SOL050051	STP-T3-3-LSR-SF	North Fourth St and East "A" St Rehab (CON)	06/07	\$ 130,000	\$ 130,000	
Rehab Programmed Amount				\$ 1,379,500		
Ped/Bike Projects						
SOL991004	STP-T2-FY99-RE	Disabled access ramps in Dixon (CON)	00/01	\$ 26,000		
SOL010008	STP-T2-FY99-CSCM	Downtown Dixon Streetscape (TEportion)	03/04	\$ 48,086	\$ 48,086	
SOL010008	STP-T2-FY99-CSCM	Downtown Dixon Streetscape. (CON)	03/04	\$ 188,914	\$ 188,914	
SOL991002	CMAQ-T2-FY99-RE	Lighted Crosswalk at Pitt School Road (CON)	00/01	\$ 26,000	\$ 26,000	
SOL991061	CMAQ-T2-FY00-CM	LIGHTED CROSSWALKS - LOCAL STREETS (CON)	02/03	\$ 58,000	\$ 58,000	
SOL991003	STP-T2-FY99-RE	Crosswalk signage replacement (CON)	00/01	\$ 13,000	\$ 13,000	
SOL070046	CMAQ-T3-3-AQ-SOL	SR113 Pedestrian Improvements (CON)	08/09	\$ 90,000		
Ped/Bike Programmed Amount				\$ 450,000		
New Roadway/Capacity Expansion						
SOL050009	EARMARK-T2-DEMO	Parkway Blvd/JUPRR Grade Separation	06/09	\$ 580,000		
SOL050009	EARMARK-T2-DEMO	Parkway Blvd/JUPRR Grade Separation	06/09	\$ 1,243,000		
New Road Programmed Amount				1,823,000		
Transportation Center						
SOL030001	STIP	Dixon Multimodal Transp. Center	06/07	\$ 543,000		
SOL030001	STIP	Dixon Multimodal Transp. Center	07/08	\$ 1,330,000		
SOL030001	CMAQ-T3-2-AQ-SOL	Dixon Multimodal Transp. Center (CON)	04/05	\$ 875,000	\$ 875,000	
SOL030001	YSAQMD05	Dixon Multimodal Transp. Center Building	04/05	\$ 100,000	\$ 100,000	
SOL030001	YSAQMD	Dixon Multimodal Transp. Center	???	\$ 26,500		
SOL990041	CMAQ-T2-SOLANO	Downtown Dixon Multimodal Center (CON)	99/00	\$ 354,000	\$ 354,000	
Transit Programmed Amount				\$ 3,228,500		
Green Projects						
STA01YSAQ	YSAQMD01	EV charging Station for the City of Dixon	00/01	\$ 20,000		
Green Project Programmed Amount				\$ 20,000		
Total Programmed Amount				\$ 6,901,000		

Fairfield Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and Location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL010013	STP-T2-FY00-RAB	Central Way Rehabilitation. (CON)	02/03	45,000		
SOL99SA06		Dover Avenue rehabilitation	99/00	324,000		
SOL050042	STP-T3-1A-LSR-SF (CON)	Dickson Hill Road Rehabilitation	05/06	277,000	277,000	
SOL010023	STP-T3-3-LSR-SF	Hilborn Road Rehabilitation (CON)	06/07	203,000	179,593	
SOL010023	STP-T3-3-LSR-SF	Hilborn Road Rehabilitation (CON)	06/07	535,000	535,000	
SOL991087	STP-T2-FY00-RAB	Pittman Road Rehabilitation (CON)	02/03	95,000	95,000	
SOL050015	STP-T3-2-LSR-SF	Pittman Rd & Suisun Valley Rd Rehab (CON)	05/06	426,000	426,000	
SOL991038	???	Fairfield Air Base Pkwy Rehabilitation	02/03	645,000		
SOL991039	???	Fairfield North Texas Street Rehabilitation	02/03	362,000		
SOL970027	STP-T2-FY00-RE	Pennsylvania Ave. - improvements (CON)	00/01	10,000	10,000	
SOL970027	STP-T2-FY00-RE	Pennsylvania Ave. - improvements (CON)	00/01	25,000	25,000	
SOL991021	STP-T2-FY99-RE	Pennsylvania Ave. rehabilitation (CON)	99/00	550,000	550,000	
SOL970027	STP-T2-FY00-RE	Pennsylvania Ave. - improvements (CON)	01/02	85,000	85,000	
REG090032	STP-ARRA	E. Tabor Ave Resurfacing	2008-09	900,000		
REG090032	ST-ARRA	Suisun Valley Rehabilitation (between Mangels Blvd and the Fairfield City Limits)	2009-10	538,000		
SOL99SA05		Texas Street rehabilitation	99/00	98,000		
SOL99SA03		Lopes Road pavement rehabilitation	99/00	1,446,000		
SOL99SA04		Heather Avenue pavement rehabilitation	99/00	85,000		
REG090032	STP-ARRA	Gateway Boulevard Resurfacing: Travis Blvd to Pennsylvania Ave	08/09	900,000		
	HES	Travis Blvd. Corridor between Oliver Rd. and North Texas St. (Upgrade Signals)		\$ 360,000		
				Road Rehab Amount :	7,909,000	
Ped/Bike Projects						
SOL050055		Downtown Fairfield Pedestrian Project	07/08	350,000		
	STP-ARRA	McGary Road Safety Improvements Project		1,000,000		
SOL090004	ARRA-TE	McGary Road Enhancement	08/09	640,000		
	STP-ARRA (saving)	McGary Road Safety Improvements Project	08/09	500,000		
STA07FD0008	TFA07	McGary Road Extension	06/07	90,000	90,000	
	TDA06	McGary Road Regional Bike Path	05/06			
	TDA07	McGary Road Regional Bike Path	06/07			
STA09FD0009	TDA09	McGary Road Regional Bike Path	08/09	185,000	185,000	
STA02FD0007		Feasibility Study/Prelim. Engineering to complete Solano Bikeway from Hiddenbrooke/American Canyon Road to Solano Community College	01/02			
SOL050033	CMAQ-T3-2-RBP-REG	Linear Park Trail (CON)	06/07	\$50,000	\$50,000	
				330,000	330,000	
SOL991005	CMAQ-T2-FY99-RE	Lighted Crosswalk at Waterman (CON)	99/00	26,000	26,000	

SOL070027	TDA3-06/07	W. Texas St. Gateway Project Phase I & II	08/09	50,000	50,000
SOL070027	CMAQ-T3-3-RBP-CO	W. Texas St. Gateway Project Phase I & II (CON)	08/09	85,000	0
STA08FD0012	TFCA08	Union Ave/Suisun Train Station Ped. Safety Improvement Project	07/08	87,247	87,247
STA08FD0012	TDA07	Union Avenue Corridor, Phase II		25,000	25,000
	RM2	Safe Route to Transit Grant		300,000	
	SR2S	E. Ruth Sheldon ES and T. C. McDaniel's School, sidewalks		\$53,100	\$ 59,000

Ped/Bike Projects Amount: 3,771,347

Transit Projects					
SOL991068	RIP-T2-FY98-ST-SOL	Fairfield Transportation Center-Phase II	99/00	172,000	172,000
SOL991068	CMAQ-T2-FY00-CM	Fairfield Transportation Center-Phase II (CON)	00/01	22,000	22,000
SOL991068	CMAQ-T2-FY00-CM	Fairfield Transportation Center-Phase II (CON)	01/02	1,158,000	1,158,000
SOL991068	CMAQ-T2-FY00-CM	Fairfield Transportation Center-Phase II (CON)	01/02	63,000	63,000
SOL991068	STP-T2-FY99-CSCM	Fairfield Transportation Center-Phase II (CON)	03/04	95,000	95,000
SOL991068	CMAQ-T2-FY00-CM	Fairfield Transportation Center-Phase II (CON)	08/09	140,000	140,000
SOL991068	CMAQ-T2-FY00-CM	Fairfield Transportation Center-Phase II (PSE)	00/01	30,000	30,000
SOL991068	RM2	Fairfield Transportation Center		7,750,000	0
SOL030002	STIP	Fairfield/Vacaville Intermodal Rail Station	11/12	4,000,000	0
SOL030002	Toll Bridge Funds	Fairfield/Vacaville Intermodal Rail Station	11/12	9,000,000	0
SOL030002	RM2	Fairfield/Vacaville Intermodal Rail Station	???	20,996,000	0
SOL030002	EARIMARK-T2-STP115	Fairfield/Vacaville Intermodal Rail Station	08/09	754,000	0
STA08FD0010	TFCA08	Transit Bicycle Racks	07/08	13,120	13,120
SOL030016	CMAQ-T3-1-AQ	FS Transit Regional Express Bus Operations (CON)	03/04	116,000	116,000
STA03FD0011	TFCA03	Transit Bus Traffic Signal Prioritization	02/03	100,000	100,000
SOL990016	CMAQ-T2-FY00-CM	North Texas - Local Transfer Facility (CON)	00/01	140,000	140,000
SOL990033	EARIMARK-T2-DEMO	Magellan park and ride	98/99	1,405,300	840,961
SOL991096	CMAQ-T2-FY99-CSCM	Red Top Park and Ride Lot: Phase 2. (CON)	99/00	1,593,540	114,442

Transit Projects Amount: 47,547,960

Green Technology					
SOL030018	CMAQ-T3-1-AQ	24 Bus Catalyst Devices (CON)	04/05	195,000	195,000
STA04FD0006	TFCA04	Electric Charging Station- Fairfield City Hall	03/04	4,000	4,000
SOL991052	CMAQ-T2-FY00-RE	Replace Kansas City Buses (CON)	00/01	266,000	266,000
SOL991031	CMAQ-T2-FY99-RE	Replace One 1985 Bus (CON)	99/00	243,400	243,400
SOL991027	CMAQ-T2-FY99-RE	Fairfield Transit: Replace Fixed Route Buses (CON)	99/00	973,600	973,600

