



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

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

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, March 31, 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 February 24, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of February 24, 2010.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.</i> Pg. 9	Elizabeth Richards

TAC MEMBERS

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

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

VI. ACTION FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

Janet Adams
Sam Shelton

Recommendation:

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

- A. *Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:*
 1. *Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.*
 2. *Swap \$83,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.*
 3. *Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.*
- B. *Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process.*

(1:45 – 2:00 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

A. Arterials, Highways, and Freeways Goal: Pavement Condition Index (PCI)

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to:

1. *Amend the PCI Matrix included in the Arterials, Highways and Freeways Element's State of the System Report as indicated in Attachment A; and*
2. *Amend the Arterial, Highways and Freeways Element's PCI Goal to 70 (Good).*

(2:00 – 2:05 p.m.)

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B. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

(2:05 – 2:15 p.m.)

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- C. Jepson Parkway and North Connector Funding Agreements** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement as specified for:
1. *The North Connector Project between the STA, the City of Fairfield and Solano County; and*
 2. *The Jepson Parkway Project between the STA and Solano County.*
- (2:15 – 2:20 p.m.)
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VIII. INFORMATIONAL

- A. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP** Daryl Halls
Informational
(2:20 – 2:25 p.m.)
Pg. 51
- B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program** Robert Guerrero
Informational
(2:25 – 2:30 p.m.)
Pg. 81
- C. Legislative Update – State Budget** Jayne Bauer
Informational
(2:30 – 2:35 p.m.)
Pg. 89

NO DISCUSSION

- D. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update** Sara Woo
Informational
Pg. 97
- E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11** Susan Furtado
Informational
Pg. 103
- F. Funding Opportunities Summary** Sara Woo
Informational
Pg. 109

- G. STA Board Meeting Highlights of March 10, 2010** Johanna Masiclat
Informational
Pg. 115
- H. STA Board and Advisory Committee Meeting Schedule** Johanna Masiclat
for 2010
Informational
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IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, April 28, 2010.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
February 24, 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:	Charlie Knox	City of Benicia
	Janet Koster	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Alysa Majer	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
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Birgitta Corsello	County of Solano
	Shawn Cunningham	City of Vacaville
	Jeff Knowles	City of Vacaville
	Mike Roberts	City of Benicia
	Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Wayne Lewis, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero announced that the Regional TLC Program will have one more workshop in March.

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Items A, B, and D. At the request of Paul Wiese, Item C was pulled for discussion.

A. Minutes of the TAC Meeting of January 27, 2010

Recommendation:

Approve TAC Meeting Minutes of January 27, 2010.

B. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities

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 the 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.

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

Recommendation:

Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia’s TDA claim.

Paul Wiese, Solano County, asked for clarification on why the current fiscal year’s TDA estimates were lowered and the impact. Elizabeth Richards stated that with sales tax revenue reduced, the Solano TDA revenue generations are also being reduced. She also noted that the County’s TDA claim allocation was approved, but the disbursement will be in an amount consistent with the lowered estimate.

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

D. SolanoExpress Intercity Transit Consortium 2010 Work Plan

Recommendation:

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

VI. ACTION FINANCIAL ITEMS

A. Solano County Coordinated Funding Strategy

Sam Shelton 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. He stated that STA staff recommends discussing guiding principles for prioritizing Overall Work Plan (OWP) projects, then setting specific measurable criteria based on the guiding principles. He added that once adopted, the STA Board will consider options and providing policy direction regarding additional funding options.

Recommendation:

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

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

B. MTC Cycle-1 Block Grants Strategic Plan

Robert Guerrero reviewed the first 3-year funding cycle under the newly adopted Regional Transportation Plan (RTP). He listed the three categories which MTC has consolidated: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. He outlined the principles that would help guide STA staff and local agencies in use of MTC Block Grants to Bay Area Congestion Management Agencies (CMAs).

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 projected decline in STIP PPM funds.

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

C. MTC Local Streets and Roads (LS&R), Cycle 1 Block Grants

Sam Shelton reviewed the funding shares for allocating regional local streets and roads funding shares which are calculated based on MTC's LS&R formula. He listed the Solano Cycle 1 (\$6.179M, FY 2010-11, and FY 2011-12) and Cycle 2 (\$5.507M, FY 2012-13, FY 2013-14, and FY 2014-15) Local Streets and Roads Block Grant Shares. He also outlined several funding target alternatives given the County of Solano's available road rehabilitation funds.

After discussing various options, the TAC opted to table the item until the next meeting in March to allow the TAC more time to review the alternatives recommended by STA staff and for the STA staff to schedule a special TAC meeting to discuss options.

D. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria

Sam Shelton outlined the selection process of the RTIF project criteria to develop a list of projects and allocate RTIF funds using their allocation and program implementation options. He noted that 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.

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

VII. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Three Elements

Robert Guerrero reviewed the development of the Goal Gap Analysis that helps identify where Solano county is having success in meeting the CTP goals, as well as where a goal is otherwise not yet being fully implemented. He also reviewed the comments received from the Cities of Benicia and Rio Vista which are contained in the amended CTP Project List. He added that the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) have completed their review and ranking of projects at their Committee meetings on February 17 and 18, 2010. Staff distributed the BAC and PAC project lists in a separate staff report at an earlier meeting of the TAC.

After discussion, the STA TAC approved to make the following changes to the CTP Project List:

- 1. Include modifications made by the Consortium at an earlier meeting:
 - a. Delete Fairfield’s Expand Fairfield Transportation Center*
 - b. Change Agency for Vacaville’s Accessible Taxi Vehicles (Capital) and Taxi Program (Operations) from “Vacaville” to “Multi-Agency”**
- 2. Changes previously submitted by the City of Benicia.*

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.

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the recommendation as amended to include changes shown above in *bold italics*.

B. 3-Year Project Initiation Document (PID) Priorities for Caltrans

Janet Adams reported on Caltrans recent request to the STA to develop a 3-year PID work plan for all Solano County projects, covering Fiscal Years (FYs) 2011 through FY 2012-13. She noted the current State Budget includes provisions that the projects are to pay for Caltrans oversight. She requested the TAC to recommend to the STA Board approval of the 3-year PID prioritized work plan for Solano County.

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.

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

C. Solano Countywide Bicycle Plan Update: Projects List

Sara Woo outlined the development process of the draft comprehensive list of bicycle projects identified by the Bicycle Advisory Committee (BAC) and Technical Advisory Committee (TAC) participants. She also distributed and provided information on the changes recently made at a BAC meeting held on February 17, 2010. The BAC made the following changes to the project list:

Attachment A:

- a. *Projects #9 and #10: Clarify language for Dixon's Vaca-Dixon Bike Route project to be consistent with other projects that have multiple phases;*
- b. *Project #37: Delete "purchase open space and construct multi-use path and trails"; and*
- c. *Project #61: Consider working with City of Vallejo staff to plan for improvements to McGary Road west of this project as an addition to the projects list.*

Attachment B:

- a. *Replace Benicia's Military East Street Project with project #7 from Attachment A – Columbus Parkway (CII) from Benicia Road to Rose Drive.*

Based on input and further discussion, the STA TAC approved to make the following additional changes:

1. *Project #62: Change Vallejo's Georgia Street Bicycle Improvements Project to "Georgia Street Corridor Bicycle Improvements"; and*
2. *Project #'s 33 and 34: Clarify Lake Herman Road and Suisun Valley Road as STA Bicycle Advisory Committee's recommended general long-term priorities; and remove text specifying the projects as Priority #2 and Priority #3 to provide additional emphasis to priority project #1, Vaca-Dixon Bike Route.*

In addition, the City of Benicia requested a follow up meeting with STA staff and their BAC representative.

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.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation to include the changes made by the BAC at their February 17, 2010 meeting as well as the additional modifications listed above made by the STA TAC as shown above in *bold italics*.

D. Solano Countywide Pedestrian Plan Update: Projects List

Sara Woo outlined the development process of the draft comprehensive list of pedestrian projects identified by the Pedestrian Advisory Committee (PAC) and Technical Advisory Committee (TAC) participants. She reported that the recommendations were unanimously approved with no changes by the Pedestrian Advisory Committee (PAC) at their Thursday, February 18, 2010 meeting.

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.

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

E. TAC Appointment to the Alternative Modes Committee

Robert Guerrero announced the next meeting of the Alternative Modes Committee is Monday, March 15, 2010 and that a STA TAC representative is needed to serve on the Committee

Recommendation:

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

On a motion by Charlie Knox, and a second by Wayne Lewis, the STA TAC selected Paul Wiese to serve as the TAC's representative to serve on the Alternative Modes Committee.

VII. INFORMATIONAL ITEMS

A. Jobs for Main Street Projects Update

Kenny Wan provided an update to the next potential federal economic stimulus bill called "Job for Main Street". He reviewed the proposed project list to be submitted by STA to the Metropolitan Transportation Commission (MTC). He listed several reminders from MTC in the preparation of the potential federal bill which includes deadlines, ARRA reporting, and Quality Assurance Plans (QAP).

B. Development of STA Project Delivery Policy

Sam Shelton reviewed the development of a Project Management Grant Program to assist local project delivery staff with federal and state aided projects. He summarized staff's recommendation to 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.

NO DISCUSSION

C. STA Safe Routes to School (SR2S) Update

D. STA Investments Report: 1999-2009 Project Funding Data

E. Project Delivery Update

F. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of February 10, 2010

I. STA Board and Advisory Committee Meeting Schedule for 2010

VIII. ADJOURNMENT

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 31, 2010.**

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DATE: March 19, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA.

Discussion:

The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February as required by State statute.

After multiple years of growth, Solano TDA revenue has begun to decline. The original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY 2008-09 TDA estimate. The proposed FY 2009-10 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY 2010-11 is that there will be no increase in TDA from this new lowered FY 2009-10 estimate. See Attachment A for draft Solano FY 2010-11 TDA fund estimate.

The attached FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, it is recommended to be cautious in using the 'available for allocation' estimates without a further in-depth review of the allocations that may or may not have been taken into account. STA staff has some of this information to share.

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

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.

Attachments:

- A. MTC FY 2010-11 TDA Solano fund estimate (Feb 24, 2010)
- B. FY 2010-11 TDA Matrix – April 2010 (color copy enclosed for committee members and available upon request to others)

**FY 2010-11 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

*Attachment A
Res. No. 3939
Page 9 of 16
February 24, 2010*

FY 2009-10 TDA Revenue Estimate Adjustment		FY 2010-11 TDA Estimate	
FY 2009-10 Generation Estimates Adjustment		FY 2010-11 County Auditor's Generations Estimate	
1. Original County Auditor Estimate (Feb, 09)	15,502,969		13,880,128
2. Revised County Auditor Estimate (Feb, 10)	13,880,128		
3. Revenue Adjustment (Line 2-1)	(1,622,841)		
FY 2009-10 Planning and Administration Charges Adjustment		FY 2010-11 Planning and Administration Charges	
4. MTC Administration (0.5% of line 3)	(8,114)		69,401
5. County Administration (0.5% of line 3)	(8,114)		69,401
6. MTC Planning (3.0% of line 3)	(48,685)		416,404
7. Total Charges (Lines 4+5+6)	(64,914)		
8. Adjusted Generations Less Charges (Line 3-7)			555,205
FY 2009-10 TDA Adjustment By Article		FY 2010-11 TDA Appportionment By Article	
9. Article 3 Adjustment (2.0% of line 8)	(31,159)		
10. Funds Remaining (Line 8-9)	-		266,498
11. Article 4.5 Adjustment (5.0% of line 10)	-		
12. Article 4 Adjustment (Line 10-11)	(1,526,769)		13,058,424
			13,058,424

Column	TDA APPORTIONMENT BY JURISDICTIONS						I FY 2010 - 11 Revenue Estimate	J=H+I Total Available For Allocation		
	A 6/30/09 Balance (w/o interest) ¹	B FY 2008-09 Interest	C 6/30/09 Balance (w/interest) ¹	D FY 2008-10 Outstanding Commitments ²	E FY 2009 - 10 Transfers/ Refunds	F FY 2009 - 10 Original Estimate			G FY 2009 - 10 Revenue Adjustment	H=Sum(C-G) 6/30/10 Projected Carryover
Article 3	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4.5	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
SUBTOTAL										
Article 4/8										
Benicia	4,077	-	4,077	(38,828)	-	956,199	(100,094)	821,354	856,130	1,677,484
Dixon	-	-	-	(492,555)	-	600,726	(62,884)	45,287	537,755	583,042
Fairfield	5,062,649	85,182	5,147,831	(5,431,976)	-	3,648,477	(381,920)	2,982,412	3,257,193	6,239,605
Rio Vista	206,445	7,170	213,615	(238,598)	-	275,841	(28,875)	221,983	251,603	473,586
Suisun City	1	-	1	(911,634)	-	963,547	(100,863)	(48,950)	883,029	834,079
Vacaville	3,917,117	81,124	3,998,241	(6,353,039)	-	3,311,904	(346,688)	610,418	2,951,487	3,561,905
Vallejo	1	-	1	(1,758,044)	-	4,138,709	(433,237)	1,947,429	3,704,430	5,051,858
Solano County	1	-	1	(150,441)	-	689,791	(72,207)	467,143	616,798	1,083,941
SUBTOTAL	9,190,290	173,476	9,363,766	(15,375,115)	-	14,585,193	(1,526,769)	7,047,975	13,058,424	20,105,500
GRAND TOTAL	9,723,471	188,611	9,912,082	(16,123,344)	-	14,882,850	(1,557,927)	7,113,661	13,391,508	20,438,584

1. Balance as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.

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DATE: March 15, 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 federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some flexibility to the County CMAs.

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

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 and \$5.507M for Cycle 2.

Discussion:

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 required 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 1 or 2. However, Rio Vista's combined shares for both cycles (\$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 another 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. This method also works in the other direction, if one of the smaller cities could deliver their project in Cycle 1 and if a larger city wanted to wait until 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. This would be in addition to the allocation of LS&R formula shares of \$1.93M for the County of Solano during this same time period.

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 local agency in Solano County (or the Bay Area) expected to still be claiming TDA 4/8 for road rehabilitation in FY 2010-11. 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 opt to remain in the Unmet Transit Needs process.

Setting Funding Targets

In preparation for the February 24th TAC meeting, STA staff hosted a Special TAC meeting 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 requested that the TAC discuss several funding allocation options in consideration of the County FAS funding and the County's participation in the Unmet Transit Needs process given the County of Solano's available road rehabilitation funds. Each alternative is depicted in the attached bar charts for Cycle 1 & 2 funding timeframes.

- Alternative 1: County of Solano (LS&R + FAS + TDA) – (\$5.878 M)
 - County of Solano receives 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) – (\$3.947 M)
 - 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) – (\$4.722 M Rehab + \$0.500 M staff time)
 - \$3.738 M base + \$0.984 M of TDA for road rehabilitation (\$328,000/year for 3 years) + \$0.500 M staff time to phase out of TDA by the end of Cycle 2 (FY 2014-15).
 - County of Solano will phase out of the Unmet Transit Needs process and no longer use TDA funding for road rehabilitation after FY 2012-13. 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.

On February 24, 2010, the STA TAC tabled this item and recommended that funding targets for the Local Streets and Roads funding be discussed in a separate meeting prior to the March 31, 2010 TAC meeting. An additional option that was proposed was to evaluate the potential of flexing funding from the other two (up to 20%) block grant programs to Local Streets and Roads to offset the loss of County TDA funds spent on rural roads if the County opts to phase out of the Unmet Transit Needs process. STA staff has drafted that option below.