Green Technology Amount: 1,682,000

Total Programmed Amount: 60,910,307

Rio Vista Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL991088	STP-T2-FY00-RAB	Drouin Drive Overlay (PSE)	02/03	\$2,655	\$	2,655
SOL991040		Front Street Overlay Project	99/00	\$3,000		
SOL991040		Front Street Overlay Project	99/00	\$35,000		
SOL991040	STP-T2-FY00-RE	Front Street Overlay Project (CON)	03/04	\$75,000	\$	75,000
SOL991040	STP-T2-FY00-RE	Front Street Overlay Project (PSE)	03/04	\$8,000	\$	8,000
SOL991022	STP-T2-FY99-RE	Main St. rehabilitation (CON)	99/00	\$158,000	\$	158,000
SOL991091		Main St. Improvements	00/01	\$1,000		
SOL991091		Main St. Improvements	00/01	\$1,000		
SOL991091		Main St. Improvements	01/02	\$98,000		
SOL991091	CMAQ-T2-FY99-TLC	Main St. Improvements (CON)	00/01	\$650,000	\$	650,000
SOL050052	STP-T3-3-LSR-SF	Second Street Rehabilitation (CON)	07/08	\$77,000	\$	77,000
				Rehab Programmed Amount		
				\$1,108,655		
Ped/Bike Projects						
SOL991006	CMAQ-T2-FY99-RE	Lighted Crosswalk at Gardner Way (CON)	99/00	\$26,000	\$	26,000
SOL991091	YSAQMD05	Main St. Pedestrian Enh. Project	04/05	\$10,000	\$	10,000
SOL991091	YSAQMD04	Main Street Pedestrian	03/04	\$5,000	\$	5,000
STA09RV0017	YSAQMD09	Waterfront Multiuse Pathway	08/09	\$160,000	\$	160,000
STA05RV0018	YSAQMD05	Waterfront Pedestrian & Bicycle Improvement	04/05	\$39,000	\$	39,000
STA06RV0014	YSAQMD06	Downtown Pedestrian Streetscape and Waterfront Improvement Project	05/06	\$100,000	\$	100,000
SOL070019	EARMARK-T3-HPP	Rio Vista - Signage Improvement Program	08/09	\$150,000		
	BTA	Purchase Replacement Bicycle Lockers.	08/09	\$	3,600	\$4,000
		Purchase and install 6 replacement bicycle lockers for the park-and-ride facility located near the intersection of Front Street and Main Street				
	SR2S	Riverview Middle School; 2 radar speed signs	08/09			\$20,000
				Ped/Bike Programmed Amount		
				\$490,000		
New Roadway/Capacity Expansion						
SOL050062	EARMARK-T3-HPP	SR12 - Rio Vista Bridge Study	06/07	\$192,000		
SOL050062	EARMARK-T3-HPP	SR12 - Rio Vista Bridge Study	06/07	\$103,000		
SOL050062	EARMARK-T3-HPP	SR12 - Rio Vista Bridge Study	07/08	\$67,000		
				New Road Programmed Amount		
				\$362,000		
Green Project						
STA08RV0015	YSAQMD08	Purchase Clean Air Devices for Rio Vista Delta Breeze Buses. Purchase Level 3 diesel particulate devices to retrofit existing buses.	07/08	\$25,000	\$	25,000
STA07RV0016	YSAQMD07	Rio Vista Delta Breeze SR 12/160 Service	06/07	\$30,000	\$	30,000
				Green Project Amount		
				\$55,000		
				Total Programmed Amount:		
				\$2,015,655		

Suisun City Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL99SA11		Blossom Road Rehabilitation - Pintail to Railroad	99/00	\$ 190,000	\$ 190,000	
SOL99SA09		Main Street Rehabilitation - Cordelia to Hwy 12	99/00	\$ 238,000	\$ 238,000	
SOL99SA08		Merganser Drive Rehabilitation - E. Wigeon to Sunset	99/00	\$ 143,000	\$ 143,000	
SOL99SA10		Pintail Drive Rehabilitation - Sunset to Bluebill	99/00	\$ 95,000	\$ 95,000	
SOL991023	STP-T2-FY99-RE	Railroad Ave Rehab - sunset to E. Tabor Ave (CON)	99/00	\$ 200,000	\$ 200,000	
SOL991042	STP-T2-FY00-RE	Pintail Drive pavement Rehabilitation - Woodlark to Walters (CON)	01/02	\$ 193,800	\$ 193,800	
SOL991042	STP-T2-FY00-RE	Pintail Drive pavement Rehabilitation - Woodlark to Walters (PSE)	01/02	\$ 34,200	\$ 34,200	
SOL991010	STP-T2-FY99-RE	Highway 12 median improvements (CON)	99/00	\$ 17,000		
SOL991058	STP-T2-FY00-CM	Safety Improvements along Highway 12 (CON)	00/01	\$ 42,500	\$ 42,500	
SOL991058	STP-T2-FY00-CM	Safety Improvements along Highway 12 (PSE)	00/01	\$ 7,500	\$ 7,500	
SOL991043	STP-T2-FY00-RE	Buena Vista Ave Pavement Rehabilitation (CON)	00/01	\$ 106,250	\$ 106,250	
SOL991043	STP-T2-FY00-RE	Buena Vista Ave Pavement Rehabilitation (PSE)	00/01	\$ 18,750	\$ 18,750	
SOL991089	STP-T2-FY00-RAB	Cordelia Road Rehabilitation (CON)	02/03	\$ 60,000	\$ 60,000	
SOL050018	STP-T3-1A-LSR-SF	Emperor Drive Rehabilitation (CON)	04/05	\$ 75,000	\$ 75,000	
SOL050018	STP-T3-2-LSR-SF	Emperor Drive Rehabilitation (CON)	04/05	\$ 75,000	\$ 75,000	
SOL050053	STP-T3-3-LSR-SF	Sunset Ave Rehabilitation (CON)	06/07	\$ -	\$ -	Funding Swap w/Fairfield
REG090032	ST-STOP-ARRA	Main Street Rehabilitation (From Solano Street to Lotz Way)	09/10	\$ 170,000	\$ 170,000	
REG090032	STP-ARRA	Sunset Avenue Road Rehabilitation	08/09	\$ 700,000	\$ 700,000	
				\$ 2,366,000		
Rehab Programmed Amount						
New Road/Capacity Expansion						
SOL99004A	EARMARK-T2-HP	Walters Road Extension & Expansion.	99/00	\$ 1,950,000	\$ 1,950,000	
SOL99004A	EARMARK-T2-HP	Walters Road Extension & Expansion.	00/01	\$ 39,000	\$ 39,000	
SOL99004A	EARMARK-T2-HP	Walters Road Extension & Expansion.	98/99	\$ 220,000	\$ 220,000	
SOL99004A	EARMARK-T2-HP	Walters Road Extension & Expansion.	98/99	\$ 100,000	\$ 100,000	
SOL99004A	EARMARK???	Walters Road Extension & Expansion	02/03	\$ 100,000		
SOL010011	STP-T2-FY00-RAB	Marina Boulevard (CON)	02/03	\$ 110,000	\$ 110,000	
	HES	Realign Roadway offset intersection. Railroad Ave. at Sunset Ave.	03/04	\$ 360,000	\$ -	Did no receive
				\$ 2,879,000		
New Road Programmed Amount						
Ped/Bike Projects						
SOL991011	CMAQ-T2-FY99-RE	Striping & line work for bike lanes (CON)	99/00	\$ 35,000	\$ 35,000	
SOL990051	CMAQ-T2-FY99-CSCM	Sunset to Walters Rd - Bike Lane Imps (CON) (Pintail Drive)	99/00	\$ 26,086	\$ 26,086	
SOL991009	CMAQ-T2-FY99-RE	Lighted Crosswalk near Suisun Elementary School. (CON)	99/00	\$ 26,000	\$ 26,000	

SOL030004	CMAQ-T2-FY02-TLC	Driftwood Drive Pedestrian Way (CON)	00/01	\$	40,000	\$	39,838
STA02TDA	TDA02	Countywide Bike Route Signage Program Construct approx. 50-100 special signs	01/02	\$	10,000	\$	10,000
STA02TDA	TDA02	Class 1 Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	01/02	\$	150,000	\$	150,000
STA01TDA	TDA01	Class 1 Bike Lane adjacent to Highway 12 from Sunset Avenue to Emperor Road	00/01	\$	75,000	\$	75,000
SOL991069	CMAQ-T2-FY00-CM	Class 1 Path Bridge along Highway 12 at (CON)	02/03	\$	144,500	\$	144,500
SOL991069	CMAQ-T2-FY00-CM	Class 1 Path Bridge along Highway 12 at (PSE)	02/03	\$	25,500	\$	25,500
STA03	TDA03	Central County Bikeway (Highway 12)	02/03	\$	30,055	\$	30,055
STA02TDA	TDA02	Jepson Parkway Class 1 Bike Route (Walters Road from Highway 12 to East Tabor Street)	01/02	\$	74,500	\$	74,500
SOL010009	TE Article	Jepson Parkway Bikeway & Transit Connection	02/03	\$	575,000	\$	575,000
SOL010039	CMAQ-T2	Driftwood Drive Pedestrian Way - (PE)	03/04	\$	39,838	\$	39,838
SOL030004	??	Driftwood Drive Pedestrian Way	07/08	\$	372,000	\$	372,000
SOL030004	STP-T2	TLC-Suisun City Driftwood Drive Ped Way (CON)	03/04	\$	310,162	\$	310,162
STA05	TDA05	Central County Bikeway Gap Closure project	04/05	\$	86,000	\$	86,000
SOL991069	TFCA04	County Bikeway Gap Closure Project	04/05	\$	32,000	\$	32,000
STA04	TDA04	Central County Bikeway Project from Marina Blvd. To Amtrak Train Station.	03/04	\$	78,690	\$	78,690
STA06TFC	TFCA06	Transit Center Pedestrian Access	05/06	\$	25,000	\$	25,000
SOL991069	BTA	Central County Bikeway Gap Closure. Design and construct a class 1 Bikeway on the north side of State Route 12 from Marina Boulevard to the Amtrak Train Station.	04/05	\$	593,000	\$	593,000
STA06TFC	BTA	McCoy Creek Trail (Phase 1) Construct a class 1 Bikeway along McCoy Creek from State Route 12 to Pintail Drive	05/06	\$	365,000	\$	365,000
STA06TFC	TFCA06	McCoy Creek Multi-Use Path Whispering Bay Lane and Francisco Drive Crystal Middle School Area Pedestrian / ADA safety project	05/06	\$	35,000	\$	35,000
	SR2S	Crystal/Crescent School Non-infrastructure	06/07	\$	150,000	\$	150,000
	SR2S	Crystal MS and Crescent ES; Class I path	07/08	\$	900,000	\$	900,000
					\$	\$	4,198,331
					\$	\$	40,000
Green Projects		Ped/Bike Programmed Amount					
STA04TFC	TFCA04	Electric Charging Station- Suisun Train Station/Park and Ride lot and Civic Center	03/04	\$	40,000	\$	40,000
					\$	\$	40,000
					\$	\$	40,000

Total Programmed Amount: \$ 9,483,331

Vacaville Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL050019	STP-T3-2-LSR-SF	Alamo Drive Resurfacing (Merchant Street to Buck Avenue)	04/05	\$ 246,000	246,000	
SOL99SA16	STIP	Aldridge Road rehabilitation	00/01	\$ 86,000		
SOL991044	STP-T2-FY00-RE	Davis St. Resurfacing (I-80 to Alamo) (CON)	01/02	\$ 190,000		
SOL050054	STP-T3-3-LSR-SF	Dobbins St/E Monte Vista Ave Bridge Widening and Intersection Improvements	06/07	\$ 180,000	180,000	
SOL050054	HBRR	Dobbins St/E Monte Vista Ave Bridge Widening and Intersection Improvements		\$ 1,151,200		
SOL99SA12	HBRR	Elmira Road Bridge Widening at Old Alamo Creek	99/00	\$ 324,819		
SOL99SA13	STIP	Elmira Road Overlay	00/01	\$ 568,000		
SOL970051	STIP	Kendal Street reconstruction	00/01	\$ 366,000		
SOL99SA19	STP-T2-FY96-G	Leisure Town overlay (CON)	99/00	\$ 267,000	267,000	
SOL99SA18	STIP	Leisure Town Road rehabilitation	99/00	\$ 134,000		
SOL990004	STP	Leisure Town Road Bridge & Roadway Improvements	00/01	\$ 1,451,000		
SOL990004	TEA	Leisure Town Road Overcrossing and I-80 Interchange	???	\$ 8,700,000		
SOL990004	STIP	Leisure Town Road Overcrossing and I-80 Interchange	03/04	\$ 4,650,000		
SOL010010	STP-T2-FY00-RAB	Nut Tree Road Overlay (Alamo Drive to Ulatis Drive)	03/04	\$ 203,000	203,000	
SOL010010	STP-T2-FY00-RE	Nut Tree Road Overlay (Alamo Drive to Ulatis Drive)	03/04	\$ 259,000	259,000	
SOL010026	STP-T3-1A-LSR-SF	Nut Tree Road Overlay (Ulatis Drive to Orange Drive)	05/06	\$ 253,000	253,000	
SOL010026	STP-T3-3-LSR-SF	Nut Tree Road Overlay (Ulatis Drive to Orange Drive)	06/07	\$ 342,000	342,000	
SOL010026	STP-T3-1A-LSR-SF	Nut Tree Road Overlay (Ulatis Drive to Orange Drive)	06/07	\$ 50,000	50,000	
SOL99SA18	STIP	Marshall Road overlay	99/00	\$ 272,000		
SOL99SA17	STIP	Meridian Road rehabilitation	00/01	\$ 84,000		
SOL99SA15	STIP	Midway Road rehabilitation	00/01	\$ 120,000		
SOL991024	STP-T2-FY99-RE	Peabody Rd. rehabilitation (CON)	99/00	\$ 474,400	474,000	
SOL99SA14	STIP	Parker Street reconstruction	00/01	\$ 317,000		
REG090032	STP-ARRA	2009 Asphalt Concrete Overlay Project	08/09	\$ 1,330,000		
REG090032	ST-STP-ARRA	2009 Asphalt Concrete Overlay Project	08/09	\$ 46,000		
				\$ 22,064,419		
Rehab Programmed Amount:						
\$ 22,064,419						
Ped/Bike Projects						
SOL990044	YSAQMD02	Alamo Creek Bike Path (Southside Bikeway to Alamo Drive)	99/00	\$ 50,000	50,000	
SOL990044	CMAQ-T2-SOLANO	Alamo Creek Bike Path (Southside Bikeway to Alamo Drive)	01/02	\$ 300,000	300,000	
SOL991078	CMAQ	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	01/02	\$ 350,000		
SOL991078	TEA	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	02/03	\$ 95,000		
SOL991078	YSAQMD	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	01/02	\$ 50,000		
SOL991078	TDA02	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	01/02	\$ 51,500	\$51,500	
SOL991078	TDA03	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	02/03	\$ 50,000	\$50,000	
SOL991014	CMAQ-T2-FY99-RE	Cross walk signage (CON)	99/00	\$ 8,000		
SOL050027	YSAQMD07	Centennial Bikeway-Browns Valley Parkway to Vaca Valley Parkway	06/07	\$ 80,000	80,000	

SOL050027	CMAQ-T3-2-AQ-SOL	Centennial Bikeway-Browns Valley Parkway to Vaca Valley Parkway (CON)	06/07	\$	520,000	520,000
SOL050027	CMAQ-T3-2-AQ-SOL	Centennial Bikeway-Browns Valley Parkway to Vaca Valley Parkway (ENV)	04/05	\$	150,000	150,000
SOL050027	YSAQMD06	Centennial Bikeway-Browns Valley Parkway to Vaca Valley Parkway	05/06	\$	40,000	40,000
SOL050027	CMAQ-T3-2-AQ-SOL	Centennial Bikeway-Browns Valley Parkway to Vaca Valley Parkway (PSE)	04/05	\$	150,000	150,000
SOL010040	CMAQ-T2-FY02-TLC	Davis St. Ped & Gateway Improvements (CON)	03/04	\$	482,000	482,000
SOL070028	CMAQ-T3-3-AQ-SOL	Downtown Creekwalk Extension (CON)	08/09	\$	694,000	0
SOL070028	CMAQ-T3-3-AQ-SOL	Downtown Creekwalk Extension (ENV)	07/08	\$	75,000	75,000
SOL070028	CMAQ-T3-3-AQ-SOL	Downtown Creekwalk Extension (PSE)	08/09	\$	53,000	0
SOL991012	CMAQ-T2-FY99-RE	Eubanks Drive, Lighted crosswalk (CON)	99/00	\$	26,000	26,000
SOL990047	???	Elmira Road Pedestrian/Bike path	99/00	\$	2,000	17,706
SOL990047	???	Elmira Road Pedestrian/Bike path	99/00	\$	8,000	8,000
SOL990047	CMAQ-T2-SOLANO	Elmira Road Pedestrian/Bike path (CON)	99/00	\$	80,000	62,294
SOL050025	CMAQ-T3-2-AQ-SOL	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive (CON)	05/06	\$	350,000	349,594
SOL050025	CMAQ-T3-2-AQ-SOL	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive (ENV)	04/05	\$	50,000	50,406
SOL050025	YSAQMD	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive	03/04	\$	59,000	59,000
SOL050025	YSAQMD	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive	04/05	\$	75,000	75,000
SOL050025	TDA	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive	04/05	\$	75,000	75,000
SOL050025	TDA	Ulatis Creek Bicycle Path-Allison Drive Ulatis Drive	04/05	\$	73,738	73,738
SOL070029	YSAQMD09	Ulatis Creek Bike Path - Allison to I-80 (ENV)	08/09	\$	22,000	22,000
SOL070029	CMAQ-T3-3-AQ-SOL	Ulatis Creek Bike Path - Allison to I-80 (ENV)	08/09	\$	169,000	0
SOL070026	YSAQMD08	Ulatis Creek Bike Path (Ulatis to Leisure Town) Construct Class 1 bike path along Ulatis Creek from Ulatis Dr. to Leisure Town Rd.	07/08	\$	29,000	29,000
SOL070026	YSAQMD	Ulatis Creek Bike Path (Ulatis to Leisure Town)	07/08	\$	29,000	29,000
SOL070026	TDA3-07/08	Ulatis Creek Bike Path (Ulatis to Leisure Town)	07/08	\$	90,000	90,000
SOL070026	CMAQ-T3-3-AQ-SOL	Ulatis Creek Bike Path (Ulatis to Leisure Town) (PE)	07/08	\$	37,000	37,000
SOL050059	YSAQMD07	Nob Hill Bike Path	06/07	\$	20,000	20,000
SOL050059	YSAQMD08	Nob Hill Bike Path	07/08	\$	50,000	50,000
SOL050059	CMAQ-T3-3-AQ-SOL	Nob Hill Bike Path (CON)	07/08	\$	300,000	300,000
SOL050059	CMAQ-T3-2-AQ-SOL	Nob Hill Bike Path (ENV)	05/06	\$	80,000	80,000
SOL070047	CMAQ-T3-2-AQ-SOL	Peabody Road/Marshall Road Pedestrian Safety Improvements	08/09	\$	150,000	0
SOL070047	YSAQMD	Peabody Road/Marshall Road Pedestrian Safety Improvements	08/09	\$	40,000	40,000
REG090008	STP-ARRA	Peabody Road/Marshall Road Pedestrian Safety Improvements	08/09	\$	260,000	260,000
SOL050026	CMAQ-T3-2-AQ-SOL	Southside Bikeway-Alamo Drive to California Drive (CON)	04/05	\$	253,000	253,000
SOL050026	CMAQ-T3-2-AQ-SOL	Southside Bikeway-Alamo Drive to California Drive (ENV)	04/05	\$	3,000	3,000
SOL050026	CMAQ-T3-2-AQ-SOL	Southside Bikeway-Alamo Drive to California Drive (PSE)	04/05	\$	44,000	44,000
SOL050026	YSAQMD06	Southside Bikeway-Alamo Drive to California Drive	05/06	\$	50,000	50,000
SOL991013	STP-T2-FY99-RE	I-80 Reliever Route signal (CON)	99/00	\$	133,000	133,000
SOL050057	STIP (TE)	Jepson Parkway Gateway Enhancements	08/09	\$	120,000	120,000
SOL050057	STIP (TE)	Jepson Parkway Gateway Enhancements	09/10	\$	230,000	230,000
STA02YSAQ	YSAQMD02	Bike Racks and Lockers	01/02	\$	20,000	20,000
SOL990045	CMAQ	Bike Lockers at VRTC	01/02	\$	20,000	20,000
SOL990045	YSAQMD	Bike Lockers at VRTC	98/99	\$	20,000	20,000
	SR2S	22 radar speed signs	02/03	\$	\$176,200	\$198,000
	SR2S	Eugene Padan Elementary School, sidewalks	09/01	\$	\$190,645	\$211,828
				\$	6,535,083	