- Alternative 4: County of Solano (LS&R + FAS + TDA Phase out + Flexed TLC & Bike funds) – (\$5.333 M rehab + \$0.500 M staff time)
 - Alternative 3 + \$939,000 in flexed TLC & Bike funds in Cycle 1 and 2.
 - \$378,000 more than Alternative 1 during Cycle 1. \$595,000 less than Alternative 1 during Cycle 2. \$217,000 less than Alternative 1 overall.

Discussion from March 16, 2010 TAC Local Streets & Roads Workshop Meeting

On March 16, 2010, TAC members met to discuss Cycle 1 & 2 funding targets and proposed alternatives for phasing the County of Solano out of the Unmet Transit Needs process. Prior to considering any of the four alternatives, TAC members wanted to understand the potential bicycle, pedestrian, Transportation for Livable Communities (TLC) and Transit Program project funding tradeoffs. Each funding target alternative shifts money between road rehabilitation, transit programs, bicycle, pedestrian, and TLC projects. STA Planning staff is preparing an analysis using the priority projects potentially delivered in each city and during each funding cycle to help illustrate these tradeoffs (Attachment C). This information will be provided under separate cover.

In regard to the Cycle 1 & Cycle 2 funding targets, the following changes were proposed from the formula shares of LS&R funds:

- Rio Vista / Vacaville Fund Swap
Cycle 1 & 2 funds from the City of Rio Vista will be swapped with local funds from the City of Vacaville at \$0.90 per \$1.00, which is consistent with prior fund swap agreements. The City of Vacaville will receive all of Rio Vista's funding in Cycle 1 (\$161,000) giving Vacaville a total of \$1,324,000 in Cycle 1 while Rio Vista will receive \$144,000 in no later than three (3) years in local funding for street rehabilitation.
- Benicia / Dixon Fund Swap & Dixon Cycle 2 funds deferment
The City of Dixon previously entered into a funding swap agreement with the City of Benicia for \$83,000 of federal funds. In lieu of this agreement, Dixon is proposing to swap \$83,000 in Cycle 1 funds instead. Dixon also proposed to defer all remaining funds to Cycle 2 for one project. This will give Benicia \$371,000 in Cycle 1 and \$257,000 in Cycle 2 and Dixon \$333,000 in Cycle 2.

After reviewing preliminary project tradeoffs, STA staff is recommending to flex up to 20% of bicycle and TLC project block grant funds to the County of Solano's local streets and roads share, as part of a strategy to phase the County of Solano out of the Unmet Needs process over three (3) years while preserving street rehabilitation funding as much as possible, as described in Alternative 4.

Fiscal Impact:

An estimated \$6.179M in federal funds for Local Streets and Roads projects will be programmed for FY 2010-11 and FY 2011-12. This action will also program an additional \$939,000 in flexed TLC & Bike funds in Cycle 1 and 2 on street rehabilitation in the County of Solano. \$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. Actions regarding TDA funds will be discussed at later STA meetings.

Recommendation:

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

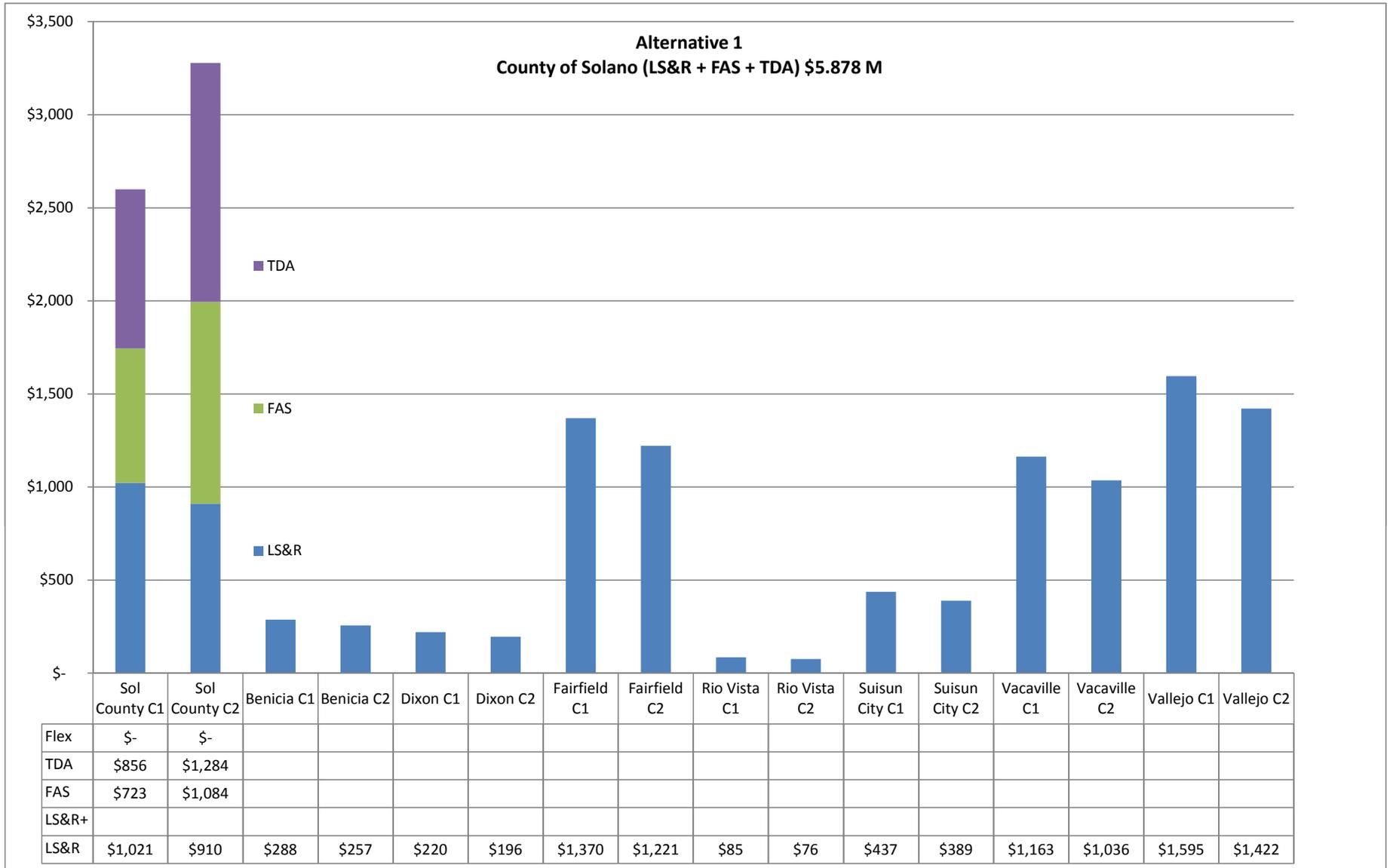
- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.
 2. Swap \$83,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.

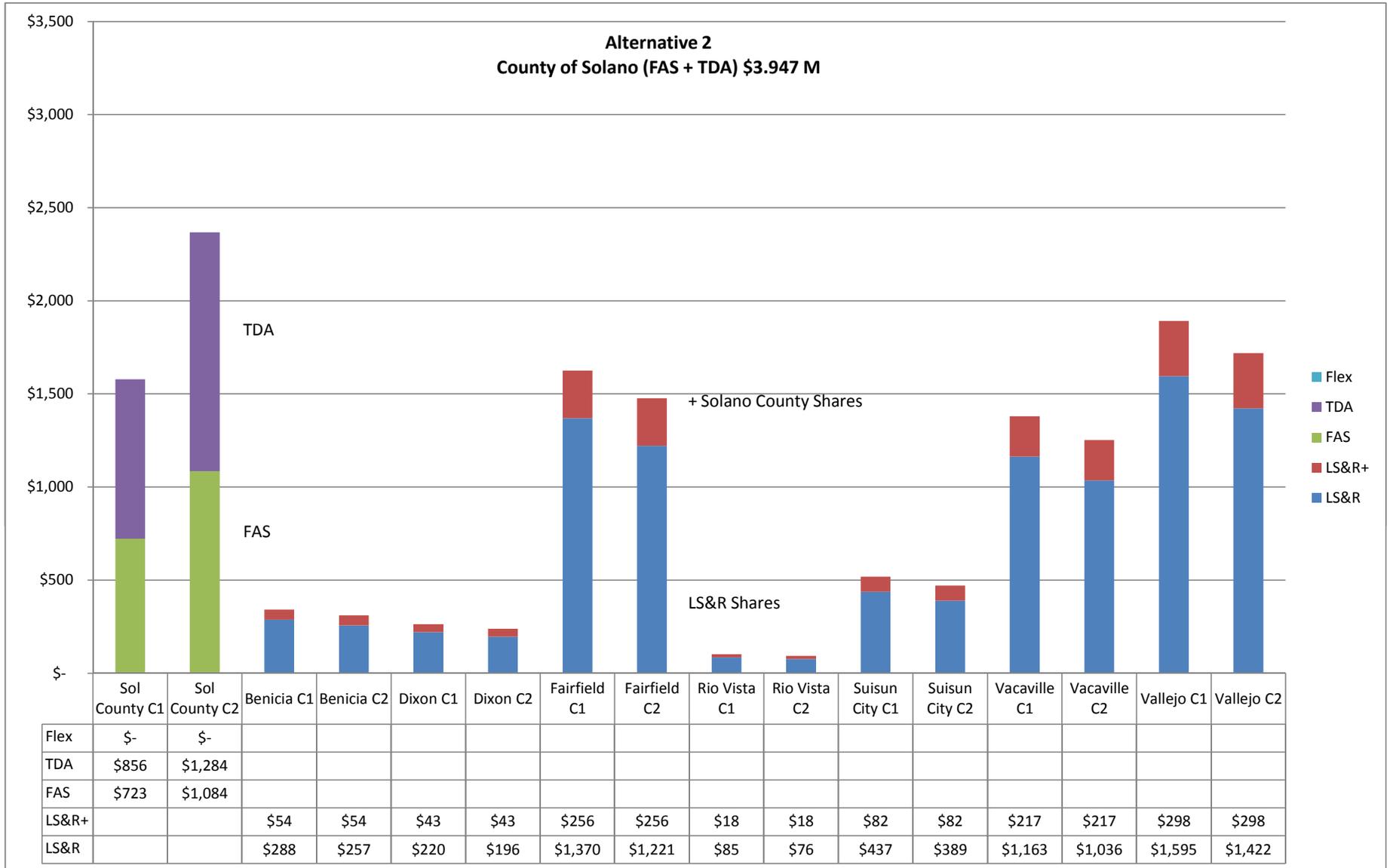
- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process.

Attachments:

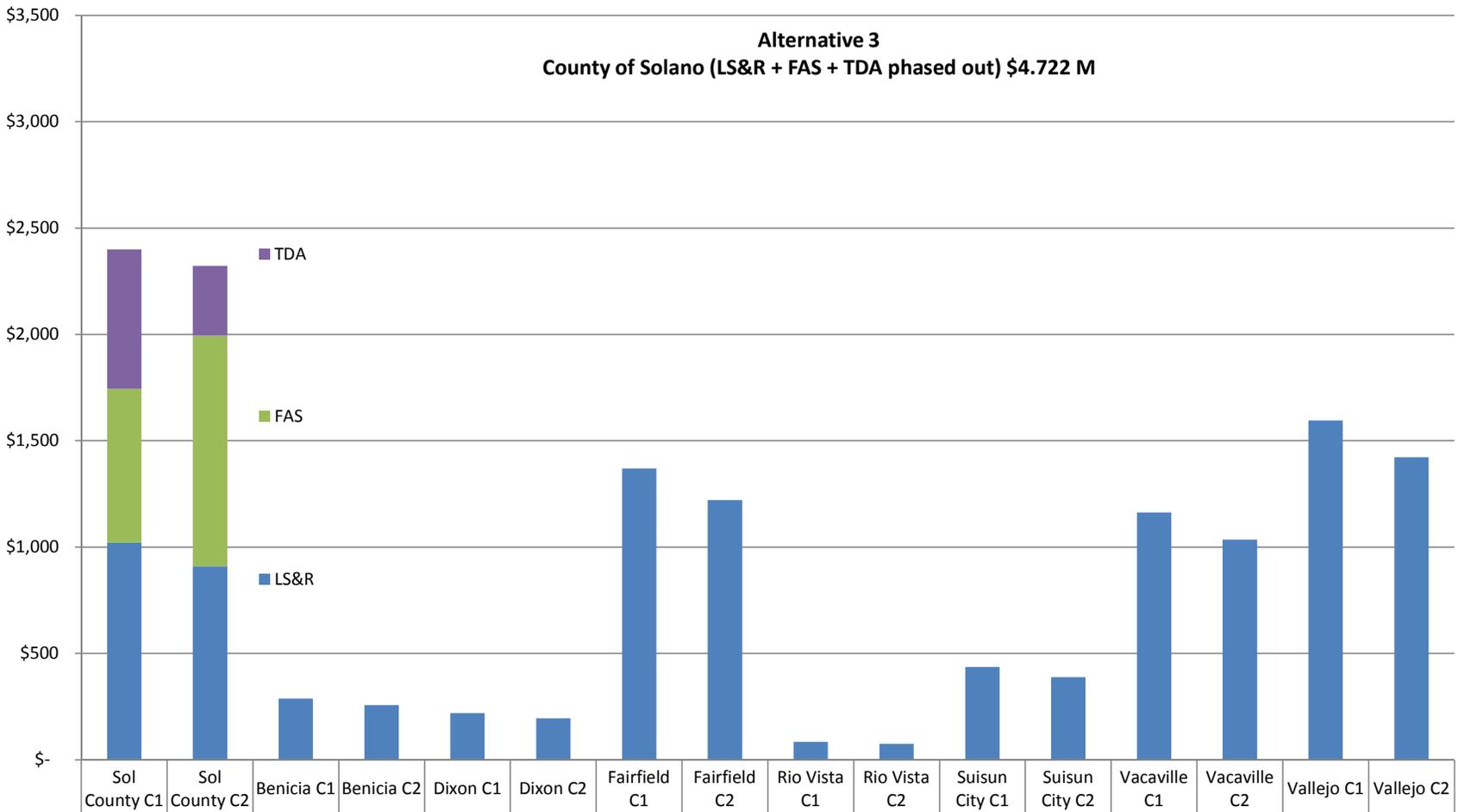
- A. Solano Cycle 1 & 2 Local Streets and Roads Block Grant Shares for Alternatives 1, 2, 3, and 4
- B. "New Act Funding—FAS Commitments and Set-Asides for Counties", MTC, 02-04-2010
- C. Planned Priority Projects potentially affected by shifts in Block Grant funds and TDA funds (to be provided under separate cover).