Transit Projects

SOL050013	CMAQ-T3-2-AQ-SOL	Vacaville Intermodal Station (CON)	08/09	\$	900,000
SOL050013	CMAQ-T3-3-TLC-HIP	Vacaville Intermodal Station (CON)	08/09	\$	2,128,000
SOL050013	RM2	Vacaville Intermodal Station	???	\$	7,250,000
SOL050013	TDA	Vacaville Intermodal Station	???	\$	1,876,000
SOL050013	ARRA	Vacaville Intermodal Station	08/09	\$	482,700
00-09	YSAQMD	Solano BART Express	99/00	\$	97,300
STA01	YSAQMD01	Solano BART Express	00/01	\$	90,000
STA02	YSAQMD02	Solano BART Express	01/02	\$	70,000
STA03	YSAQMD03	Solano BART Express	02/03	\$	50,000
STA04	YSAQMD04	Solano BART Express	03/04	\$	30,000
STA09YSAQ	YSAQMD09	City Coach Public Education Campaign	08/09	\$	10,000
REG090008	STP-ARRA	Opticom Pre-emption project	08/09	\$	320,000

Transit Programmed Amount: \$ 13,304,000

Green Project

SOL050060	YSAQMD08	Alt Fuels Vehicle Incentive Program. Provide incentive for purchase of battery-electric, CNG and plug-in hybrid vehicles.	07/08	\$	100,000
SOL050060	CMAQ-T3-2-AQ-SOL	Alternative Fuel Vehicle (AFV) Incentive Program (CON)	05/06	\$	200,000
SOL050060	CMAQ-T3-3-AQ-SOL	Alternative Fuel Vehicle (AFV) Incentive Program (CON)	07/08	\$	200,000
SOL050060	YSAQMD07	Alternative Fuel Vehicle (AFV) Incentive Program	06/07	\$	27,500
STA09YSAQ	YSAQMD09	Alternative Fuel Vehicle (AFV) Incentive Program	08/09	\$	100,000
SOL991062	CMAQ	Bella Vista Road Park & Ride Lot	02/03	\$	1,469,000
SOL991062	STIP	Bella Vista Road Park & Ride Lot	02/03	\$	172,000
SOL991062	YSAQMD	Bella Vista Road Park & Ride Lot	02/03	\$	50,000
SOL990046	STIP	Electric Vehicle Program	99/00	\$	15,000
SOL990046	CMAQ	Electric Vehicle Program	01/02	\$	300,000
SOL991063	CMAQ-T2-FY00-CM	Electric Vehicle Program Expansion (CON)	01/02	\$	600,000
SOL991063	CMAQ-T3-2-AQ-SOL	Electric Vehicle Program Expansion (CON)	03/04	\$	50,000
SOL991063	YSAQMD	Electric Vehicle Public Charging Stations (2)	99/00	\$	10,000
SOL991063	YSAQMD	Electric Vehicle Program Expansion (CON)	00/01	\$	70,000
SOL991063	YSAQMD	Electric Vehicle Program Expansion (CON)	03/04	\$	25,000
STA03	YSAQMD03	Photovoltaic System at City Hall	02/03	\$	40,000
STA01YSAQ	YSAQMD01	EY charging Station for the City of Vacaville	00/01	\$	50,000
SOL990048	CMAQ-T2-SOLANO	Leisure Town Road Park & Ride Lot (CON)	01/02	\$	250,000
SOL990048	YSAQMD	Leisure Town Road Park & Ride Lot	99/00	\$	50,000
STA03	YSAQMD03	Purchase CNG vehicles	02/03	\$	40,000
SOL991064	CMAQ-T2-FY00-CM	Purchase of Compressed Natural Gas Vehicles (CON)	01/02	\$	300,000
SOL991064	CMAQ-T3-2-AQ-SOL	Purchase of Compressed Natural Gas Vehicles (CON)	03/04	\$	25,000
SOL991064	YSAQMD	Purchase of Compressed Natural Gas Vehicles (CON)	02/03	\$	40,000
STA06	YSAQMD06	Claire Longview Retrofit of Refuse Trucks. Retrofit 24 refuse trucks in Vacaville for Nox, PM, HC &CO Emissions Reductions.	05/06	\$	100,000
STA05	YSAQMD05	Claire Longview Retrofit of Refuse Trucks for VSS	04/05	\$	66,000

Vacaville Sanitary Service Vacaville Unified School District	STA07	YSAQMD07	Retrofit 9 Refuse Trucks for NOx and PM Emission Reductions	06/07	\$	52,500	52,500
	STA02	YSAQMD02	Replace Diesel Buses with CNG	01/02	\$	32,500	32,500

Green Projects Programmed Amount \$ 4,434,500

Total Programmed Amount \$ 46,338,002

Vallejo Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
STPL-5030(039)	SOL050020	Admiral Callaghan Ln & Humboldt St. Rehab (CON)	04/05	313,000	313,000	PW9794
STPL-5030(038)	SOL050045	Admiral Callaghan Lane Rehabilitation (CON)	05/06	302,000	302,000	PW9794
SOL050045	SOL050045	Admiral Callaghan Lane Rehabilitation (PSE)	05/06	13,000	13,000	PW9794
SOL991047	STP-T2-FY00-RE	Broadway Overlay: Highway 37 to Mini Drive (CON)	03/04	300,000	300,000	PW9887
SOL991047	STP-T2-FY00-RE	Broadway Overlay: Highway 37 to Mini Drive (PSE)	01/02	39,000	39,000	PW9887
STPL-5030(019)	SOL99SA20	Curtola Parkway overlay: Maine St. to Lemon St. (PSE)	99/00	97,000	97,000	PW9923
STPL-5030(019)	SOL99SA20	Curtola Parkway overlay: Maine St. to Lemon St. (CON)	99/00	742,000	742,000	PW9923
STPL-5030(023)	SOL991025	Fairgrounds Drive overlay: Gateway to City Limits (CON)	99/00	424,000	424,000	PW9895
SOL99SA24	SOL99SA24	Georgia St. overlay: Sonoma Blvd. to Amador St. (PSE)	99/00	40,000	40,000	PW9923
SOL99SA24	SOL99SA24	Georgia St. overlay: Sonoma Blvd. to Amador St. (CON)	99/00	305,000	305,000	PW9923
CML-5030(031)	SOL991059	I-80 EB Redwood St. on & off ramp mod. (CON)	03/04	63,000	63,000	PW9882
CML-5030(031)	SOL991059	I-80 EB Redwood St. on & off ramp mod. (PSE)	03/04	7,000	7,000	PW9882
SOL99SA23	SOL99SA23	Maine St. overlay: Santa Clara St. to Marin St. (PSE)	99/00	11,000	11,000	PW9923
SOL99SA23	SOL99SA23	Maine St. overlay: Santa Clara St. to Marin St. (CON)	99/00	87,000	87,000	PW9923
RPL-5030(024)	SOL99SA25	Mare Island Way overlay: Maine to Florida (PSE)	00/01	34,000	34,000	PW9881
RPL-5030(024)	SOL99SA25	Mare Island Way overlay: Maine to Florida (CON)	00/01	262,000	262,000	PW9881
SOL991090	STP-T2-FY00-RAB	Oakwood St. Overlay: Springs - Georgia (CON)	02/03	8,000	8,000	PW9887
SOL991090	STP-T2-FY00-RAB	Oakwood St. Overlay: Springs - Georgia (CON)	03/04	87,000	87,000	PW9887
SOL99SA26	SOL99SA26	Redwood Street overlay: Sacramento St. to Sonoma Blvd. (PSE)	00/01	24,000	24,000	PW9923
SOL99SA26	SOL99SA26	Redwood Street overlay: Sacramento St. to Sonoma Blvd. (CON)	00/01	188,000	188,000	PW9923
SOL991048	STP-T2-FY00-RE	Rollingwood Dr. Overlay (CON)	03/04	23,000	23,000	PW9887
SOL991048	STP-T2-FY00-RE	Rollingwood Dr. Overlay (CON)	03/04	153,000	153,000	PW9887
SOL991048	STP-T2-FY00-RE	Rollingwood Dr. Overlay (PSE)	01/02	22,000	22,000	PW9887
SOL991050	STP-T2-FY00-RE	Santa Clara St. overlay: Carolina St. to Maine St. (CON)	03/04	13,000	13,000	PW9887
SOL991050	STP-T2-FY00-RE	Santa Clara St. overlay: Carolina St. to Maine St. (CON)	03/04	92,000	92,000	PW9887
SOL991050	STP-T2-FY00-RE	Santa Clara St. overlay: Carolina St. to Maine St. (PSE)	02/03	13,000	13,000	PW9887
SOL991049	STP-T2-FY00-RE	Solano Av. Overlay: Georgia to Marinosa (CON)	03/04	42,000	42,000	PW9887
SOL991049	STP-T2-FY00-RE	Solano Av. Overlay: Georgia to Marinosa (CON)	03/04	284,000	284,000	PW9887
SOL991049	STP-T2-FY00-RE	Solano Av. Overlay: Georgia to Marinosa (PSE)	02/03	42,000	42,000	PW9887
SOL990053	STP-T2-FY99-CSCM	Sonoma Blvd. Channelization Improvements (CON)	99/00	22,000	22,000	0 PW9975 - under construction
ESPL-5030(049)	REG090032	Sereno Drive and Tennessee Street Overlay	08/09	1,020,000	0	PW9975 - under construction
STPL-5030(019)	SOL99SA21	Tennessee Street overlay: Butte St. to Monterey (PSE)	99/00	7,000	7,000	PW9923
STPL-5030(019)	SOL99SA21	Tennessee Street overlay: Butte St. to Monterey (CON)	99/00	52,000	52,000	PW9923
STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Halliday (CON)	02/03	70,000	70,000	PW9887
STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Halliday (CON)	03/04	173,000	173,000	PW9887
RPL-5030(025)	SOL991016	Traffic signal at Sonoma and Carolina (CON)	99/00	84,000	84,000	PW9887
RPL-5030(025)	SOL99SA22	Tuolumne Street overlay: Redwood St. to Broadway	00/01	99,000	50,740	PW9887
STPL-5030(045)	SOL010027	Lemon Street Rehabilitation (CON)	08/09	672,000	777,800	PW9887
STPL-5030(045)	SOL010027	Lemon Street Rehabilitation (PE)	07/08	25,000	0	PW9793 - under construction
HP21L-5030(034)	SOL970075	Wilson Ave. Improvements Project: Ph II (CON)	02/03	812,539	703,628	PW9936 - final invoice to be submitted
Ped/Bike Projects				7,824,539		
STA02	STA02	Construct Class II and Class III bike route gap closures on Maritime Academy Dr., Sonoma Blvd. (Hwy 29) and Mare Island Way to connect the new Carquinez Bridge to the Vallejo Ferry Terminal	01/02			
STA00	TDA02	Construct Class 1 Bike Route located on east side of I-80 between Columbus Parkway and Hiddenbrooke Parkway	99/00	\$10,000	\$10,000	
SOL050048	TDA00	Downtown Vallejo Pedestrian Enhancements- Ph I (PSE)	05/06	\$172,925	\$172,285	
				664,000	664,000	PWTX02 - design