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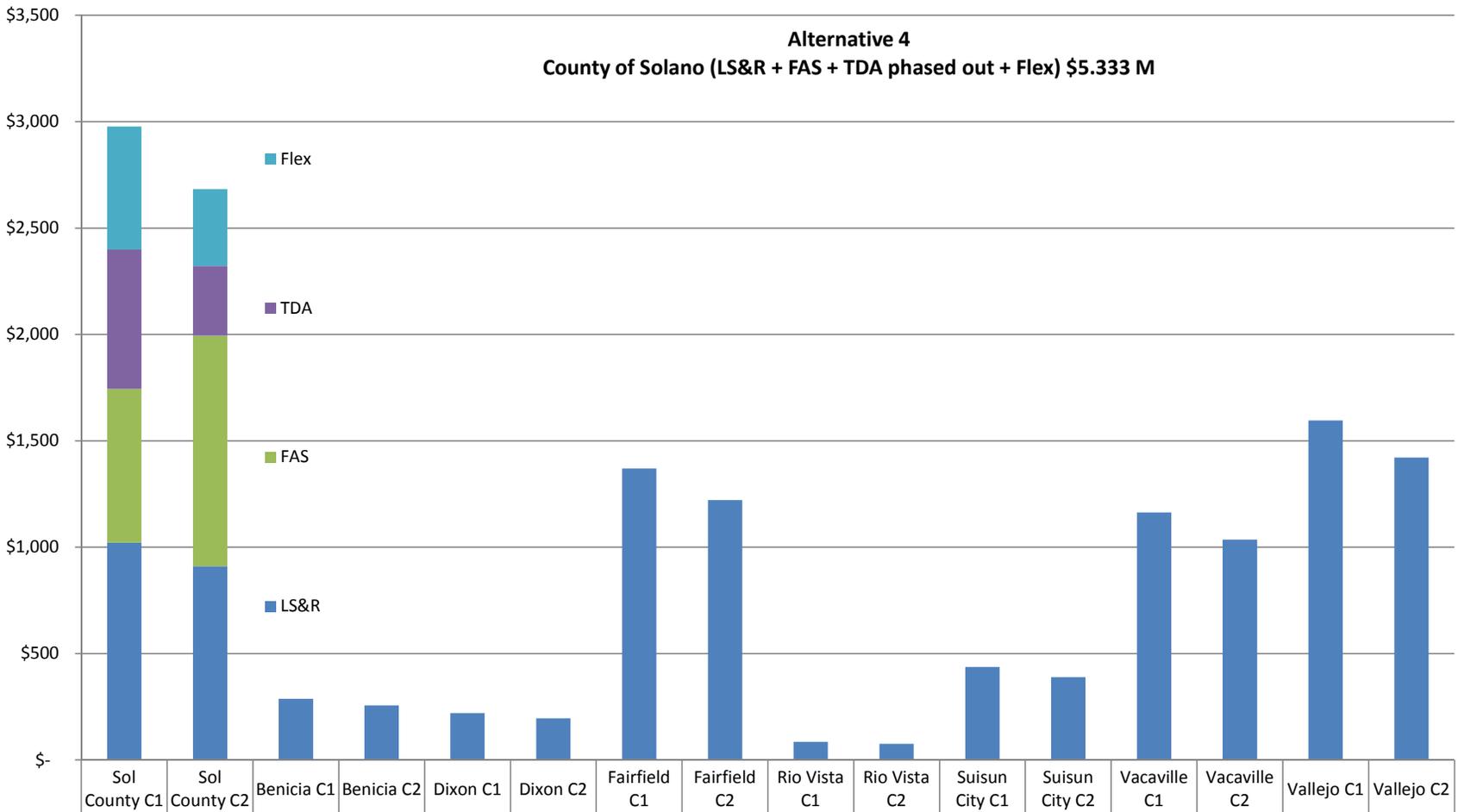


Alternative 3
County of Solano (LS&R + FAS + TDA phased out) \$4.722 M



	Sol County C1	Sol County C2	Benicia C1	Benicia C2	Dixon C1	Dixon C2	Fairfield C1	Fairfield C2	Rio Vista C1	Rio Vista C2	Suisun City C1	Suisun City C2	Vacaville C1	Vacaville C2	Vallejo C1	Vallejo C2
Flex	\$-	\$-														
TDA	\$656	\$328														
FAS	\$723	\$1,084														
LS&R+																
LS&R	\$1,021	\$910	\$288	\$257	\$220	\$196	\$1,370	\$1,221	\$85	\$76	\$437	\$389	\$1,163	\$1,036	\$1,595	\$1,422

Alternative 4
County of Solano (LS&R + FAS + TDA phased out + Flex) \$5.333 M



	Sol County C1	Sol County C2	Benicia C1	Benicia C2	Dixon C1	Dixon C2	Fairfield C1	Fairfield C2	Rio Vista C1	Rio Vista C2	Suisun City C1	Suisun City C2	Vacaville C1	Vacaville C2	Vallejo C1	Vallejo C2
Flex	\$578	\$361														
TDA	\$656	\$328														
FAS	\$723	\$1,084														
LS&R+																
LS&R	\$1,021	\$910	\$288	\$257	\$220	\$196	\$1,370	\$1,221	\$85	\$76	\$437	\$389	\$1,163	\$1,036	\$1,595	\$1,422



METROPOLITAN
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COMMISSION

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Memorandum

TO: Local Streets and Roads Working Group

DATE: February 4, 2010

FR: Craig Goldblatt

WI:

RE: New Act Funding—FAS Commitments and Set-Asides for Counties

Background

On December 16, 2009 the Commission approved the Cycle 1 Project Selection Criteria and Programming Policy (MTC Resolution 3925) which guides the programming of the first three year increment (FY 2009-10, FY 2010-11 and FY 2011-12) of federal funding in the Surface Transportation Authorization Act (pending further congressional development and action) and establishes as well an overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015).

Programming policies also established a set-aside to address the California Streets and Highways Code §182.6 (d) (2). The statute requires that MTC apportion to the counties an amount no less than 110% of the amount a county was receiving under the federal-aid secondary program in FY 1990-91.

Table 1 presents the Cycle 1 STP fund targets available to the unincorporated counties which cover the entire 6-year period of the new act (FY 2009-10 through FY 2014-15). Note that counties' FAS amounts are off the top of the entire regional STP funding apportionment and have no relation to the LS&R Rehabilitation Shortfall Program, whose funds are programmed by the county congestion management agencies as part of their block grants. In contrast to the block grant program, a county is to independently select projects and program them into the TIP using the STP funds apportioned to them. While a variety of transportation projects are eligible under the STP program, MTC's expectation is that funds will be used for rehabilitation projects given that the spirit of the statute is to address county streets and roads needs and that local jurisdictions have highlighted a major backlog of unfunded rehabilitation needs during the development of policies guiding STP/CMAQ Cycle 1 investments last fall.

Table 1: Cycle 1 Federal Aid Secondary Commitment

(Thousands of \$)

County	STP Funds
County of Alameda	\$2,135
County of Contra Costa	\$1,611
County of Marin	\$1,006
County of Napa	\$1,426
County of San Mateo	\$1,070
County of Santa Clara	\$2,041
County of Solano	\$1,807
County of Sonoma	\$3,917
TOTAL	\$15,013

Next Steps

- Counties are to select projects and submit them to MTC via the online fund management system (FMS) using the STP funding provided to meet the region’s FAS commitment.
- A resolution of local support is required prior to processing the TIP revision request. The resolution(s) is to be uploaded directly to the FMS project application. The model resolution is available at http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
- A county may choose to program its funds either in federal FY 2011 or FY 2012 with respective obligation (E-76 approval) deadlines of April 30, 2011 and April 30, 2012. As for any other STP/CMAQ funded projects in the MTC region, the Regional Project Delivery Policy and its deadlines must be met which can be found in Resolution 3606: http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf
- The next opportunities to add projects to the TIP are as follows:
 - **March 31, 2010:** the last 2009 Formal TIP amendment (new projects must be exempt from air quality conformity). After this date there will be a 2009 TIP lock down pending the development and approval of the 2011 TIP. The amendment will be approved by mid-July 2010.
 - **June 17, 2010:** the last date to add a project to the development of the 2011 TIP. The Final 2011 TIP approval by FHWA/FTA is anticipated mid December 2010, at which time newly added projects may proceed to obligate funds.
 - **Starting in January 2011,** a regular TIP revision schedule will resume.

Contacts

Please contact the following MTC staff for further assistance

FAS Commitments and Requirements

Craig Goldblatt (510) 817-5837
cgoldblatt@mtc.ca.gov

TIP Programming Issues

Sri Srinivasan (510) 817-5793
ssrinivasan@mtc.ca.gov



DATE: March 17, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Arterials, Highways, and Freeways Goal: Pavement Condition Index (PCI)

Background:

The Pavement Condition Index (PCI) is a performance measure for local streets and roads pavement conditions throughout the Bay Area. The Metropolitan Transportation Commission (MTC) tracks the PCI scores for each jurisdiction through their Streetsaver Program. Each city and the County of Solano participate in MTC's Streetsaver Program with the majority providing PCI data annually to MTC. Pavement with a PCI score below 25 is in severe distress; in contrast, pavement with a PCI score above 89 is in optimal condition. The PCI score is determined through a combination of annual pavement survey information of similar pavement types and/or estimations based on prior year averages.

Pavement conditions are categorized by the following PCI scores:

<u>Pavement Condition</u>	<u>PCI Score</u>
Poor	25-49
At-Risk	50-59
Fair	60-69
Good	70-79
Very Good	80-89

On July 8, 2008, the STA adopted a minimum PCI goal of 63 ("Fair" rating) for funding investments on the STA's Routes of Regional Significance. The Arterials, Highways and Freeways goal states:

"Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA's Routes of Regional Significance."

The recommended score was based on the average PCI score for the Bay Area Region as published in MTC's 2004 State of the System Report. The Regional Transportation Plan recently adopted by MTC has a regional PCI goal of 75.

At a recent Arterials, Highways and Freeways Committee meeting, some committee members voiced concerns about raising the STA's PCI goal for the County. After some discussion, it was proposed to have the TAC discuss the issue and provide a recommendation back to the Committee.

Discussion:

PCI Score Update

The Arterials, Highways and Freeways Committee members expressed concern that the PCI scores included in the December 2009 State of the System Report became outdated when MTC published a more recent PCI report for Solano County in January 2010. STA staff agrees and is proposing to amend the PCI Matrix included in the Arterials, Highways and Freeways State of the System Report to show the following PCI Scores for the year 2009:

Agency	2009	Rating
Benicia	66	Fair
Dixon	76	Good
Fairfield	73	Good
Rio Vista	45**	Poor
Solano County	64	Fair
Suisun City	55	At-Risk
Vacaville	77	Good
Vallejo	53	At-Risk
	63.6	Fair

It should be noted that while the majority of cities have experienced a drop with their PCI score, Solano County and the City of Suisun improved their scores. In fact, MTC recently recognized the City of Suisun City for having their PCI score improved by 5 points.

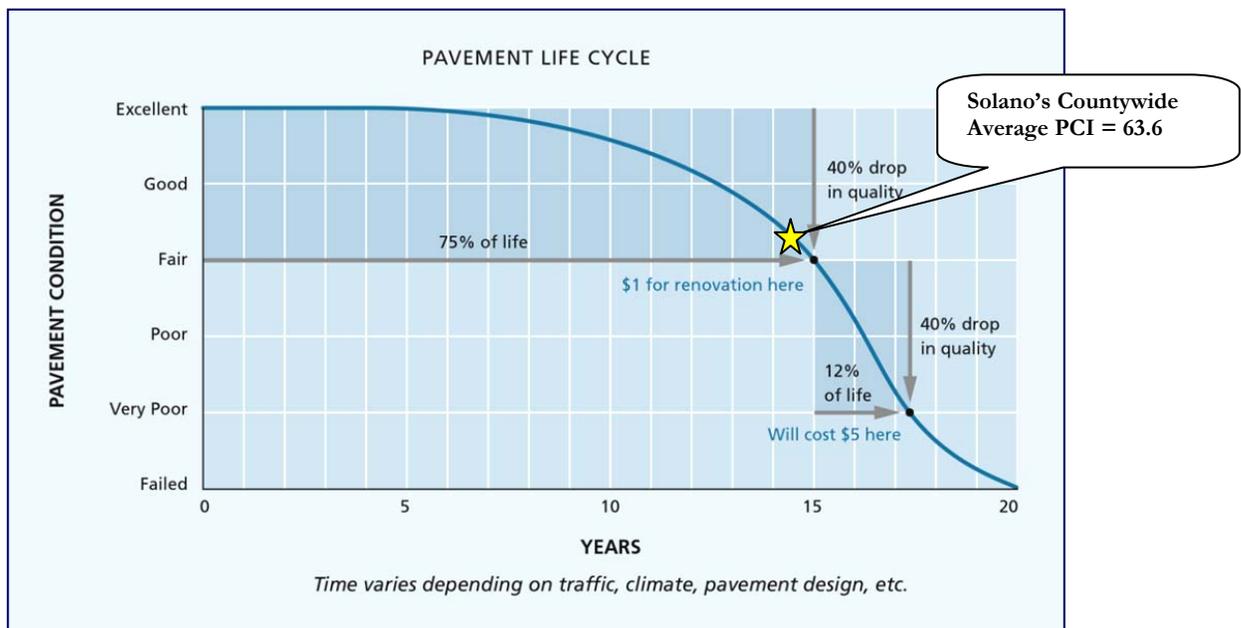
PCI Goal Amendment

STA staff is considering amending the current PCI goal of 63 to a higher standard. A good starting point to consider is MTC's 2035 Regional Transportation Plan (RTP) overall PCI goal of 75 (Good) for the Bay Area region. MTC's goal was supported by the *Local Streets and Roads Pavement, Non-Pavement and Bridge Needs Analysis Report* which was completed as part of the MTC's 2009 RTP. The Report concluded that it costs far less to keep roads in good condition through preventative maintenance than it costs to allow the roadways to deteriorate to a point where major rehabilitation or reconstruction is required. The report provided the following example:

The average serviceable life of a pavement, if no treatment is applied to it, is about 20 years. By the time a roadway reaches a PCI of 60, it has already lived 75% of its serviceable life (approximately 15 years) and it will have only experienced a 40% drop in quality of pavement. However, when a roadway reaches a PCI of 60, rapid deterioration begins to take place. In only the next few years, the same roadway will experience another 40% drop in quality. Studies show that for every one dollar it takes to treat a roadway with a PCI of 70 or higher, it will cost approximately \$10 dollars to fix the same roadway once it has deteriorated to the point where major rehabilitation or reconstruction is necessary.

The following graph illustrates the report's point further:

Pavement Life Cycle



STA staff discussed raising the PCI Goal with the Arterials, Highways and Freeways Committee at their March 18th meeting. The concern is a goal of 63 puts the County's roads just above the Poor pavement condition category; where investments in maintaining pavement become costly. The recommendation to raise the PCI Goal would encourage regular maintenance to prolong the pavement's life cycle and save on costly repairs. A higher PCI goal would imply that the STA would work with agencies to maintain their PCI score on the Routes of Regional Significance if they currently exceed the score. It would also imply that the STA will work with agencies to obtain the goal if they do not currently meet the goal.

However, a PCI Goal consistent with MTC's regional goal of 75 maybe too high. The Members of the Arterials Committee cautioned that raising the standard might result in unrealistic expectations given the current level of funding committed to local streets and roads. The shortfall projected by MTC for local streets and roads in Solano County amounts to an estimated \$1.8 billion over the next 10 years. At present, only the cities of Dixon and Vacaville exceed MTC's regional goal, while Benicia, Dixon, Fairfield, Solano County and Vacaville exceed the PCI goal of 63.

STA staff recommends a more balanced approach of recommending a PCI Goal of 70. This is not as high as MTC's score of 75, but it does raise the goal from a Fair pavement condition to the bottom of the Good pavement condition range.

Recommendation:

Forward a recommendation to the STA Board to:

1. Amend the PCI Matrix included in the Arterials, Highways and Freeways Element's State of the System Report as indicated in Attachment A; and
2. Amend the Arterial, Highways and Freeways Element's PCI Goal to 70 (Good).

Attachment:

- A. Arterials, Highways and Freeways State of the System Report PCI Matrix Proposed Amendment

Arterials, Highways and Freeways State of the System Report PCI Matrix Proposed Amendment

Agency	Total Lane Miles	Three-year Moving Average			<i>Proposed Amendment</i>	Rating
		2005	2006	2007	2009	
Benicia	190	70	70	68	66	Fair
Dixon	129	79	81	77	76	Good
Fairfield	702	78	77	75	73	Good
Rio Vista	45	55	51	48*	45**	Poor
Solano County	1168	59	58	61	64	Fair
Suisun City	145	56	53	50	55	At-Risk
Vacaville	527 533	76	78	79*	77	Good
Vallejo	657	54	54	54	53	At-Risk
Average PCI		66.1	65.8	65.2	63.6	Fair

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

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



DATE: March 19, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

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.

The first task completed by the CTP – Arterials, Highways, and Freeways committee was the adoption of an Arterials, Highways, and Freeways Element Purpose Statement and Goals document in July of 2008. In October 2009, the STA Board adopted Solano County's the first-ever State of the System – Arterials, Highways and Freeways report, describing the components and existing conditions of the freeway and major arterial system.

STA staff's current task is to identify the gap between the Purpose Statement and Goals and the State of the System. The Goals Gap Analysis for the Alternative Modes and Transit elements were reviewed by the STA Technical Advisory Committee (TAC) in February, and adopted by the STA Board in March.

Discussion:

In order to perform this 'gap analysis,' STA staff has reviewed each of the Goals adopted for the Arterials, Highways, and Freeways Element, and prepared an analysis of whether the 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** – 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.

The Arterials Highways and Freeways Element: Goal Gap Analysis Report is included as Attachment A. STA staff brought a draft report to the Arterials Committee in January for review. The Committee asked for additional time to review the report.

The Arterials, Highways and Freeways Committee met on March 18, 2010, and reviewed the Report. While the committee members did not ask for any changes to the Report. There was a discussion regarding two of the Goals:

- Goal 1 (Pavement Condition Index). The Committee felt the Goal Gap Analysis adequately described achievement of the Pavement Condition Index (PCI) at this time. After some discussion, several Committee members raised concerns about raising any change t PCI target goal above 63. STA staff and the invited TAC representative, Rod Moresco proposed having the TAC discuss the issue and provide a recommendation back to the Committee.
- Goal 9 b (Habitat Conservation Plan consistency). Committee members expressed concern about the potential for Habitat Conservation Plan (HCP) elements and the establishment of habitat mitigation banks to limit future roadway projects. Committee members asked STA staff to provide a detailed discussion of the issue, and to prepare policies to avoid conflicts between future transportation projects and HCP mitigation banks.

The Committee recommended that the STA Board adopt the Arterials, Highways and Freeways Element Goal Gap Analysis.

Fiscal Impact:

None. However, the gap analysis will help direct STA staff when preparing draft implementation policies and the subsequent development of funding strategies and recommendations.

Recommendation:

Forward a recommendation to the STA Board to adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

Attachment:

- A. Arterials Highways and Freeways Element: Goal Gap Analysis Report

Arterials, Highways, and Freeways Element

DRAFT 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) on the STA's Routes of Regional Significance.

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 may be amended to include PCI scores.

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

Note that a PCI goal for Solano County is being re-evaluated and will be brought back as an action item at the next Arterial, Highways and Freeways Committee meeting. The STA has not adopted a policy that mandates the formula consider a PCI score in distributing Local Streets and Roads funding. 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 a specified PCI level on the Routes of Regional Significance.

- 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. 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 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 draft HCP standards were used in the development in the Jepson Parkway Environmental Document.

- 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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DATE: March 23, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway and North Connector Funding Agreements

Background:

The North Connector Project is a parallel arterial that will be constructed on the north side of I-80. It will connect State Route (SR) 12 East with SR 12 West and will provide additional capacity for local trips through this critical section of I-80. The Project is an intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR 12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the City of Fairfield and the County.

The Project is under construction from Chadbourne Road at SR 12 East through the I-80/Abernathy Road on and off ramps connecting to the City of Fairfield's Fairfield Commons project which is also currently under construction. The new roadway connects to existing Business Center Drive with a new two lane connection from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/SR 12 area by providing improved ways for traffic to flow.

Due to limited funding, the North Connector Project is being constructed in sections. STA is the lead on designing and constructing the East Section of the North Connector Project and the City of Fairfield is the lead on completing the Central Section. The West Section of the North Connector will be completed in the future.

In early 2007, the City of Fairfield, Solano County and STA entered into a funding agreement for the North Connector Project. The funding agreement provided for the County to contribute \$2 million lump sum toward the East Section of the Project with the STA contributing 50% of the overall cost of the East and Central Section of the Project, and local funds contributing to the other 50% of the funds, which includes the County contribution.

In March 2009, the STA Board certified the Jepson Parkway Project Environmental Impact Report (EIR). Alternative B has been selected as the Preferred Alternative. This Alternative connects the new Walters Road extension to Cement Hill Road, widening Vanden and Leisure Town Roads to four lanes. While the Project is subject to the STA's 50/50 Policy, there is currently enough programmed State Transportation Improvement Program (STIP) funds to fully construct the Vanden Section of the Project. However, the State financial crisis has stalled the allocation of these funds. As such, STA staff is working with local partners to jump start the design and right-of-way for the priority segment of this Project. This section of the roadway is currently 2-lanes with no shoulders. Further, it is recommended that the currently programmed STIP funds should be fully utilized on the priority segment for benefit to the public.

Discussion:

Since the completion of the funding agreement for the North Connector, the construction bids for the east end of this Project came in 45% under the Engineers Estimate. As such, the parties have agreed to modify the existing funding agreement so that the County's contribution for the Project can be reduced to \$1 million with the other \$1 million shifted to the Jepson Parkway Project to contribute to the design of the Vanden Road section. The \$1 million fund shift to Jepson Parkway would jump start the design of the roadway and set the right-of-way acquisition lines. In addition, these funds will allow engineering coordination with the County and City of Fairfield to continue.

Attachment A and B are the final draft funding agreements for these Projects. The North Connector Funding Agreement (Attachment A) has been agreed to by both the City of Fairfield and Solano County staff. The Jepson Parkway Funding Agreement (Attachment B) has been agreed to by Solano County Staff.

Fiscal Impact:

The STA portion of cost for the East and Central Section of the North Connector is funded by Regional Measure (RM) 2 funds dedicated to the Project. The Jepson Parkway Project has \$2.4 million programmed for design, \$3.8 million for Right-of-Way and over \$30 million in STIP funds programmed for construction. With the shift of \$1 million between the projects, the STA would commit to covering the \$1 million in local funds with regional funds. The \$1 million shift to Jepson Parkway will be counted toward the local share of the funding for this Project.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreements as specified for:

1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
2. The Jepson Parkway Project between the STA and Solano County.

Attachments:

- A. North Connector Funding Agreement Amendment 1.
- B. Jepson Parkway Funding Agreement.

**AMENDMENT NUMBER ONE
TO COOPERATIVE AGREEMENT FOR THE DELIVERY OF THE I-80
NORTH CONNECTOR RELIEVER ROUTE
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF FAIRFIELD
AND
THE COUNTY OF SOLANO**

The North Connector Cooperative Agreement (“Agreement”) was entered into on April 12, 2007 between the Solano Transportation Authority (STA), the congestion management agency of Solano County; the City of Fairfield (CITY), a municipal corporation; and the County of Solano (COUNTY), a body corporate and politic, to allocate the areas of responsibility for various project activities by the three entities in delivering the I-80 North Connector Reliever Route Project (“the Project”).

RECITALS

1. The Project is a new intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/SR12 interchange and thereby remove and re-direct traffic from the main freeways to the reliever route to the primary benefit of local residents of the CITY, but also providing regional benefits to Solano County as a whole as well as to other areas in northern California.
2. Construction of Section 1 of the Project (the East Segment) is underway and the estimated and actual Project costs have been significantly less than the engineer’s estimate.
3. In light of project savings, the Parties desire to amend the Agreement to reduce COUNTY’s share of the costs for Section 1 of the Project from Two Million Dollars (\$2,000,000.00) to One Million Dollars (\$1,000,000.00) to allow COUNTY to utilize that savings in support of the engineering and design costs of the Vanden Road segment of the Jepson Parkway Project.

NOW, THEREFORE, in consideration for the mutual promises set forth herein, the Parties agree as follows:

SECTION 1. AMENDMENT:

1. The third paragraph of Section III (Funding Criteria), Subsection 15 is hereby amended to read as follows:

“The COUNTY will contribute One Million Dollars (\$1,000,000.00) towards the cost of Section 1 of the Project on or before July 1, 2010. Any additional cost savings to the Project resulting from the construction costs on Section 1 of the Project being significantly lower than anticipated shall reduce the STA’s contribution of regional funds to Section 1 of the Project.”

2. For the funding of the Project, it is intended that the COUNTY and the CITY participate in the funding contribution whereby the local agencies contribute 50 percent of the cost. The COUNTY is contributing \$1,000,000 toward the completion of Section 1. The COUNTY's \$1,000,000 shall be credited toward the local agency share of the Project for Sections 1, 2 and 3, with the STA contributing \$1,000,000 of regional funds toward the local share of these three Sections due to this Amendment. Any credit due to either the CITY or STA by reason of this agreement shall be credited toward the Section 4 project cost.

SECTION 2. REMAINING TERMS AND CONDITIONS: All other terms and conditions of the original, underlying Agreement not specifically modified by this Amendment Number 1 shall remain in full force and effect.

IN WITNESS WHEREOF, this Agreement was executed by the Parties.

SOLANO TRANSPORTATION AUTHORITY: APPROVED AS TO FORM

By: _____
Daryl Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF FAIRFIELD,
a municipal corporation:

APPROVED AS TO FORM:

By: _____
Sean Quinn, City Manager

By: _____
Gregory Stepanicich,
Fairfield City Attorney

COUNTY OF SOLANO:

APPROVED AS TO FORM:

By: _____
Michael D. Johnson, County Administrator

By: _____
Lori Mazzella
Deputy County Counsel

**FUNDING AGREEMENT BETWEEN
THE COUNTY OF SOLANO AND THE SOLANO TRANSPORTATION AUTHORITY
FOR ROADWAY ENGINEERING AND DESIGN SERVICES FOR
THE JEPSON PARKWAY PROJECT**

This Funding Agreement (“Agreement”) is made _____, 2010, between the County of Solano, a political subdivision of the State of California (“County”) and the Solano Transportation Authority, the congestion management agency for Solano County (“STA”), collectively known as “the Parties,” and is based upon the following facts:

- A. The STA is qualified to perform engineering design and construction services for public agencies for transportation related projects.
- B. The Jepson Parkway, a continuous series of local roadways that extends from State Route 12 in Suisun City to Interstate 80 in Vacaville, will provide a reliever route for Interstate 80 by providing a good alternative route for local trips.
- C. Roadway design for the Vanden Road segment of the Jepson Parkway would benefit from a uniform design approach and by utilizing the engineering design experience of the STA.

In consideration of the foregoing facts it is agreed between the Parties as follows:

1. Project Funding

Funding of the design of the portion of the Vanden Road segment of the Jepson Parkway (“the Project”) located in unincorporated Solano County shall be equally divided between the County and the STA with each party bearing 50% of the total cost. The County shall pay to the STA, no later than June 30, 2010, the sum of \$1,000,000 out of the estimated \$2,400,000 total cost of the design work on the Project, upon receipt of an invoice from the STA. Any additional costs will be invoiced by the STA to the County upon completion of the design following environmental approvals. In recognition that the County currently has no source of funding beyond the initial \$1,000,000, the invoice for the additional costs shall not be due until the County has obtained an additional source of funding for Vanden Road. Prior to initiating future phases of the Project, this agreement shall be amended to outline the County’s financial contribution to those phases of work.

Should a portion of the Vanden Road segment of the Jepson Parkway located in unincorporated Solano County be annexed by a city prior to completion of the design work on the project including environmental approvals, this funding agreement shall be revisited.

2. STA Responsibilities

The STA shall be responsible for the following elements of the Scope of Services:

- (a) Designing the Vanden Road segment of the Project using the approved environmental document and Technical Report as the guidance. The Project will be designed as a four lane roadway with medians, emergency lanes, and other ancillary facilities as more fully described in Exhibit A which is attached hereto and incorporated herein as though set forth in full. The STA shall perform all design work for the Project to the satisfaction of the County.

- (b) Completing all design work for the Project no later than June 30, 2012 or 15 months after the execution of this agreement, whichever is later.
- (c) Serving as the lead agency for any California Environmental Quality Act (CEQA) environmental clearance for the Project.
- (d) Acquiring any additional right-of-way required for the Project after the approval by the County of the Project design. This agreement shall be considered the authorizing document which designates the STA as the lead agency for property acquisition, including the exercise of eminent domain powers, for the portion of the Project located within unincorporated Solano County. The STA shall perform all right-of-way acquisition work for the Project to the satisfaction of the County.
- (e) Preparing as-built drawings of the Project and delivering them to the County within ninety (90) days of acceptance of the Project. Construction work associated with the Project will be covered in a separate agreement.

3. County Responsibilities

The County shall be responsible for the following elements of the Scope of Services

- (a) Serving as a responsible agency for any California Environmental Quality Act (CEQA) environmental clearance and also reviewing within its discretion the Project alignment and design.
- (b) Approving the design and right-of-way acquisition work for the Project.

4. Indemnification and Defense of Claims

- (a) Each Party agrees to defend and indemnify the other Party, its agents, officers and employees, from any claim, action or proceeding arising solely out of its own acts or omissions in the performance of this Agreement. In its sole discretion, any Party may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the other Party of any obligation imposed by this Section. Each Party shall notify the other Party promptly of any claim, action or proceeding and cooperate fully in the defense.
- (b) Notwithstanding paragraph 3(a) above, in cases where County and the STA agree in writing to a joint defense, the Parties may appoint joint defense counsel to defend the claim, action or proceeding arising out of the concurrent acts or omissions of County and STA. Joint defense counsel shall be selected by mutual agreement of County and the STA. County and the STA agree to share the costs of such joint defense and any agreed settlement in equal amounts. The Parties further agree that no Party may bind the other to a settlement agreement without the written consent of County and the STA.
- (c) Where a trial verdict or arbitration award allocates or determines the comparative fault of the County and the STA, either Party may seek reimbursement and/or reallocation of defense costs, settlement payments, judgments and awards, consistent with such comparative fault.

5. Insurance

STA and the County will maintain status as legally self-insured public entities for general liability.

6. Default and Remedies

(a) Default Defined

Any Party's failure to pay any amount due under this Agreement, or to perform any other obligation required by this Agreement within sixty (60) days after written notice from the other Party that such amount or obligation is due, shall constitute a default ("Default") hereunder.

(b) Remedies Available

Upon the occurrence of a Default, the non-defaulting Parties may stop all payments or performance required hereunder, any may take any other remedial action available to it under the law or equity, including but not limited to specific performance.