ESPL-5030(048)	SOL050048	CMAQ-T3-2-TLC-HIP	Downtown Vallejo Pedestrian Enhancements.- Ph I (CON)	08/09	580,000	0 PW9846 - under construction
ESPL-5030(048)	REG090007	STP-ARRA	Downtown Vallejo Streetscape	08/09	1,600,000	0 PW9846 - under construction
ESPL-5030(048)	REG090007	ST-ARRA	Downtown Vallejo Streetscape	08/09	538,000	0 PW9846 - under construction
	SOL050023	CMAQ-T3-2-TLC-REG	Vallejo Station Pedestrian Links (CON)	05/06	355,000	355,000 PWYS04- under construction
	SOL050023	CMAQ-T3-2-TLC-REG	Vallejo Station Pedestrian Links (CON)	06/07	1,716,000	1,716,000 PWVS05 - under construction
STPLER-5030(029)	SOL991015	STP-T2-FY99-RE	Lighted Crosswalk at Sereno Drive. (CON)	99/00	25,000	
	SOL010018	TE Article	Georgia St. Extension Streetscape (CON)	01/02	\$ 800,000	800,000 PW9994
		SR2S	Steffan Manor ES	06/07 & 07/08	\$ 130,450	151,360 PW9783
Ped/Bike Programmed Amount						
					\$ 6,592,385	
Transit Projects						
	SOL991054	CMAQ-T2-FY00-CM	Mare Island Service--Operations (2 yr) (CON)	03/04	70,000	70,000
	SOL991054	CMAQ-T2-FY00-CM	Mare Island Service--Operations (2 yr) (CON)	03/04	70,000	70,000
	SOL991071	CMAQ-T2-FY00-CM	Sereno Bus Center - Off Str. Transfer Ctr (CON)	01/02	682,000	682,000
	SOL991071	CMAQ-T2-FY99-38	Sereno Bus Center - Off Str. Transfer Ctr (CON)	09/00	10,400	
	SOL991071	CMAQ-T2-FY99-38	Sereno Bus Center - Off Str. Transfer Ctr (CON)	09/00	281,200	281,200
	SOL991071	CMAQ-T2-FY00-CM	Sereno Bus Center - Off Str. Transfer Ctr (PSE)	00/01	133,000	133,000
	SOL991071	CMAQ-T2-FY99-38	Sereno Bus Center - Off Str. Transfer Ctr (ROW)	09/00	221,400	221,400
	SOL010019	STP-T2-FY01-TLC-HIP	Sereno Transit Center Improvements (CON)	03/04	382,500	382,500
	SOL991092	CMAQ-T2-FY00-RAB	Vallejo Baylink Ferry (CON)	01/02	5,000,000	5,000,000
	SOL991032		Vallejo Ferry Maintenance Facility	00/01	75,000	PWVS00 - advertise for const
	SOL991032		Vallejo Ferry Maintenance Facility	06/07	425,000	PWVS
	SOL991032	STP-T2-FY99-RE	Vallejo Ferry Maintenance Facility (CON)	99/00	177,000	PWVS01 - advertise for const
		STP	Vallejo Ferry Maintenance Facility (CON)	10/11	4,300,000	
	SOL950035		Vallejo Ferry Terminal Inter-modal Facility	00/01	75,000	PWVS00 - advertise for const
	SOL950035		Vallejo Ferry Terminal Inter-modal Facility	02/03	125,000	PWVS
	SOL950035		Vallejo Ferry Terminal Inter-modal Facility	05/06	1,200,000	PWVS01 - advertise for const
	SOL950035	EARMARK-T2-STP115	Vallejo Ferry Terminal Inter-modal Facility	03/04	1,250,000	PWVS08 - advertise for const
		STIP	Vallejo Ferry Terminal Inter-modal Facility	11/12	13,128,000	PWVS02 - advertise for const
		RM2	Vallejo Ferry Terminal Inter-modal Facility	04/05	\$ 28,000,000	PWVS09 - advertise for const.
Transit Programmed Amount:						
					68,150,500	
	SOL030017	CMAQ-T3-1-AQ	Vallejo Regional Express Bus Operations (CON)	03/04	242,000	242,000
	SOL991055	STP-T2-FY00-RE	Vallejo Bus Maintenance Facility Rehab (CON)	00/01	453,000	
	SOL991055	STP-T2-FY00-RE	Vallejo Bus Maintenance Facility Rehab (PSE)	00/01	50,000	
	SOL991055	STP-T2-FY00-RE	Vallejo Bus Maintenance Facility Rehab (PSE)	00/01	50,000	
		RM2	Curtola Park n Ride	04/05	\$ 11,750,000	PW9853 - preliminary design
Green Projects						
	SOL970004	STP-T2-FY95-G	Bus rehabilitations (3).(CON)	99/00	317,000	
	STA04	TFCA04	Electric Charging Stations- Vallejo City Hall (1) & Vallejo Ferry Terminal (2)	03/04	12,000	12,000
	SOL991053	STP-T2-FY00-RE	Service Vehicle replacement (3) (CON)	00/01	44,000	
	SOL010033	CMAQ-T3-1-AQ	Vallejo Transit: 54 Catalyst Devices Acquisitions (CON)	04/05	219,000	219,000
Green Projects Programmed Amount:						
					592,000	
Total Programmed Amount:						
					\$ 83,028,964	
	HES		Upgrade Traffic Signal to include left-turn phase for northbound and southbound Broadway (Broadway and Tennessee St.)	04/05	\$ 94,050	\$ 94,050
	HES		Upgrade Traffic Signals to include left-turn phases for northbound and Southbound Tuolumne St. (Tuolumne St. and Tennessee St.)	04/05	\$ 81,180	\$ 81,180
	HES		Signal and Pedestrian Crossing equipment; install turning lanes	05/06	\$ 153,000	\$ 153,000