7. Notices

Any notice required to be given by either Party, or which either Party may wish to give, will be in writing and registered mail, postage prepaid, addressed as follows, or to such other place as any Party may designate by written notice:

To Solano County: Solano County Department of Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
Attn: Paul Wiese, Engineering Manager
Phone: 707 784-6072
Fax: 707-784-2894

To: STA: Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Janet Adams, Deputy Executive Director/Director of Projects
Phone: 707 424-6010
Fax: 707 424-6074

8. Miscellaneous Provisions

(a) Audits and Inspection of Records

STA shall permit County and their authorized representatives to have access to STA's books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement, for the purpose of making an audit, examination, excerpt and transcription during the term of this Agreement and for a period of four (4) years thereafter. STA shall in no event dispose of, destroy, alter, or mutilate said books, records, accounts, work products, materials and data for that period of time.

(b) Amendments

This Agreement may be amended only by written agreement signed by all of the Parties.

(c) Time

Time is of the essence with respect to all terms and conditions of this Agreement.

(d) Waivers

No waiver of any provision of this Agreement will be valid unless it is in writing and signed by the Party benefiting from said provision. No waiver by any Party, at any time, of any breach of a provision of this Agreement will be deemed a waiver of a breach of any other provision of this Agreement or consent to any subsequent breach of the same or any other provision of this Agreement. If any action by a Party requires the consent or approval of the other Party to this Agreement, such consent or approval on any one occasion will not be deemed a consent to or approval of such action on any subsequent occasion or a consent or approval to any other action.

(e) Force Majeure.

No Party is responsible for performance in accordance with the terms of this Agreement to the extent performance is prevented, hindered, or delayed by fire, flood, earthquake, elements of nature or acts of God, acts of war (declared and undeclared), riots, rebellions, revolutions, or terrorism, whether foreseeable or unforeseeable (“Force Majeure”).

(f) Assignment.

Neither the County nor the STA may assign this Agreement in whole or in part (whether by operation of law or otherwise) to any other entity, agency, or person without the prior written consent of the other Parties.

(g) Binding Effect.

This Agreement will be binding on the Parties and their permitted successors and assigns.

(h) No Third Parties Benefited.

The Parties agree that it is their specific intent that no other person or entity shall be a party to, or a third party beneficiary of, this Agreement or any addenda or exhibit attached to this Agreement.

(i) Governing Law.

The Agreement and performance under it will be exclusively governed by the laws of the State of California without regard to its conflict of law provisions.

(j) Construction.

The article and section headings used in this Agreement are inserted for convenience only and do not affect the meaning or interpretation of this Agreement. This Agreement, and any

other document or agreement referred to or executed and delivered in connection with this Agreement, shall not be construed against any Party as the principal draftsman.

(k) Integration.

This Agreement (including all addenda and exhibits and any amendments signed by both Parties) contains the entire agreement of the Parties with respect to the subject matter of this Agreement and supersedes all previous communications, representations, understandings, and agreements, whether verbal, written, or implied, between the Parties with respect to the subject matter.

(l) Severability.

If any term, provision, covenant or condition of this Agreement is held invalid, void or unenforceable by a court of competent jurisdiction, it is the intent of the Parties that all other provisions of this Agreement be construed to remain fully valid, enforceable and binding on the Parties.

(m) Signature Authority.

The persons signing this Agreement on behalf of the County and the STA certify that they are authorized to do so.

[Signatures to follow on the next page.]

IN WITNESS WHEREOF, the Parties have executed this Agreement the day and year first above written.

**SOLANO TRANSPORTATION
AUTHORITY**

COUNTY OF SOLANO

Daryl Halls, Executive Director

Michael D. Johnson, County Administrator

Approved as to form:

Approved as to form:

Charles Lamoree, STA Legal Counsel

Lori Mazzella, County Counsel

EXHIBIT A

JEPSON PARKWAY DESIGN - COST BREAKDOWN

Description	Total
Roadway Items	\$18,000,000
Structure Costs	\$2,000,000
Construction Management & Design Support	\$3,000,000
<i>Total</i>	<i>\$23,000,000</i>
Utility Relocation	\$1,500,000 *
Environmental Mitigation	\$3,000,000 *
Right-of-way Acquisition/Relocations	\$3,800,000
<i>Total</i>	<i>\$8,300,000</i>
65% Design, R/W Engineering, Utility Coordination	\$1,000,000 **
Constructability Review	\$50,000
Final PS&E Package	\$1,350,000
<i>Total</i>	<i>\$2,400,000</i>
Total Cost	\$33,700,000

* To be completed concurrently with construction

** Initial County commitment

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DATE: March 22, 2010
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Status of STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10
and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Last year, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This past year, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Discussion:

Attached as an information item is the status of the STA's current OWP for FY 2009-10 and FY 2010-11 (Attachment A). Despite the impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, MTC, the Capitol Corridors, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of state funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

transit coordination, and various programs. The project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Solano Safe Routes to Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

OWP Milestones in 2009-10 - Planning

The following milestones were obtained for OWP plans during this current fiscal year:

1. Rio Vista Bridge Study Initiated and alternative alignments identified (OWP# 6)
2. The Solano Highway Operations Study for I-80/I-680/I-780 was completed (OWP #8)
3. The Regional Traffic Impact Fee (RTIF) Nexus Study was initiated and the study's criteria for evaluation of projects and a draft project list have been developed (OWP #9)
4. The SR 113 Major Investment Study (MIS) was completed (OWP #10)
5. The Comprehensive Transportation Plans' goals, gaps analysis and project lists have all been developed (OWP #11)
6. The first ever Solano Rail Crossing Study has been initiated (OWP #11 & #37)
7. A memorandum of understanding for the Benicia – Vallejo Transit Consolidation Study was developed and executed and a draft Joint Powers Agreement and Business Plan have been initiated (OWP #12)
8. The Countywide Bike Plan update was initiated (OWP #19)
9. The Countywide Pedestrian Plan update was initiated (OWP #20)
10. Scope of work developed for update of Senior and Disabled Transportation Study (OWP#23)

OWP Milestones in 2009-10 – Projects

1. Draft EIR/EIS for I-80/I-680/SR12 Interchange submitted to Caltrans for review in preparation for public release in May or June 2010 (OWP #1)
2. Advanced construction project for North Connector project completed and North Construction east project under construction (OWP #2)
3. 8.7 miles of I-80 HOV Lanes project in Fairfield completed (OWP #3)
4. Completed project study report for I-80 HOV Lanes project in Vallejo (OWP #3)
5. Initiated preliminary engineering for conversion and new Express (HOT) Lanes on I-80 (OWP #4)
6. Suisun City Gap Closure Bike Project accessing Suisun City Rail Station completed by Suisun City, and McGary Road and Rose Drive Overcrossing Bike projects fully funded and construction initiated (OWP# 19)
7. Union/Main Street Pedestrian improvements completed by Fairfield and Old Town Cordelia pedestrian improvements funded (OWP #20)
8. STA completed design of SR 12 Jameson Canyon project (OWP #28)
9. Vallejo Station phase A fully funded and Vacaville Intermodal Station Phase 1 groundbreaking held (OWP #32)

10. New bike/pedestrian access to Benicia-Martinez Bridge completed by Caltrans (OWP #35)
11. I-80 SHOPP funded rehabilitation completed by Caltrans as part of Pave 80 effort (OWP #36)
12. Bus Transfer Center groundbreaking held and construction initiated by Vallejo

OWP Milestones in 2009-10 - Programs

1. A three-year work plan was adopted and coordinators selected for Solano Countywide Safe Routes to School Program (OWP #14)
2. 1,632 vehicles abated in the first six months of FY 2009/10 (OWP #15)
3. The Countywide Traffic Model was updated and a new model MOU was approved (OWP #17)
4. The North Connector TLC Concept Plan completed by STA and the Rio Vista Waterfront Design Plan completed by Rio Vista (OWP #18)
5. Five-year funding plan and project monitoring status completed for Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air Program Manager funds (OWP #21)
6. 2010 Federal Appropriations submitted and federal priorities updated and advocated for in Washington, DC. (OWP #22)
7. Coordination of Pave 80 campaign with Caltrans wrapped up and 2009 Annual Awards held in Fairfield (OWP #22)
8. Helped coordinate two well attended Senior and Disabled Summits held in Suisun City. New Senior/Disabled Transportation brochure distributed, new advisory committee established, and Paratransit Coordinating Council (PCC) work plan updated (OWP #23)
9. New Inter-City Transit Funding Agreement and Routes 30 and 90 Operating Agreement developed, and Inter-City Ridership Survey initiated (OWP #24 & #34)
10. New Solano Napa Commuter Information (SNCI) vanpool incentive initiated and third Employer Commute Challenge completed (OWP #26)
11. Solano Climate Change Strategy developed and adopted, greenhouse gas inventory for six cities and County initiated, and SNCI program begins working with Benicia to help implement their Climate Action Plan (OWP #33)

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2010-11 and FY 2011-12, the following OWP projects are currently fully funded and are under construction or projected to be under construction during the next two to three years.

- I-80 SHOPP Projects
- The North Connector East Project
- SR 12 East Safety Projects – Suisun City to SR 113
- SR 12 Jameson Canyon Widening
- I-80 East Bound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- Next phase of I-80/I-680/SR 12 Interchange

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 29 to 37
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – (Transfer Station)
- Vallejo Station – Phase A

Four additional projects have phases fully funded or nearly funded and expect to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Vallejo Station – Phase B
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phase 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are currently underway and funded in the currently proposed budget.

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study
- SR 12 Major Investment Study (MIS)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Rail Crossings Study

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program

- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2010-11 & 2011-12 budget, staff is providing this status update of the current Overall Work Program (OWP) and has agendaized the development of the updated OWP for discussion by the TAC and Board this month in preparation for adoption of the OWP at the April TAC and May STA Board meetings.

Recommendation:

Informational.

Attachments:

- A. Status of STA's Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-11
- B. Draft STA OWP for FY 2010-11 & 2011-12 (To be provided under separate cover.)



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STA Monitoring:	Project#	35 - 40

Category	Pro - ject #	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



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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



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STA Lead – Projects	4.	<p><u>Express Lanes (HOT Lanes)</u></p> <p>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</p> <p>Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.</p>	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead – Projects	5.	<p><u>Jepson Parkway Project</u></p> <p>A. Vanden Rd. B. Leisure Town Rd C. Walters Rd</p> <p>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.</p> <p>ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11</p>	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



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STA Lead – Projects	6.	<u>State Route (SR) 12 East</u> A. <u>SR 12/Church Road PSR</u> a. 1-STA Lead, final summer 2009 b. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP B. <u>Rio Vista Bridge Study</u> a. 1-STA Lead, draft study fall 2009 C. \$46 M in rehabilitation improvements to begin construction in 2009 (Suisun City to SR 113) D. Shoulder widening near Rio Vista segment to begin construction in 2010 1-STA Lead	 STA STA CT CT	 STA PSR Funds Rio Vista – Fed Earmark SHOPP SHOPP Potential STIP	X	X	 \$ 2.5 M – (Capital Cost) \$ TBD – Capital Cost \$ 35 M – Capital Cost	 Projects Janet Adams



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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
STA Lead – Studies	8.	<p><u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features)</p> <p>Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.</p>	STA	\$250,000 SP&R \$62,500 STAF Local Match	X	X	N/A	Projects Sam Shelton



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STA Lead – Studies	9.	<u>Regional Traffic Impact Fee (RTIF) Nexus Study</u> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenarios 	STA	PPM	X	X	\$300,000	Projects Sam Shelton
STA Lead – Studies	10.	<u>SR 113 Major Investment Study (MIS)</u> Status: Report has been completed, and public comment period has closed. Plan will be adopted by STA Board in May 2009. SHOPP eligible projects need to be added to Solano list. Develop work plan for selecting preferred realignment alternative and advancing projects. ECD: May 2009	STA STA STA/Dixon	Funded – Partnership Planning Grant Joint STA/Dixon funding needed	X X X	X X	\$315,000	Planning Robert Guerrero



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STA Lead – Studies	12.	<u>Countywide Transit Consolidation Study</u> Status: A. Phase II, Recommend option(s); B. Implementation of recommended option. <u>ECD</u> : Phase II Recommendation: Summer 2009; Implementation of option – ongoing		TDA	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
STA Lead – Studies	13.	<u>Community Based Transportation Planning (CBTP)</u> A. Vacaville FY 2009-10 B. East Fairfield/TAFB FY 2009-10 <u>Status</u> : . Vacaville and East Fairfield study to be completed in FY 2009-10.	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead – Programs	14.	<u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan 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.	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



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STA Lead – Programs	15.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing – 739 vehicles abated in the first 6 months of FY 2008-09.	STA	DMV	X	X	08/09 \$350,000 county wide distribution	Projects/Finance Susan Furtado
STA Lead – Programs	16.	<u>Congestion Management Program (CMP)</u> A. 2009 CMP bi-annual update	STA	STP Planning	X			Planning Robert Macaulay



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STA Lead – Programs	17.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Development of new (2030) model–</p> <p>B. Update 2000 and 2030 land uses and create 2010 projected increment</p> <p>C. Develop 2035 network, land uses and projections</p> <p>D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>E. Develop in-house modeling capacity</p> <p>Status (Model): New model adopted; existing and 2030 land use review completed; Model TAC MOU drafted and being reviewed by users. Modeling software and hardware acquired.</p> <p>ECD: On-going</p> <p>Status: Funded; county consultant preparing aerial photos</p> <p>ECD: May 2009</p>	<p>STA/ NCTPA</p> <p>STA</p> <p>STA, NCTPA STA</p> <p>STA</p>	<p>STP-Planning NCTPA</p> <p>Funded by T-PLUS</p> <p>T-Plus</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>\$75,000</p> <p>\$80,000</p> <p>\$35,000</p> <p>\$25,000</p>	<p>Planning/Projects Robert Macaulay/ Robert Guerrero</p> <p>Robert Guerrero</p>



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



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STA Lead – Programs	20.	<u>Countywide Pedestrian Plan and Implementation Plan</u> A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan <u>Status:</u> Update of Ped plan, including PDA and SR2T, planned for end of CY 09. ECD: Vacaville Creekwalk construction in 2009 Ongoing –	STA Solano County Vacaville Fairfield Fairfield STA County County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit Bay Ridge Trail Grant (pending)	X X	 X X X X	\$3-\$5M (Capital Cost) \$1 million \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero Sara Woo Planning Robert Macaulay Robert Guerrero
STA Lead – Programs	21.	<u>Clean Air Fund Program and 3-Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD <u>Status:</u> allocated annually	STA YSAQMD	TFCA Clean Air Funds	X	X	\$300,000 Annually (TFCA) \$420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero



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STA Lead – Programs	22.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach <ul style="list-style-type: none"> 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy <p><u>Status:</u> SR 12 STATUS and STA STATUS Newsletter; individual project sheets published; 2008 annual awards held in Rio Vista; state and federal legislative books prepared and delivered; 2009 lobbying trips conducted;. Production of most materials moved in-house. Annual report modified to bi-annual time period</p>	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead – Programs	23.	<p><u>Paratransit Coordinating Council</u></p> <ul style="list-style-type: none"> A. Manage committee B. Follow up to Senior Summit focused on transportation C. Assist with implementation of Senior and Disabled Transportation Plan update D. Monitor performance of paratransit services <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.</p>	STA	TDA	X	X	\$40,000	Transit/Rideshare Liz Niedziela



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STA Lead – Programs	24.	<u>Intercity Transit Coordination</u> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Countywide Ridership Study G. Unmet Transit Needs Coordination & Phase-out plan <u>Status:</u> Annually update funding agreements and Unmet Transit Needs. Developed Working with transit operators to update Intercity Transit Funding agreement.	A-F STA G: MTC/STA	TDA	X X X X X X X X	X X X X X X X X		Transit/Rideshare are Elizabeth Richards
STA Lead – Programs	25.	<u>Lifeline Program Management</u> A. Call for Projects B. Project Selection C. Monitor Projects <u>Status:</u> Monitor projects selected in first and second call for projects Fall 2008. Implementation beginning Spring 2009.	STA/MTC	TDA	X	X	\$15,000	Transit/Rideshare are Elizabeth Richards
STA Lead – Programs	26.	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program	STA	MTC/RRP TFCA ECMAQ	X	X	\$500,000	Transit/Rideshare are Judy Leaks



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		D. Employer Commute Challenge E. Vanpool Program F. HOV Opening Incentives G. Coordination with Napa H. Campaigns/Events <u>Status:</u> Second year of Employer Commute Challenge implemented. Staffed 23 events in six months. Marketing and Incentives implemented. Updated Bikelinks, Commuter Guide, and other materials.						