Solano County Funded Projects from 1999 to 2009

TIP ID	Funding Type	Project Name and Location	Project Year	Programmed Amount	Obligation Amount	Agency Notes
Road Rehabilitation						
SOL991074	STP-T2-FY99-RE	Benicia Road Rehab project (CON)	00/01	305,000	305,000	
SOL99SA27	???	Byrnes Road reconstruction	00/01	500,000		
SOL99SA27	???	Byrnes Road reconstruction	99/00	20,000		
SOL99SA27	???	Byrnes Road reconstruction	99/00	50,000		
SOL050044	STP-T3-1A-LSR-SF	Cherry Glen Rd & Pitt School Rd Rehab (CON)	05/06	149,000	149,000	
SOL050017	STP-T3-2-LSR-SF	Fry Road & Lake Herman Road Rehab (CON)	04/05	129,000	129,000	
SOL050017	STP-T3-2-LSR-SF	Fry Road & Lake Herman Road Rehab (CON)	04/05	473,000	473,000	
SOL991033	STP-T2-FY99-RE	Pleasant Valley Road Rehab project (CON)	00/01	0	0	
SOL991085	STP-T2-FY00-RAB	Pleasant Valley Road Rehab (CON)	00/01	0	0	
SOL991051	STP-T2-FY00-RAB	Pleasant Valley Road Rehabilitation (CON)	00/01	100,000	100,000	
SOL991051	STP-T2-FY00-RE	Pleasant Valley Road Rehabilitation (CON)	03/04	917,000	917,000	
SOL991051	STP-T2-FY00-RE	Pleasant Valley Road Rehabilitation (PSE)	03/04	68,000	68,000	
SOL991051	STP-T2-FY00-RE	Pleasant Valley Road Rehabilitation (ROW)	03/04	46,000	46,000	
SOL010024	STP-T3-2-LSR-SF	Solano County - Various Streets Rehabilitation (CON)	06/07	75,000	75,000	
SOL010024	STP-T3-3-LSR-SF	Solano County - Various Streets Rehabilitation (CON)	06/07	1,056,000	1,056,000	
SOL010012	STP-T2-FY00-RAB	Solano County RABA Overlay Project (CON)	02/03	203,000		
REG090032	STP-ARRA	Stimulus Overlay Project 2009	2008-09	2,000,000		
REG090032	ST-STP-ARRA	Stimulus Overlay Project Phase 2	2009-10	360,000		
SOL070048	EARMARK-T3-HPP	Travis AFB: North Gate Impr. Project	08/09	445,424		
SOL070021	EARMARK-T3-HPP	Travis AFB: South Gate Improvement Project	10/11	2,096,000		
SOL070021	EARMARK-T3-HPP	Travis AFB: South Gate Improvement Project	07/08	258,000		
				Rehab Programmed Amount:	9,250,424	
Ped/Bike Projects						
STA07SC0020	TDA07	Abermathy Road Bridge		50,000	50,000	
SOL991070	CMAQ-T2-FY00-CM	Abermathy Road - Linear Park Bike Path (PSE)	00/01	15,000	15,050	

SOL070012	EARMARK-T3-HPP	Cordelia Hill Sky Valley Enhancement Project	08/09	2,030,000	
SOL070012	EARMARK-T3-HPP	Cordelia Hill Sky Valley Enhancement Project	07/08	175,000	
SOL991017	STP-T2-FY99-RE	Disabled access ramps (CON)	99/00	26,000	26,000
SOL991065		Dixon-davis Bike Route, Tremont Rd. to Old davis Road. Class 2 bike lanes to complete Phase 4 or 5	03/04		
SOL991065	TDA04			\$150,000	\$125,000
SOL991065	???	Dixon to Davis Bike Route - phase 4	01/02	8,000	8000
SOL991065	???	Dixon to Davis Bike Route - phase 4	01/02	8,000	8000
SOL991065	CMAQ-T2-FY00-CM	Dixon to Davis Bike Route - phase 4 (CON)	02/03	1,168,000	1,167,800
SOL991065	CMAQ-T2-FY00-CM	Dixon to Davis Bike Route - phase 4 (PSE)	00/01	59,000	
SOL991065	CMAQ-T2-FY00-CM	Dixon to Davis Bike Route - phase 4 (ROW)	00/01	60,000	60,200
SOL990042	???	Dixon-Davis Bikeway	99/00	3,000	
SOL990042	???	Dixon-Davis Bikeway	99/00	59,000	
SOL990042	CMAQ-T2-SOLANO	Dixon-Davis Bikeway (CON)	99/00	860,000	860,200
SOL991065	YSAQMD03	Dixon-Davis Bikeway, 4th Phase	02/03	80,000	80,000
SOL991065	YSAQMD04	Dixon-Davis Bikeway, 4th Phase	03/04	84,000	84,000
SOL991065	YSAQMD01	Dixon-Davis Bikeway, Phase Four, Class Two	00/01	20,000	20,000
STA07SC0023	TDA07	McGay Road Regional Bike Path		25,000	25,000
	ARRA-TE	Old Town Cordelia Enhancement Phase 2	2008-09	800,000	
SOL050046		Old Town Cordelia Enhancements	05/06	265,000	
SOL050046	CMAQ-T3-3-TLC-CO	Old Town Cordelia Enhancements (CON)	08/09	500,000	0
STA02SC0024	YSAQMD02	Pleasants Valley Road Bicycle Route Project	01/02	15,000	15,000
STA99SC0025		Replace Bridge on Pleasants Valley at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (bridge no. 23C-98)	00/01		
STA99SC0025	TDA01	Replace Bridge on Pleasants Valley Road at Pleasants Creek (Bridge No. 23C-95)	99/00	\$196,754	\$196,754.00
STA99SC0025	TDA00	Replace Bridge on Pleasants Valley Road at Pleasants Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-10)	00/01	\$39,500	\$39,500
STA08SC0026	TDA01	Suisun Valley Road Bridge		\$61,000.00	\$61,000.00
STA05SC0030	TDA08	Suisun Valley Road Bridge at Suisun Creek Replacement Project (Bridge no. 23C-76)	04/05	110,000	110,000
STA01SC0027	TDA05	Suisun Valley Road bridge at Suisun Creek to incorporate Class II shoulders and handrailing for bicyclists (Bridge No. 23C-76)	00/01	\$76,000	\$76,000.00
	TDA01			\$10,254	\$10,254.00

STA08SC0031	YSAQMD08	Vaca-Dixon Bikeway (Phase 2) Construct 0.9 mile segment of Class 2 bikeway along Pitt School Road.	07/08	150,000	150,000
SOL050024	CMAQ-T3-2-AQ- SOL	Vacaville-Dixon Bicycle Route (CON)	06/07	500,000	500,000
SOL050024	CMAQ-T3-3-AQ- SOL	Vacaville-Dixon Bicycle Route (CON)	07/08	127,000	127,000
SOL050024	CMAQ-T3-3-AQ- SOL	Vacaville-Dixon Bicycle Route (CON)	08/09	337,000	0
SOL050024	CMAQ-T3-2-AQ- SOL	Vacaville-Dixon Bicycle Route (ENV)	04/05	200,000	200,000
STA09SC0031	YSAQMD09	Vacaville-Dixon Bikeway	08/09	40,000	40,000
STA07STA0031	YSAQMD07	Vacaville-Dixon Bikeway (Phase 1)	06/07	140,000	140,000
SOL050024	TDA3-06/07	Vacaville-Dixon Bikeway, Phase 1		152,000	152,000
SOL050024	TDA3-07/08	Vacaville-Dixon Bikeway, Phase 2		215,458	215,458
SOL991060	STP-T2-FY00-RE	Vallejo Area Curb Ramp/Sidewalk Rehab (CON)	02/03	40,000	40,000
STA03SC0028	TDA03	Widen Pleasants Valley Road with Class 2 bike lanes	02/03	\$80,000	\$80,000
	TDA05	Winters Railroad Bridge over Putah Creek	05/06	\$180,000	
	SR2S	Benjamin Franklin Middle School (Vallejo); sidewalk improvements	00/01	\$59,400	\$66,000
	SR2S	Benjamin Franklin Middle School (Vallejo); sidewalk improvements	00/01	\$81,000	\$123,000
		Ped/Bike Programmed Amount		\$9,255,366	
SOL050061	EARMARK-T3-HPP	I-80 HOV Lanes Turner Overcrossing	09/10	1,000,000	
SOL050061	EARMARK-T3-HPP	I-80 HOV Lanes Turner Overcrossing	08/09	420,000	
SOL050061	EARMARK-T3-HPP	I-80 HOV Lanes Turner Overcrossing	06/07	960,000	
		New Road Programmed Amount:		2,380,000	
		Green Project			
STA01SC0021	YSAQMD01	Clean Fuel Vehicle Project	00/01	10,000	10,000
STA03SCMC0019	TFCA03	Electric Vehicle Charger	02/03	30,000	30,000
STA05SC0022	TFCA05	Electric Vehicle Public Charging Stations	04/05	50,000	50,000
STA08SC0029	YSAQMD09	PM Retrofit of 4 Heavy Duty Trucks	08/09	8,000	8,000
STA08SC0029	YSAQMD08	PM Retrofit of 4 Heavy Duty Trucks. Retrofit 7 heavy dump trucks to reduce PM and NOx emissions.	07/08	35,000	35,000
		Green Project Programmed Amount:		133,000	
		Total Programmed Amount:		21,018,790	



DATE: February 11, 2010
TO: STA TAC
FROM: Kenny Wan, Assistant Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of various funds between local project sponsors, Caltrans, the Metropolitan Transportation Commission (MTC), and air quality districts. To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) on changes to State and Federal project delivery policies and reminds project sponsor about upcoming project delivery deadlines.

Discussion:

The old Project Delivery Report only keeps track of project receiving Federal and State funding, this result to inadequate oversight to some projects that might need STA assistance but do not involve Federal or State funding process. . The new project delivery report, therefore, collects detail of all current projects from local sponsors. Tracking of these project status will help to improve upon our own regional delivery, and present to the Board a more comprehensive picture of our projects delivery status. It also helps STA responded to Caltrans or MTC inquiries more efficiently when time sensitive funding programs such as the ARRA passed by Federal authorities.

The Project Delivery Report has two sections. The first session is a summary page for a quick glance of major project status. The second session provides details of all current projects including the project description, funding history and distribution, action milestones and deadlines, and specific delivery issues. STA staff attempts to track all projects that receive the following example fund sources.