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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>	Projects Janet Adams



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Co-Lead Projects	28.	<p><u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&E. 65% PS&E submitted to CT,</p> <p>ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$139 M	Projects Janet Adams NCTPA Caltrans
STA Co-Lead Plans	29.	<p><u>SR 29 MIS</u> Status: NCTPA seeking Partnership Planning Grant and MTC support. Target for FY 2010-11</p>	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds	X	X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	30.	<p><u>SR 12 MIS</u> <u>Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation</u> <u>Coordinate MIS with Rio Vista bridge study</u></p>	STA SJCOG, SACOG, MTC, Caltrans	STP Planning Partnership Planning Grant (SJCOG applicant) Caltrans HQ funds	X	X	\$1.0 to \$1.5 million	Planning Robert Macaulay



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
STA Board Approved May 13, 2009**

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

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	31.	<p><u>Ten-Year Transit Capital Funding Plan</u> Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtained from MTC as match for 30 bus replacements. Received federal earmark for additional alternative fuel bus, Economic Stimulus/ARRA funds secured as well. Update and prioritize plan.</p>	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA			\$60m funding shortfall	Transit/Rideshare Elizabeth Richards
STA Co-Lead Programs	32.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <ul style="list-style-type: none"> A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements <ul style="list-style-type: none"> 1. Capital Corridor 2. Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09. 	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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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT/LEAD STAFF
STA Co-Lead Programs	33.	<p><u>Solano Climate Action Program</u></p> <p>A. <u>Conduct county-wide greenhouse gas emission inventory</u></p> <p>B. <u>Develop STA-specific GHG emission inventory</u></p> <p>C. <u>Develop and implement county-wide and agency-specific GHG reduction programs and projects, with 4Cs guidance</u></p>	STA	YSAQMD BAAQMD TFCA Program Manager Funds	X	X	\$60,000 to initiate	Planning Robert Macaulay
STA Co-Lead Programs	34.	<p><u>SolanoExpress Route Management</u></p> <p>A. Rt. 30/78/90 1. Performance &-Monitoring 2. Funding Agreement Update</p> <p>B. Countywide Intercity SolanoExpress Marketing & Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status: STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit regarding Rt. 78.</u></p>		TDA RM2 Lifeline	X	X	\$2,200,000	Transit/Ridesh are Elizabeth Richards Liz Niedziela
STA Monitoring Projects	35.	<p><u>Benicia-Martinez Bridge Project</u></p> <p>Status: New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange.</p> <p>ECD: Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access expected to be opened late 2009.</p>	Caltrans	RM 1 RM 2	X	X	\$1.2 B	Projects Caltrans



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPTLEAD STAFF
STA Monitoring Projects	36.	<u>I-80 SHOPP Rehabilitation Projects</u> A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (Completed) B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (construction) C. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (construction) D. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009) E. <u>Leisure Town OC to Pedrick</u> – Pursue 2010 SHOPP funds for segment.	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans



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STA Monitoring Projects	37.	<p><u>Capitol Corridor Rail Stations/Service</u> Status: Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. \$25M included in RM 2 for project. .</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Dixon proceeding with pedestrian undercrossing.</p> <p>C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>D. Conduct Napa/Solano Rail Feasibility Study:</p> <ul style="list-style-type: none"> • Identify right-of-way preservation needs • Implement action plan <p>ECD: Ongoing</p>	<p>City of Fairfield</p> <p>City of Dixon</p> <p>City of Benicia</p> <p>STA/ NCTPA</p>	<p>RM2 ADPE-STIP ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds</p> <p>MTC Rail RoW Program</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.</p>	<p>Planning Robert Macaulay Robert Guerrero</p>



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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>Status: 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 Programs	39.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Kenny Wan Sam Shelton
STA Monitoring Programs	40.	<p><u>Federal Economic Stimulus 3-Monitoring</u></p> <p>Monitor delivery of committed projects. Prepare for Tier 2 Implementation for both roads and transit.</p>	STA Member Agencies Implementing	Federal	X			Projects/Transit Kenny Wan Liz Niedziela



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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPT/LEAD STAFF
STA Monitoring Project	41.	<u>Peabody Road</u> Work with County to develop a funding strategy for improvements to the roadway in unincorporated County.	County	Unfunded	X	X		Projects
STA Monitoring Project	42.	<u>City of Dixon Parkway Blvd. Overcrossing</u> Work with City of Dixon to obtain permits and funding for construction of Parkway Blvd. Overcrossing Union Pacific Railroad tracks.	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



DATE: March 22, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Metropolitan Transportation Commission (MTC) Climate Initiatives
Grant Program

Background:

The Metropolitan Transportation Commission (MTC) created the Climate Initiatives Program as part of the 2009 New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy adopted in December 2009. The Climate Initiatives Program focuses on four primary elements: (1) public education campaign, (2) Safe Routes to Schools, (3) Innovative Grants, and (4) evaluation of the Climate Initiatives Program. MTC and its partners have recently developed a competitive framework for the Safe Routes to Schools (SR2S) and Innovative Grants. Attachment A describes the competitive grant in more detail.

MTC's general process is as follows:

One Solicitation: MTC, in partnership with regional agencies, will issue one solicitation for both competitive grant programs.

Two-Part Selection Process: In Step One, applicants first submit a 3-page Letter of Interest that will be evaluated by regional agency staffs, and as needed, the evaluation committee will follow-up with the applicant to clarify, add information or modify the proposal. The committee will consider how well the applicant responded to questions as to why this project is innovative, how the project reduces greenhouse gas (GHG) emissions, and how the project might be replicated. In Step Two, applicants with projects that show the most promise will be invited to submit a more detailed proposal for further evaluation and funding consideration.

Eligible Applicants: Public agencies are eligible applicants. However, interested non-profit 501(c)(3) organizations, businesses and community organizations may apply if they partner with a public agency.

Evaluation Criteria: The evaluation criteria will be tailored to reflect the goals of each program, but in general, the proposals will be evaluated using a high, medium, and low rating against the following criteria: level of innovation, potential for replication at large scale, quality of the proposal, and potential for greenhouse gas emission reductions.

Funding Levels: The Cycle 1 funding levels for the competitive grants are as follows: up to \$2 million for the Safe Routes to School Creative Grants and up to \$31 million for Innovative Grants.

Discussion:

MTC is expected to issue a call for projects on April 30th and will host public workshops in May. The interested agencies will need to submit a letter of interest no later than June 1st. STA staff is currently working on details for submitting a letter of interest for two proposals:

1. *Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor*

This is expected to be a joint proposal with participation from the STA and Napa County Transportation and Planning Agency (NCTPA). The grant objectives have two phases:

First phase- Travel Demand Management

- Build a partnership to focus on reducing vehicle emissions along SR 12/Jameson Canyon Corridor
- Inventory SSCI employer commute/ridership data and other available resources to build a foundation for gauging air emission base line measurements.
- Develop tools and performance measure surveys to monitor air emission data over time with partnering agencies and public workshops.
- Market inter-county vanpool, carpool and transit options along SR 12/Jameson Canyon

Second phase- Improve Alternative Fuel Transit Service and Facility Options for Jameson Canyon Corridor

- Obtain cleaner fuel transit vehicles for inter-county transit service between Napa and Solano County.
- Provide a pilot/start up transit service with cleaner fuel transit vehicles.
- Formulate nexus between potential transit service stops at likely PDA locations

2. *Solano SR2S Program*

This project would educate and assist middle school and high school students to understand, plan, and implement SR2S projects and programs in collaboration with the STA and its SR2S Program partner agencies, which include air districts, school districts, city and county engineering and police departments, Solano County department of public health, and non-profit organizations. No other program covers the breadth of this level of collaboration between students and professionals to educate and implement positive change for Air Quality, Transportation, Environmental Education, and Public Health.

STA staff anticipates making a request for capital, education and encouragement program funding for high school and middle school students in Solano County. The funding will be targeted to help reduce air pollution emissions, greenhouse gases, traffic congestion, and childhood obesity, as well as improve environmental, health, and safety education.

The details of both proposals are being developed by staff, including the decision for how much funding to request. STA staff will work with the SolanoLinks Consortium to refine the Alternative Fuel Transit Service and Transportation Demand Management Strategy for Jameson/Canyon SR 12 Corridor proposal. STA staff will also work with the SR2S Committee to refine the SR2S Proposal. Both proposals will be brought back to the April 28th TAC and Consortium meeting as an action recommendation for the May 12th STA Board meeting.

Fiscal Impact:

MTC made available \$31 million for the Innovative Grants and \$2 million for the Safe Routes to School Creative Grants. No direct impact to the STA budget at this time. Funding for local match and staff time will be considered as details of the proposals are further refined during the next month.

Recommendation:

Informational.

Attachment:

- A. MTC Bay Area Climate Initiatives Program Competitive Grants PTAC Memo

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 15, 2010

FR: Ashley Nguyen and Craig Goldblatt

W. I.

RE: Bay Area Climate Initiatives Program Competitive Grants

Background

In December 2009 the Commission adopted the New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy, which included, among other programs, an \$80 million Climate Initiative Program. The primary objectives of the Climate Initiatives Program, based on direction from an ad hoc Climate Initiatives Working Group made up of Commissioners, Partnership staff and stakeholders, are: (1) to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels, and (2) evaluate these investments so that we may learn and build a knowledge base that will inform the most effective Bay Area strategies for consideration in the Sustainable Communities Strategy in the next Regional Transportation Plan, which is slated for adoption in spring 2013. The Climate Initiatives Program focuses on four primary elements: (1) \$10 million for public education campaign, (2) \$17 million for Safe Routes to Schools, (3) \$31 million for Innovative Grants, and (4) \$4 million for evaluation of the Climate Initiatives Program. It also includes \$3 million for Eastern Solano County air quality projects and \$15 million for SFgo. Consistent with other regional programs that MTC administers, MTC will deduct funds to cover administrative expenses over the three years of this program.

Climate Initiatives Competitive Grants

MTC, Bay Area Air Quality Management District, and Joint Policy Committee staff have developed the program framework for two competitive grants program of the Climate Initiatives Program – (1) Innovative Grants and (2) Safe Routes to School Creative Grants. An overview of the program framework is outlined below.

General Process

- **One Solicitation:** MTC, in partnership with regional agencies, will issue one solicitation for both competitive grant programs.
- **Two-Part Selection Process:** In Step One, applicants first submit a 3-page Letter of Interest that will be evaluated by regional agency staffs, and as needed, the evaluation committee will follow-up with the applicant to clarify, add information or modify the proposal. The committee will consider how well the applicant responded to questions as to why this project is innovative, how the project reduces greenhouse gas (GHG) emissions, and how the project might be replicated. In Step Two, applicants with projects that show the most promise will be invited to submit a more detailed proposal for further evaluation and funding consideration.

- **Eligible Applicants:** Public agencies are eligible applicants. However, interested non-profit 501(c)(3) organizations, businesses and community organizations may apply if they partner with a public agency.
- **Evaluation Criteria:** The evaluation criteria will be tailored to reflect the goals of each program, but in general, the proposals will be evaluated using a high, medium, and low rating against the following criteria: level of innovation, potential for replication at large scale, quality of the proposal, and potential for greenhouse gas emission reductions.
- **Funding Levels:** The Cycle 1 funding levels for the competitive grants are as follows: up to \$2 million for the Safe Routes to School Creative Grants and up to \$31 million for Innovative Grants.

Innovative Grants (up to \$31 million)

- **Purpose:** Funds roughly a dozen high-impact, innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.
- **Objectives:** Projects funded must achieve as many objectives as possible: (a) measurably reduce emissions of GHG and criteria pollutants, (b) have greatest potential for replication, (c) employ multiple approaches to produce synergy, (c) remove substantial technical, financial or political barrier that impedes successful implementation, and (d) build collaboration and partnerships.
- **Basic Requirements:** Projects must meet basic requirements to be eligible for funding: (a) provide a clear connection to transportation and air quality improvements, (b) must support demonstrated high-impact project areas: parking management and pricing policies, cleaner vehicles, transportation demand management project, innovative transportation project from locally-adopted Climate Action Plan, or be a showcase project that innovatively combines a number of strategies together to reduce greenhouse gas emissions, (c) must be implemented within two years, and (d) include a proposed approach for evaluating the project impacts. Sponsors are encouraged to collaborate and cost share with multiple partners and include higher local match in their proposals.

Safe Routes to School Creative Grants (up to \$2 million)

- **Purpose:** Funds roughly four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.
- **Objectives:** Projects funded must achieve as many objectives as possible: (a) measurably reduce emissions of GHG and criteria pollutants, (b) have greatest potential for replication, (c) pilot new, innovative strategies that further best practices, and (c) remove substantial technical, financial or political barrier that impedes successful implementation.
- **Basic Requirements:** Projects must meet basic requirements to be eligible for funding: (a) provide a clear connection to transportation and air quality improvements, (b) pilot new, innovative strategies and approaches in SR2S field; (c) serve as a model project for other schools and communities, (d) include at least one of the five E's of engineering, evaluation, education, encouragement, and enforcement, (e) must be implemented within two years, and (f) include a proposed approach for evaluating the project impacts, and (g) demonstrate timely expenditure of previously awarded state or federal SR2S funds.

Next Steps

The key activities and completion dates for the review of the program guidelines, call for projects and selection and approval process for the Innovative and Safe Routes to School Creative Grant Programs are shown in the table below.

Activity	Completion Date
Review Draft Program Guidelines by:	
- Partnership Technical Advisory Committee	March 15
- Climate Initiatives Working Group	Week of March 29
Review and Approval of Program Guidelines by the Programming and Allocations Committee (PAC) and Commission	April 14 PAC April 28 Commission
Call For Projects	April 30
Outreach Workshops (3)	May 6, 13 & 14
Letters of Interest Due	June 1
Review of Letters of Interests by Evaluation Committee, including follow-up with promising applicants	June 30
Review of Candidate Projects Advancing in Evaluation Process by PAC (if needed)	July 14
Detailed Project Proposals Due	August 4
Review of Proposals and Project Selection by Evaluation Committee	August 20
PAC Approval of Draft List of Projects	September 8
Commission Approval of Draft List of Projects	September 22

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DATE: March 24, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – State Budget

Background:

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

Discussion:

State

California voters have repeatedly approved ballot measures to dedicate local funding sources to essential local services and to prevent the legislature and governor from shifting or raiding local government, transit, and transportation funds. Despite this, the Governor has proposed a budget that would borrow and take nearly \$5 billion in city, county, transit, and transportation funds. These continued raids are jeopardizing many of the transportation services provided by local government.

Currently 60% of STA's funding for priority projects relies on State funds, which may not be available in the next budget for current or future projects. Further efforts to protect transportation funding are critical to the STA for providing transportation services, plans, programs and projects in Solano County. Four STA Board members met with Solano's State Legislators in Sacramento in late February to personally deliver this message.

Facing a current year deficit of nearly \$6 billion, the Governor recently signed a package of bills that was approved by the legislature in Special Session which reshaped state funding for transportation. The "gas tax swap" package, ABx6 and ABx8 9, eliminates the sales tax on gasoline in exchange for an increase in the excise tax. The net effect increases the investment for local streets and roads, the State Transportation Improvement Program (STIP), and State Highway Operations and Protection Program (SHOPP), and transit, while the General Fund will provide an annual funding stream that can be used to pay down bond debt service-without repayment. This was made possible by taking advantage of the temporary sales tax increase which is set to expire on June 30, 2011 as well as the presence of a substantial spillover balance. The legislature will reconvene at some point this Summer to address the remaining \$13 billion shortfall for Fiscal Year (FY) 10-11. The State Legislative Update (Attachment A) from Shaw-Yoder-Antwih, STA's State legislative advocacy firm, provides more detailed information on the State budget.

Federal

Seven STA Board members (all seven Mayors) met with Solano's Congressional Legislators in Washington, DC March 1-3 to discuss Solano's transportation priorities and FY 2011 Federal transportation appropriations requests. The unified message presented by the STA will help make the congressional members' job easier by clearly identifying our mutual Federal funding priorities.

Congressman George Miller submitted two of STA's requested projects to the Committee (Transit Center at Curtola and Lemon in Vallejo - \$3M and Vacaville Intermodal Station, Phase 2 - \$2M), and Congressman John Garamendi also submitted 2 of the STA's requested projects (Dixon Train Station/Parkway Blvd. Overcrossing - \$2M and Travis AFB North Gate Access Improvements - \$5M). Funding decisions will be made in the fall of 2010; STA staff will provide updates throughout the process.

The February Report (Attachment B) from Akin Gump, STA's Federal legislative advocacy firm, provides more information on the current activities of Congress and the disposition of the Surface Transportation Reauthorization bill.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update – State Budget (Shaw/Yoder/Antwih)
- B. Federal Legislative Update – February (Akin Gump)



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

March 24, 2010

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

RE: STATE LEGISLATIVE UPDATE- SPECIAL SESSION-GAS TAX SWAP

On March 22nd, Governor Schwarzenegger signed ABx8 6 and ABx8 9, otherwise known as the gas tax swap package. The Governor is also expected to sign SB 70, which provides the exemption language for certain consumers of diesel fuel from the increase in the sales tax on diesel.

The enacted package does the following:

ABx8 6:

- Eliminates the sales tax on gasoline and increases the excise tax on gasoline by 17.3 cents.
- Beginning in 2011-12, increase the sales tax on diesel fuel by 1.75 percent (5% to 6.75%) and decreases the excise tax on diesel by 4.4 cents in 2011-12 (from 18 to 13.6 cents). The Board of Equalization will adjust this tax annually thereafter to maintain revenue neutrality. This change will generate roughly \$118 million in additional revenue for the Public Transportation Account (PTA) to fund the State Transit Assistance program and other PTA eligible expenditures.

ABx8 9:

- Appropriates \$400 million to transit operators to help fund operations for the remainder of 2009-10 and 2010-11.
- Provides that 75 percent of revenue from the increase on diesel sales tax be directed to transit operators beginning in 2011-12 (roughly \$350 million per year). The amount available for intercity rail and other state purposes will grow, via receipt of 25 percent of the state sales tax on gas and most of the non-Article XIX transportation funds (about \$72 million per year).
- Protects the education funding guarantee (Prop 98).
- Appropriates approximately \$700 million of revenue from the increase gas excise tax to go to bond debt service on an annual basis. The remaining funds will be split as follows: 12% SHOPP, 44% STIP, 44% Local Streets and Roads.
- Temporarily suspends STA efficiency criteria (Section 99314.6 of the Public Utilities Code) after January 1, 2010 through the 2011–12 fiscal year to ensure that STA funds can be used for operations.

SB 70 (soon to be signed)

- Under current law, certain fuel consumers are exempt from excise taxes, others pay a reduced excise rate, and others are exempt from sales tax. Included are the following three groups:
 - Users of “dyed diesel fuel” – the excise tax on diesel fuel is intended for users of the highways system and excludes from the tax those that purchase fuel for off-road use. This would include diesel purchased for railroads, off-road construction equipment, farm equipment, etc.
 - School buses and transit buses – the excise tax on diesel fuel for these vehicles is only one cent per gallon (versus the base rate of 18 cents per gallon).
 - Users of aviation gasoline – aviation gasoline is defined in statute as “motor vehicle fuel” along with regular gasoline. Aviation gasoline is exempt from the sales tax, but pays the excise tax.
- This bill would revise the tax provisions, so that the special fuel users would not see any negative tax impact. For example, the users of dyed diesel fuel would be exempt from the increase in the sales tax on diesel fuel, since they would not receive the compensating benefit of a reduction in the excise tax (because they are already exempt from the excise tax).
- The amendments in this bill, relative to the language in AB X8 6, are designed to address concerns raised by railroads and other industry groups that they would see a net tax increase due to existing tax breaks not being fully factored into the language. With the amendments in this bill, the tax changes are not only revenue-neutral overall, but are also revenue neutral for each of the special industry groups.
- Dyed-diesel fuel, which is purchased for off-road purposes, is exempted from the sales tax increase because that fuel is already exempted from the excise tax, and therefore users would not see a compensating tax cut on the excise tax side. Had dyed diesel users been subject to the sales tax increase, their net tax obligation would have increased about \$30 million. Also exempted from the sales tax increase is fuel purchased for school buses and transit buses. Exempting those purchases lowers revenue by about \$3 million.

General Fund Relief from Gas Tax Swap Package:

- AB 8X 6 produces General Fund relief of \$219 million in 2009-10, \$929 million in 2010-11, and ongoing GF relief of about \$700 million and growing in the out years.
- In 2009-10:
 - Directs \$140 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds (specifically, Proposition 108 of 1990 bonds, Proposition 1A of 2008, and one-quarter of Proposition 1B of 2006 bonds).
 - Directs \$79 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 of 1990 bonds.

- In 2010-11:
 - Directs \$254 million in PTA funds to reimburse the General Fund for eligible debt service on general-obligation bonds.
 - Directs \$72 million in non-Article XIX transportation funds to reimburse the General Fund for Prop 116 bonds.
 - Directs \$603 million in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three-quarters of Proposition 1B of 2006 bonds.
- In 2011-12 and thereafter:
 - Directs \$727 million (and varying amounts over time) in new gasoline excise tax revenue to reimburse the General Fund for Proposition 192 of 1996 bonds, and three quarters of Proposition 1B of 2006 bonds.

Impact on Highways:

- In 2010-11, this bill would fully backfill for the highway and local road funding lost due to the elimination of the sales tax on gas. An additional \$650 million in 2010-11 gas excise tax funds would be set aside in this bill for future appropriation by the Legislature.
- In 2011-12 and thereafter, the excise tax revenue would provide additional funding for highways and roads. This bill would provide net new revenue to highways and roads of about \$420 million in 2011-12, with new revenue over ten years of about \$3 billion.
- While the excise tax offers fewer protections than Prop 42, the legislature's ability to utilize an average of \$700 million annually off the top without repayment should lessen the desire to dip into the STIP, Local Streets and Roads, or SHOPP allocations.
- The County should receive roughly \$18 million annually to address local streets and roads needs.

Impact on Transit:

- While the proposal eliminates three out of the four funding sources for state funding of public transportation (spillover, Proposition 42, and the sales tax on the Prop 111 gas tax), it will provide local transit operators with a State Transit Assistance program of nearly \$350 million beginning in FY 11-12 (\$348 million) and gradually increases in the out years. SB 70 does not significantly impact transit's share as adopted by ABx6 and ABx6 9 (only \$3 million).
- Statewide, each agency can expect to receive its share of the \$400 million allocation to the State Transit Assistance (STA) program. As a result, Benicia should receive roughly \$18,000; Dixon \$5,000; Fairfield \$110,000; Rio Vista \$1,300; and Vallejo \$658,000.
- Since the legislation will not take effect until 90 days after the Governor's signature and the Controller will not have the factors for the distribution of funds until sometime in June, the earliest one can expect to receive funding is June 22nd. It would be safer to assume that checks will be cut by the Controller by the first or second week of July. The Controller will cut a lump sum amount

based on each agencies formula share as is provided in ABx9 rather than the traditional quarterly allocation.

- Given the language in ABx8 9 relating to suspension of the STA efficiency criteria, all properties are assured of being able to use STA revenue for operations.

Looking towards the future, the STA program will grow beyond \$350 million beginning in FY 13-14 and intercity rail should continue to be fully funded.

HUTA Deferral

On March 1, the Governor signed ABx8 5, which authorizes the deferral of \$50 million each month from July 2010 through March 2011. Any deferrals must be paid within two business days of April 28th, 2011. Cities and Counties with a population of less than 50,000 are exempt from the HUTA deferral. The bill provides that these deferrals from July 2010 to March 2011 are to be made on a pro rata basis, as determined by the Controller, from all allocations to cities, counties, and cities and counties from the Highway Users Tax Account. It also allows local jurisdictions to borrow against Prop 1B funding but requires any accrued interest to be repaid to purposes consistent with Prop 1B. The HUTA deferral creates \$400 million of cash flow in the current year (FY 09-10).

MEMORANDUM

February 26, 2010

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

Susan Lent and Vic Fazio contacted the Solano Transportation Authority's congressional delegation in preparation for the submission of appropriations requests and to advance STA's objective of securing maximum federal funding for transportation projects and programs. We also scheduled meetings for the annual STA Board trip to Washington, D.C. on March 2 and 3 and monitored and reported on developments in Washington.

I. Surface Transportation Reauthorization

The Senate adjourned for the week without taking action on legislation that would have extended SAFETEA-LU through March 28. As a result, the Highway Trust Fund will shut down as of midnight on Sunday, February 28. The House passed an emergency extension bill (The Temporary Extension Act, H.R. 4691), yesterday. In addition to the surface transportation law, the extension would fund unemployment assurance and health care assistance. However, Senator Jim Bunning (R-KY), who is retiring at the end of this term, blocked consideration of the bill. Senator Bunning insisted on an amendment that would offset spending from the American Recovery and Reinvestment Act. The Senate Leadership rejected his proposal causing a stalemate. Congressional leadership and staff are attempting to reach agreement on a plan to extend SAFETEA-LU and the other programs; however, the path is unclear.

II. Jobs Bill

Both the House and Senate-passed "Jobs" bills included longer term extensions of SAFETEA-LU -- the Senate bill through December 31 and the House bill through September 30. The House and Senate bills are significantly different in many respects, however, and could not be reconciled before February 28, creating the need for the one month extension.

The Democratic Leadership scaled back the Senate Jobs bill in order to gain sufficient Republican support to pass the bill. It, therefore, does not include new funding for infrastructure. This is a marked difference from the House-passed bill which included \$75 billion in new fiscal year 2010 funding (including \$48.3 billion for transportation programs). In addition to extending SAFETEA-LU, the Senate bill makes permanent the Build America Bonds program and provides tax credits to small business for hiring new workers. The current political climate and focus on the growing deficit, makes it less likely that Congress can pass a Jobs bill that includes new

Solano Transportation Authority
February 26, 2010
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funding for infrastructure. Also, recently re-enacted budget rules subject non-emergency appropriations to the pay/go rules, which means spending must be offset or the rules suspended by a two-thirds vote.

In addition to the length of the SAFETEA-LU extension, the House and Senate bills have a different method for distributing funding over the length of the extension. The Senate bill would distribute funding under the Projects of National and Regional Significance and National Corridor Infrastructure Improvement programs based on the proportion in which funds were earmarked in SAFETEA-LU whereas the House will direct the Secretary of Transportation to distribute the funds under a competitive program. The Senate approach would result in California, Illinois, Louisiana, and Washington receiving 58 percent of the nearly \$1 billion provided by the extension, with 22 states getting no funding. House Transportation Committee Chairman James Oberstar (D-MN) and Ranking Member John Mica (R-FL) have expressed strong opposition to the Senate approach and 23 members of the House have sent a letter to the leadership urging Congress to direct DOT to distribute the funding under the process established for awarding TIGER grants.

III. Fiscal Year 2011 Appropriations Requests

Akin Gump has worked closely with STA staff to draft STA's fiscal year 2011 appropriations requests and submit them to the congressional delegation. Our team reviewed the proposed projects and made recommendations regarding funding sources. We are monitoring grant announcements from the Department of Transportation that may be opportunities for STA projects to secure funding.

This year, STA is seeking funding for the following projects:

- Travis Air Force Base North Gate Access Improvements – \$5 million (Senators Feinstein and Boxer, Representatives Lungren and Garamendi)
- I-80 Corridor Circulation Improvement Study: Vallejo - \$1 million (Rep. Miller)
- Transit Center at Curtola and Lemon: Vallejo - \$3 million (Rep. Miller)
- Dixon Train Station/Parkway Boulevard Overcrossing - \$2 million (Rep. Garamendi)
- Fairfield Transportation Center - \$2 million (Rep. Garamendi)
- Vacaville Intermodal Station, Phase 2 - \$2 million (Rep. Miller)
- Solano Safe Routes to School Program, Student Planning and Environmental Education - \$1 million (Rep. Miller)

During STA's annual Washington trip we will meet with Members of Congress, congressional staff and Federal Transportation Administration staff to discuss STA's projects, including its livability initiatives, and positions regarding transportation policy.



DATE: March 11, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update

Background:

The STA and partnering agencies are currently developing the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan to coordinate the various plans from agencies with jurisdiction and public interest along the corridor. The STA's partnering agencies include the Bay Area Ridge Trail Council, Caltrans, City of Fairfield, Napa County, Napa County Transportation and Planning Agency (NCTPA), and Solano County. On July 9, 2008, STA was selected for a \$55,000¹ grant from the Bay Area Ridge Trail Council to develop this plan.

The development of the plan began in October 2008 with the selection of consulting firm Questa Engineering Corporation (Questa). Due to State's bonding capacity limitations in July 2008, STA staff was instructed by the California Coastal Conservancy to stop work immediately due to a freeze on State bond-funded projects. On July 9, 2009, STA staff was able to resume work on the project.

STA staff and Questa have formed a working group consisting of staff from each partnership agencies. The working group has met two times to review the existing/proposed bicycle and pedestrian facilities within and connecting to the corridor. The Purpose Statement, Goals, and Objectives document has also been completed (Attachment A).