- 1) Surface Transportation Program (STP)
- 2) Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- 3) State Transportation Improvement Program (STIP)
- 4) American Recovery Reinvestment Act (ARRA)
- 5) Transportation Development Act (TDA) Article 3, 4, 8
- 6) State Transit Assistance Fund (STAF)
- 7) Transportation Enhancement Fund (TE)
- 8) Transportation Fund for Clean Air (TFCA) by BAAQMD
- 9) Clean Air Fund (CAF) by YSAQMD

- 10) Federal Earmark
- 11) Regional Measure 2 (RM2)
- 12) Highway Bridge Program (HBP)
- 13) Safe Routes to School (SR2S)
- 14) Intelligent Transportation System (ITS)
- 15) Bicycle Transportation Account (BTA)
- 16) High Risk Rural Roads Program (HR3)
- 17) Highway Safety Improvement Program(HSIP)

Attachment A and B present the most current version of the project summary table and project details report. PDWG members update STA staff on a continuous basis.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. Project Delivery Report Summary Table
- B. Detail Project Delivery Report (This report has been provided to the STA TAC under separate enclosure. You may obtain a copy by contacting the STA offices at (707) 424-6075.)

Project Status Summary Table (in thousand)

Attachment A

Agency	Project	Funding Total	Shortfall	Date	Status	Attention
Benicia	State Park Road Bridge	\$2,575	?		Current Task Under Construction Next Task Completion	
	East 2nd Street Overlay	\$400	0		Current Task Under Construction Next Task Completion	
Dixon	SR113/I-80 Interchange Reconstruction	\$22,145	?		Current Task Next Task Completion	
	Parkway Blvd/UPRR Grade Separation	\$14,159	10,250		Current Task Finalize Design/NEPA Approval Next Task right-of-way acquisition Completion	need construction funding
	I-80/West A Street Interchange Reconfiguration	\$25,000	\$22,500		Current Task Next Task PSR Completion	Serious Shortfall
	Stratford Avenue Rehabilitation (Stimulus I) Tier 2	\$218	0		Current Task Advertise Next Task Completion	
	Dixon Multimodal Transp. Center	\$35,025	\$33,152	Jun-10	Current Task B St. Undercrossing In Design Next Task Finalize Design station & A St. Undercrossing design Completion	Serious Shortfall
	I80/Padrick Road Interchange Modification	\$25,000	22500		Current Task Next Task PSR Completion	Serious Shortfall
	I-80/Pitt School Road Interchange	\$25,000	\$22,500		Current Task Next Task Completion	
Fairfield	Gateway Boulevard Resurfacing	\$900	0	3/26/2010	Current Task Under construction Next Task Accept project Completion Tentative	
	East Tabor Ave. Resurfacing	\$900	0	3/26/2010	Current Task Under construction Next Task Accept project Completion Tentative	
	W.Texas St. Gateway Project Phase I&II	\$85	0	5/1/2010	Current Task Contract Awarded Next Task Construction Completion Tentative	
	Suisun Valley Rehabilitation	\$538	0	10/1/2010	Current Task Advertise Next Task Project out for bid Completion Tentative	Archaeological Artifact Discovery
	McGary Road Safety Improvement	\$1,500	0	11/1/2010	Current Task Contract Awarded Next Task Construction Completion Tentative	Red-legged Frog Encounter
	McGary Road Enhancement	\$640	0	11/1/2010	Current Task Contract Awarded Next Task Construction Completion Tentative	Red-legged Frog Encounter
	Fairfield Vacaville Intermodal Rail Station	\$28,747	0	12/1/2013	Current Task Preliminary engineering Next Task Final design Completion Tentative	
	Fairfield Transportation Center Phase II	\$7,180	\$4,000	12/1/2013	Current Task Acquire additional fundig Next Task RFP for design services Completion Tentative	Funding Shortfall
	Linear Park - N. Texas to Dover	\$330	0	4/2/2010	Current Task Under construction Next Task Accept project Completion Tentative	
Suisun City	SR25 - Grizzly Island Trail	\$ 900	\$ 2,059	4/30/2012	Current Task Begin Preliminary Engineering Next Task Stakeholders meeting Completion Tentative	Funding Shortfall
	SR25 - Crystal/Crescent School Non-Infrastructure	\$ 150	\$ -	6/30/2011	Current Task Education In process Next Task Continue project Completion Tentative	
	ARRA - Main Street Rehab	\$ 170	\$ -	9/1/2010	Current Task Complete Surveying & PS&E Next Task Bid Project Completion Tentative	
	ARRA - Sunset Avenue Rehab	\$ 700	\$ -	3/1/2010 4/30/2010	Current Task Completing Construction & Punch List Next Task Close-out with Caltrans Completion	
Solano County	Old Town Cordelia Enhancements	\$890	?		Current Task Construction Next Task Accept project Completion Close out	
	Stimulus Overlay Project Phase 2	\$360	0	2/19/2010	Current Task Advertise Next Task Out to Bid Completion	
	North Gate TAFB Improvements	\$4,607	?		Current Task Preparing RFP for Environmental Docs Next Task Completion	
Vacaville	Vacaville Intermodal Station	\$12,780	0	9/1/2010	Current Task Construction Next Task Accept project Completion Tentative	
	Vacaville Downtown Creekwalk	\$929	0	10/13/2009 8/1/2010	Current Task Contract Awarded Next Task Construction Completion Tentative	
	Ulatis Creek-Allison to I-80	\$1,411	\$1,220	5/1/2010	Current Task Preparing Environmental Document Next Task Environmental Circulation Completion	Serious Funding Shortfall

Agency	Project	Funding Total	Shortfall	Date	Status	Attention
Vacaville	Ulatis Creek Bike Path (Ulatis Drive to Leisure Town Road)	\$1,001	\$845	5/1/2010	Current Task	Preparing Environmental Document i
					Next Task	Environmental Circulation
					Completion	
	Various Streets Overlay	\$1,376	0	12/1/2010	Current Task	Construction
Next Task						
Completion					Tentative	
Jepson Pkwy Gateway Enhancement	\$350	0	2/15/2010	Current Task	Obtain ROW Cert	
				Next Task	Begin Design	
				Completion	Tentative	
GPS EVP System Project	\$320	0	4/30/2010	Current Task	Under Construction	
				Next Task		
				Completion	Tentative	
Vallejo	Lemon Street Rehabilitation	\$788	0		Current Task	Construction
					Next Task	
					Completion	
	Downtown Vallejo Pedestrian Enhancement Phase 1A	\$2,788	\$235	9/29/2009	Current Task	Construction
					Next Task	
					Completion	est 01/31/2011
	Vallejo Station Pkg Structure Phase B	\$38,800	\$38,800		Current Task	
					Next Task	
					Completion	
	Various Street Overlay	\$1,020	0		Current Task	Under Construction
					Next Task	Accept project
					Completion	
	Vallejo Curtola Transit Center	\$12,000	\$3,000		Current Task	Co-op agreement and Env. Review
Next Task					Final Design	
Completion					est 03/31/2010	
Vallejo Station Pedestrian Links	\$2,340	0	10/6/2009	Current Task	Contract Awarded	
				Next Task	Construction	
				Completion		
Vallejo Ferry Terminal Inter-Modal	\$77,120	0	2/1/2010 4/1/2010	Current Task	Advertise	
				Next Task	Award Contract	
				Completion		
I-80/American Canyon Rd overpass Improvements	\$5,230	\$5,230		Current Task	Conceptual Approval Report	
				Next Task		
				Completion		
SR37/Mare Island North Gate Interchange Imp	\$1,514	\$1,514		Current Task	Encroachment Permit	
				Next Task		
				Completion		
Mare Island-Azuar Drive Improvements	\$9,000	\$9,000		Current Task		
				Next Task		
				Completion		
STA	I-80/I-680/SR 12 Interchange Phase 1	\$1,737	\$1,611		Current Task	Draft EIR/EIS to be released
					Next Task	Geometric approval from FHWA
					Completion	
	Phase 2	\$722	\$611		Current Task	
					Next Task	
					Completion	
	I-80 EB Cordelia Truck Scales Relocation	\$100	\$0		Current Task	Submitting PS&E
					Next Task	Right of Way appraisals
					Completion	
	North Connector	\$30	\$0	8/30/2010	Current Task	Construction
					Next Task	Accept project
					Completion	Tentative
	I-80 HOV Lanes: Red Top Road Air Base Parkway	\$80	0		Current Task	Express Lane Project Manager Hired
Next Task						
Completion						
I-80 HOV Lane Vallejo/Fairgrounds Access	\$75	\$75		Current Task	Begin Environmental Doc.	
				Next Task	Drafting funding agreement	
				Completion		
Jepson Parkway Leisure Town Segment Walters Extension	\$66 \$91	\$66 \$91		Current Task	Environmental Doc. EIS	
				Next Task	Exploring other funding options	
				Completion		
State Route 12 (Jameson Canyon)	\$139	\$0	1/30/2010	Current Task	Completed PS&E submitted	
				Next Task	Requested allocation from CTC	
				Completion		
State Route 12 East SHOPP Project	\$46	\$0	4/1/2011	Current Task	Construction	
				Next Task		
				Completion	Tentative	
I-80 SHOPP Rehabilitation Projects	\$120	\$0		Current Task	Partially completed	
				Next Task		
				Completion		



DATE: February 16, 2010
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2009-10 Mid-Year Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2009-10 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2009 (Attachment A). The Work Program included ten (10) major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

Discussion:

The SNCI Program has had an active and productive first six months of FY 2009-10. Highlights of accomplishments during that time include:

- 43 major employers totaling 599 employees participated in the third annual countywide Solano Commute Challenge. 363 participants became Commute Champions by using a commute alternative more than 30 times during a three month period. Employer participation increased by 25% and employee participation increased by over 20% over last year's results.
- SNCI provides ridership maintenance and support for over 174 vanpools that come from or go to Solano, Napa, Yolo and Sacramento Counties.

- A new vanpool incentive, the New Vanpool Driver Incentive, which will encourage new vanpool formation by providing an incentive to individuals who volunteer to drive vanpools, was approved by the STA Board. Vanpools starting after January 1, 2010 are eligible for this incentive.
- SNCI staff assisted over 1,650 individuals who called in requesting rideshare, transit, and other information. A total of 38 events were staffed throughout Solano and Napa Counties. 387 carpool/vanpool matchlists were processed. Over 35,750 pieces of public transit schedules and commute information brochures were distributed via phone and internet requests, events, and 126 display racks that were maintained throughout Solano and Napa Counties.

Fiscal Impact:

None. SNCI activities are funded as part of the STA FY 2009-10 budget.

Recommendation:

Informational.

Attachment:

- A. SNCI Work Program FY 2009-10

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2009-10**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.

9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: February 12, 2010
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: STA Funding Opportunities Report

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	California Office of Traffic Safety (OTS) – Grants Made Easy	Unspecified amount at this time.	January 31, 2010
5.	California Office of Traffic Safety (OTS) – General OTS Grants	Unspecified amount at this time.	January 31, 2010
6.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	Application Available (tentative) March 2010
7.	Caltrans Transportation Planning Grant Program 2010/11: <i>Partnership Planning</i>	Requests for funding limited to maximum amount of \$300,000	March 1, 2010
8.	Caltrans Transportation Planning Grant Program 2010/11: <i>Transit Planning</i>	Requests for funding limited to maximum amount of \$300,000	March 1, 2010
9.	The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	\$6 million to \$9 million	March 2, 2010
10.	Caltrans Transportation Planning Grant Program: <i>Environmental Justice Transportation Planning (EJ)</i>	Requests for funding limited to maximum amount of \$250,000	April 1, 2010

¹ Note 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.

FUND SOURCE		AMOUNT AVAILABLE	APPLICATION DEADLINE
11.	Caltrans Transportation Planning Grant Program: <i>Community-Based Transportation Planning (CBTP)</i>	Requests for funding limited to maximum amount of \$300,000	April 1, 2010

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Detailed Funding Opportunities Summary

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$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.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

¹ Note 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.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
California Office of Traffic Safety (OTS) – Grants Made Easy	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: local law enforcement agencies	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	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)	Eligible Projects: Full-time and over-time program; overtime only program http://www.ots.ca.gov/Grants/Apply/GME_2011.asp
California Office of Traffic Safety (OTS) General OTS Grants	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: political subdivisions of the state, state governmental agencies, state colleges, school districts, local city and county government agencies, fire departments, and public emergency services providers	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	General OTS grants provide funding for traffic safety improvement programs/projects	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 http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Urban Greening for Sustainable Communities Planning Program	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	Application Available (tentative) March 2010 Eligible Project Sponsors: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/
Caltrans Transportation Planning Grant Program 2010/11: Partnership Planning			Requests for funding limited to maximum amount of \$300,000		http://www.dot.ca.gov/hq/tp/grants.html
Caltrans Transportation Planning Grant Program 2010/11: Transit Planning			Requests for funding limited to maximum amount of \$3000,000		http://www.dot.ca.gov/hq/tp/grants.html
The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	Lynsay Carmichael Air Resources Board (916) 322-0407 lcarmich@arb.ca.gov	March 2, 2010 Eligible Project Sponsors: This year the only eligible applicants for the 2009-2010 Multidistrict Project Solicitation are Air Quality Management Districts and Air Pollution Control Districts that are willing and able to administer the On-Road Voucher Incentive Program (VIP)	\$6 million to \$9 million	The Carl Moyer Program provides monetary grants for the incremental cost of cleaner than required technology.	Eligible Projects: This year the only eligible project for the 2009-2010 multidistrict funds is the On-Road Voucher Incentive Program (VIP). http://www.arb.ca.gov/msprog/moyer/multidistrict.htm

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

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**Solano Transportation Authority
Board Meeting Highlights
February 10, 2010
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the February 10, 2010 STA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Special Meeting of February 10, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Pete Sanchez (Chair)	City of Suisun City
Chuck Timm (Alternate Member)	City of Fairfield
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Erin Hannigan (Alternate Member)	City of Vallejo
Jim Spering	County of Solano

SWEARING IN OF NEW STA BOARD ALTERNATE MEMBERS

- Councilmember Mike Ioakimedes was sworn in as STA's new Board Alternate Member representing the City of Benicia.
- Councilmember Erin Hannigan was sworn in as STA's new Board Alternate Member representing the City of Vallejo.

ACTION – FINANCIAL ITEMS

A. Priority Federal Economic Stimulus Projects in Solano County

Recommendation:

Approve the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment C.

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

ACTION – NON-FINANCIAL

A. Approval of I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project

Recommendation:

1. **APPROVE** Resolution No. 2010-02, including acceptance of the Environmental Impact Report prepared by Caltrans for the Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Program; and
2. **DIRECT** that upon approval of Resolution No. 2010-02, that the Executive Director File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

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

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

Recommendation:

Adopt the Solano Climate Action Strategy as shown in Attachment A.

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

C. Solano Highways Operations Study

Recommendation:

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;
2. *Add language to the Solano Highways Operations Study recommending that future highway planning should take into consideration all modes of travel along study corridors, as well as the impacts of rising sea level, as required by law; and*
3. Adopt the Solano Highways Operations Study.

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

CONSENT CALENDAR ITEMS

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

- A. STA Board Meeting Minutes of January 13, 2010**
Recommendation:
Approve STA Board Meeting Minutes of January 13, 2010.
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of January 27, 2010**
Recommendation:
Receive and file.
- C. Renewal of Membership with Solano Economic Development Corporation for 2010**
Recommendation:
Approve the renewal of STA's membership with the Solano Economic Development Corporation (SolanoEDC) at the Executive Member "Stakeholders" level of \$7,500 for the Annual Investment Year 2010.
- D. I-80 Eastbound Truck Scales Relocation Project – Contract Approval**
Recommendation:
Authorize the Executive Director to enter into an agreement with Intelligent Imaging Systems Inc. (IIS) to provide the Technology System Integration design and equipment for the new I-80 EB Cordelia Truck Scales Facility for an amount not-to-exceed \$1,600,000.
- E. I-80/I-680/State Route (SR) 12 Interchange Project – Gordon Waterline**
Recommendation:
Approve the following:
1. Approve the attached Resolution No. 2010-03 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$2.9 million in Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project for the utility relocations of the Gordon Waterline; and
 2. Authorize the Executive Director, or his designee, to submit the allocation request to MTC.
- F. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010**
Recommendation:
Approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.
- G. Solano Senior and Disabled Transportation Study Budget Amendment**
Recommendation:
Authorize the Executive Director to release a Request for Proposals and enter into a contract for an amount not-to-exceed \$70,000 to update the Solano Senior and Disabled Transportation Study.

H. Paratransit Coordinating Council (PCC) Member Re-Appointments

Recommendation:

Reappoint the following members to the Paratransit Coordinating Council:

- George Bartolome as Social Service Provider, term expiring in January 2013
- Richard Burnett as EDAC Representative, term expiring in January 2013
- James Williams as Member at Large, term expiring in January 2013

I. 2010 Paratransit Coordinating Council (PCC) Work Plan

Recommendation:

Approve the 2010 PCC Work Plan as shown in Attachment A.

J. Bicycle Advisory Committee (BAC) Member Appointments

Recommendation:

Appoint the following members to the STA Bicycle Advisory Committee, for a three-year term expiring in February 2013:

- City of Dixon – Jim Fisk
- City of Rio Vista – Larry Mork
- City of Suisun City – Jane Day
- City of Vacaville – Ray Posey
- County of Solano – Michael Segala
- STA BAC Member-At-Large – Barbara Wood

K. Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee, for a three-year term expiring in February 2013:

- City of Rio Vista – Larry Mork
- City of Vallejo – Lynne Williams
- Solano Land Trust – Frank Morris
- STA PAC Member-At-Large – Allan Deal

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

A. MTC Report:

MTC Commissioner Jim Spering provided a brief report on the Corridor Mobility Improvement Account (CMIA) Savings discussed at an earlier meeting at MTC's Programs and Allocations Committee. He noted that Solano County's CMIA project, I-80 HOV Lanes, has realized \$24 million in savings attributed to the CMIA fund source.

B. Caltrans Report:

Janet Adams provided an update to various construction projects in Solano County.

C. STA Reports:

- 1. Federal Legislative Update presented by Daryl Halls**
- 2. Proclamation of Appreciation for PCC Member Catarina Evanson presented by Chair Sanchez**
- 3. Capitol Corridor Status Report presented by David Kutrosky, CCJPB**
- 4. Current & Future Rail Stations Update**
 - a. Suisun/Fairfield presented by Dan Kasperson, City of Suisun City**
 - b. Fairfield/Vacaville presented by Wayne Lewis**
 - c. Dixon**
 - d. Benicia**
- 5. Directors Reports:**
 - a. Planning**
 - b. Projects**
 - c. Transit and Rideshare**

INFORMATIONAL ITEMS

A. 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**

Janet Adams provided a status report to major highway and reliever route projects in Solano County funded from a variety of Federal, State, and local fund sources as they are listed above.

NO DISCUSSION

B. Regional Transportation Impact Fee (RTIF) Update

C. Comprehensive Transportation Plan (CTP) - Update

E. Rail Service Status Update

F. Funding Opportunities Summary

ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, March 10, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: February 16, 2010
TO: STA TAC
FROM: Johanna Masiclat, 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
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	<i>Confirmed</i>
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	<i>Suisun City Hall</i>	<i>Confirmed</i>
Thurs., March 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Confirmed</i>
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	<i>Confirmed</i>
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	<i>Confirmed</i>
Thurs., May 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
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	<i>Confirmed</i>
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	<i>Confirmed</i>
Thurs., July 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
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	<i>Confirmed</i>
Thurs., September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Confirmed</i>
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	<i>Confirmed</i>
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	<i>TBD</i>
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	<i>STA Conference Room</i>	<i>Tentative</i>
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	<i>Confirmed</i>
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