The plan's Purpose Statement is as follows:

"Create a joint vision for a connected transportation system or the non-motorized travel within the Jameson Canyon corridor to facilitate the development of bicycle and pedestrian facilities, including links to the San Francisco Bay Trail and Bay Area Ridge Trail. These facilities will provide regional connections for non-motorized multimodal access, including (but not limited to) pedestrians, bicyclists, mountain bicyclists, skaters, and equestrians."

The goals and objectives focus on creating regional non-motorized connectivity, improving safety, and the preservation of environmental resources.

¹ Fund Source: California State Proposition 84 funds provided to the California Coastal Conservancy

Discussion:

The next steps in the development of the plan are to complete the Opportunities and Constraints Analysis and to identify preferred alignments in the corridor. The working group will review these items at their April meeting. STA planning staff is organizing a tour of key locations in the corridor to visit and make note of findings prepared by Questa.

STA staff anticipates that the combined tour and working group meeting will be held in late April. After the opportunities, constraints and preferred alignments are identified, Questa will prepare the funding and implementation strategy, followed by the draft of the final plan. STA staff anticipates the completion of the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan by fall 2010.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Purpose Statement, Goals, and Objectives

**STATE ROUTE 12 (SR 12) JAMESON CANYON CORRIDOR
BICYCLE AND PEDESTRIAN CONNECTIONS PLAN**

PURPOSE STATEMENT, GOALS, AND OBJECTIVES

DRAFT PURPOSE STATEMENT:

Create a joint vision for a connected transportation system for non-motorized travel within the Jameson Canyon corridor to facilitate the development of bicycle and pedestrian facilities, including links to the San Francisco Bay Trail and Bay Area Ridge Trail. These facilities will provide regional connections for non-motorized multimodal access, including (but not limited to) pedestrians, bicyclists, mountain bicyclists, skaters, and equestrians.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan*, the following goals are/will be established:

DRAFT GOALS:

1. Strengthen existing partnerships between STA, local and regional stakeholders, and partner agencies to develop a vision for bicycle and pedestrian connections within the SR 12 Jameson Canyon corridor.
2. Define potential routes for bicycle and pedestrian facilities within the SR 12 Jameson Canyon corridor.
3. Provide connections to the existing and planned facilities of partner agencies.
4. Identify potential locations for safe crossings of SR 12.
5. Identify and minimize environmental impact(s), and where possible, enhance the environmental resources, constraints, and amenities of the corridor, which provides connections to Association of Bay Area Governments (ABAG) Priority Conservation Areas (PCAs).
6. Develop design guidelines for trail location, use, width, materials, safety, accessibility¹ and associated facilities.
7. Develop the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* to serve as a master plan or foundation for local and regional agencies to implement projects for non-motorized access within the SR 12 Jameson Canyon corridor.
8. Identify and recommend an implementation strategy that considers land acquisition needs, construction costs, and potential funding strategies. Address long-term management and maintenance of the trail system.

¹ NOTE: STA staff is working with Coastal conservancy staff to address ADA compliance

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

DRAFT OBJECTIVES:

Goal #1: Strengthen existing partnerships between STA, local and regional stakeholders, and partner agencies to develop a vision for bicycle and pedestrian connections within the SR 12 Jameson Canyon corridor.

Objective 1 – Form a working group with representatives from partner agencies (STA, Bay Area Ridge Trail Council, Caltrans, Napa County Transportation and Planning Agency, Napa County, Solano County, and City of Fairfield to provide input on the Plan.

Objective 2 – Encourage public participation in the planning process through workshops and other means

Goal #2: Define potential routes for bicycle and pedestrian facilities within the SR 12 Jameson Canyon corridor.

Objective 3 – Identify and map potential routes based on applicable plans, environmental considerations, and input from partner agencies.

Objective 4 – Identify project opportunities and constraints, including existing and planned projects, physical conditions, environmental features, land use and safety issues within the corridor.

Objective 5 – Consider existing and planned bikeway and pedestrian facilities within the corridor to determine route location and appropriate connections.

Objective 6 – Identify individual segments, project components and trail links suitable for implementation by each partner as lead agency as part of a coordinated trail system.

Objective 7 – Try to accommodate all forms of non-motorized travel within a single corridor or alignment. If necessary, provide a parallel route to serve trail users.

Goal #3: Provide connections to existing and planned facilities of the partner agencies.

Objective 8 – Develop a consensus on the vision provided by various plans in the local jurisdictions.

Objective 9 – Ensure compatibility with ongoing state and federal projects, including the Caltrans Interstate (I) 80/I-680/SR 12 project.

Goal #4: Identify potential locations for safe crossings of SR 12.

Objective 10 – Identify locations for safe, grade-separated or controlled crossings of SR 12 by pedestrians, bicyclists and where feasible, equestrians.

Goal #5: Identify and minimize environmental impact(s), and where possible, enhance the environmental resources, constraints, and amenities of the corridor, which provides connections to the Association of Bay Area Governments (ABAG) Priority Conservation Areas (PCAs).

Objective 11 – Identify existing environmental resources, constraints, and amenities, based on existing information about the corridor.

Objective 12 – Refer to guidelines from appropriate state and federal regulatory agencies such as California Department of Fish and Game and US Fish and Wildlife Service to identify state/federal-regulated environmental issues associated with trail location, design, and construction.

Objective 13 – Refer to design considerations and implementation protocols provided in Section 9: Funding and Implementation Strategy, and the SR 12 Jameson Canyon Road Widening project, to reduce or avoid trail-related environmental impacts, as well as enhance or improve environmental conditions.

Goal #6: Develop design guidelines for trail use, width, materials, safety, accessibility, and associated facilities.

Objective 14 – Identify standards for trail width, surface, type and usage that are consistent with the guidelines of the partner agencies and management entities.

Objective 15 – Comply with state and federal design and accessibility guidelines to facilitate funding opportunities.

Objective 16 – Identify each partner agency’s signage policies, and provide guidelines for coordinated and consistent trail identification.

Objective 17 – Incorporate equestrian facilities where appropriate, including potential locations for staging areas, trail segments appropriate for use by equestrians and typical section and design details for equestrian-oriented trail segments.

Objective 18 – Include environmental amenities, wayfinding, and interpretive elements.

Goal #7: Develop the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* to serve as a master plan or foundation for local and regional agencies to implement projects for non-motorized access within the SR 12 Jameson Canyon corridor.

Objective 19 – Recommend the adoption of the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* by all partner agencies.

Objective 20 – Recommend to local partner agencies that they adopt the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* and incorporate recommended projects into applicable plans and programs, such as Bicycle and Pedestrian Plans, General Plans, and Capital Improvement Programs.

Objective 21 – Encourage partner agencies consider using the *SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan* when evaluating new development projects, transportation facilities, or other projects within the SR 12 Jameson Canyon corridor.

Goal #8: Identify and recommend an implementation strategy that considers land acquisition needs, construction costs, and potential funding strategies. Address long-term management and maintenance of the trail system.

Objective 22 – Create a list of priority projects for implementation within the corridor.

Objective 23 – Identify local, state and federal funding sources for pedestrian and bikeway improvements that can be received by partner agencies:

- a. Identify current local, regional, state, and federal funding programs, along with funding requirements and deadlines.
- b. Encourage coordinated multi-jurisdictional funding applications for trails within the corridor.
- c. Encourage the local jurisdictions/partner agencies to identify and include SR 12 Jameson Canyon corridor improvements in Capital Improvement Programs.
- d. Develop maintenance strategies to be adopted by partner agencies.

Objective 24 – Strongly encourage trail segments and connections as part of the approved and future transportation improvements and/or development projects, such as road widening, interchanges, land development or facilities improvements within the corridor.

Objective 25 – Support working with other public entities to acquire easements, dedications and/or maintenance agreements for trails within the SR 12 Jameson Canyon corridor.

Objective 26 – Refer to the long-term management and estimated maintenance costs of the trail system and strategy in Section 9: Funding and Implementation Strategy, to address the needs identified in this plan.



DATE: March 19, 2010
TO: STA TAC
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2010-11

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County.

The TDA contribution is based on the Metropolitan Transportation Commission (MTC) annual TDA fund estimate for each local jurisdiction. STA annually claims these funds on behalf of the Member Agencies for transit operation and planning expenses.

The Members Contribution received from all the agencies in Solano County is calculated based on the gas tax revenues. Although based on gas tax revenues, each member agency provides a contribution to STA through any eligible fund source, including gas tax. The Member Agencies are invoiced for these contributions at the beginning of the fiscal year.

Both contributions are estimates; revisions are made as actual data is made available and adjustments are made in the subsequent fiscal year. These two revenue sources provide the core funding for STA's operations. These operations include administrative staff services and office space cost, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

Discussion:

Attachment A is the FY 2010-11 Local TDA Funds and Contributions from Member Agencies. These amounts reflect a reduction of the TDA contribution to STA of 13.8% (\$58,468) from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2010-11 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2010-11 Fund Estimate (Attachment C).

The Members Contribution has a reduction of .09% (\$2,395). This calculation reflects an adjustment from the prior year estimates (Attachment B) for the actual Gas Tax received by the county agencies for the calendar year 2009. The Members Contributions estimates for FY 2010-11 are based on calendar year 2009 actual Gas Tax Revenues to Solano County (Attachment D).

Estimates for both local TDA Funds and Contribution from Member Agencies vary depending on the actual amounts on MTC's TDA Apportionment and Gas Tax received by the agencies. Adjustments to these estimates are reflected in the subsequent year.

Fiscal Impact

FY 2010-11 local TDA Funds is \$363,757 and the Members Contributions is \$252,676. In the aggregate, the total TDA and members contribution from the member agencies for the FY 2010-11 has been reduced by 9.0% (\$60,861).

Recommendation

Informational.

Attachments

- A. FY 2010-11 Local TDA Funds and Contributions from Member Agencies.
- B. Computations for TDA and Members Contributions for FY 2010-11.
- C. MTC FY 2010-11 Fund Estimate TDA Funds Solano County (February 24, 2010)
- D. Calendar Year 2009 Gas Tax Revenues for Solano County Agencies



FY 2010-11 Local Transportation Development Act (TDA) Funds and Member Agencies Contributions

TDA Contributions

AGENCY	FY 2010-11 TDA	FY 2009-10 Adjustment	FY 2010-11 Total TDA to STA	FY 2009-10 TDA to STA	% Change
Benicia	25,096	(1,249)	23,847	27,279	-12.6%
Dixon	15,767	(785)	14,982	17,548	-14.6%
Fairfield	95,757	(4,763)	90,994	105,446	-13.7%
Rio Vista	7,240	(361)	6,879	7,364	-6.6%
Suisun City	25,289	(1,258)	24,031	27,707	-13.3%
Vacaville	86,924	(4,323)	82,601	96,254	-14.2%
Vallejo	108,624	(5,402)	103,222	120,921	-14.6%
Solano County	18,104	(901)	17,203	19,706	-12.7%
TOTAL	382,800	(19,042)	363,757	422,225	-13.8%

Members Contributions

AGENCY	FY 2010-11 Members Contribution	FY 2009-10 Adjustment	FY 2010-11 Total Members Contribution Claim	FY 2009-10 Members Contribution	% Change
Benicia	17,128	(563)	16,565	16,479	0.5%
Dixon	10,760	(354)	10,406	10,601	-1.8%
Fairfield	65,353	(2,146)	63,207	63,701	-0.8%
Rio Vista	4,941	(163)	4,778	4,449	7.4%
Suisun City	17,259	(567)	16,692	16,738	-0.3%
Vacaville	59,324	(1,948)	57,376	58,148	-1.3%
Vallejo	74,134	(2,434)	71,700	73,050	-1.8%
Solano County	12,356	(406)	11,950	11,905	0.4%
TOTAL	261,256	(8,581)	252,676	255,071	-0.9%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2010-11 TOTAL	FY 2009-10 TOTAL	% Change
Benicia	23,847	16,565	40,412	43,758	-7.6%
Dixon	14,982	10,406	25,388	28,148	-9.8%
Fairfield	90,994	63,207	154,201	169,147	-8.8%
Rio Vista	6,879	4,778	11,657	11,813	-1.3%
Suisun City	24,031	16,692	40,723	44,445	-8.4%
Vacaville	82,601	57,376	139,977	154,401	-9.3%
Vallejo	103,222	71,700	174,922	193,971	-9.8%
Solano County	17,203	11,950	29,153	31,611	-7.8%
TOTAL	363,757	252,676	616,433	677,294	-9.0%

FY 2010-11 TDA and Members Contributions Indexing Policy

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$14,585,193	TDA	Total TDA to County	\$13,880,127
FY 2009-10	STA Operations (2.7%)	\$393,800	FY 2010-11	STA Operations (2.7%)	\$374,763

February 2007 Estimate

	Agency TDA	Percent	FY 10-11	TDA		Percent	Revised FY	FY 2009-10
			Claim	Adjustment	Total TDA		2009-10	Adjustment
Benicia	\$956,199	0.066	\$25,817	(100,094)	\$856,105	0.066	\$24,569	(1,249)
Dixon	600,726	0.041	16,220	(62,884)	537,842	0.041	15,436	(785)
Fairfield	3,648,477	0.250	98,509	(381,920)	3,266,557	0.250	93,747	(4,763)
Rio Vista	275,841	0.019	7,448	(28,875)	246,966	0.019	7,088	(361)
Suisun City	963,547	0.066	26,016	(100,863)	862,684	0.066	24,758	(1,258)
Vacaville	3,311,904	0.227	89,421	(346,688)	2,965,216	0.227	85,099	(4,323)
Vallejo	4,138,709	0.284	111,745	(433,237)	3,705,472	0.284	106,343	(5,402)
Solano County	<u>689,790</u>	<u>0.047</u>	<u>18,624</u>	<u>(72,208)</u>	<u>617,582</u>	<u>0.047</u>	<u>17,724</u>	<u>(901)</u>
	\$14,585,193	1.000	\$393,800	(\$1,526,769)	\$13,058,424	1.000	\$374,763	(19,042)

TDA	Total TDA to County			\$14,177,784	
FY 2010-11	STA Operations (2.7%)			\$382,800	
February 2009 Estimate					
		FY 2010-11	FY 2009-10		Total TDA Funds
		Estimate	Adjustment		FY 2010-11
Benicia	\$856,129	0.066	\$25,096	(1,249)	23,847
Dixon	537,755	0.041	15,767	(785)	14,982
Fairfield	3,257,193	0.250	95,757	(4,763)	90,994
Rio Vista	251,603	0.019	7,240	(361)	6,879
Suisun City	883,029	0.066	25,289	(1,258)	24,031
Vacaville	2,951,487	0.227	86,924	(4,323)	82,601
Vallejo	3,704,430	0.284	108,624	(5,402)	103,222
Solano County	<u>616,798</u>	<u>0.047</u>	<u>18,104</u>	<u>(901)</u>	17,203
	\$13,058,424	1.000	\$382,800	(\$19,042)	363,757

Members Contribution

Contribution:	Total Gas Tax to County	\$12,849,156	Contribution:	Total Gas Tax to County	\$12,440,742
FY 2009-10	STA Operations (2.1%)	\$269,832	FY 2010-11	STA Operations (2.1%)	\$261,256

Estimate based on Calendar Year 2008

Estimate based on Calendar Year 2009

	Percent	FY 09-10	Percent	FY 09-10	FY 09-10
		Claim			Adjustment
Benicia	0.066	\$17,690	0.066	\$17,128	(\$563)
Dixon	0.041	11,114	0.041	10,760	(354)
Fairfield	0.250	67,498	0.250	65,353	(2,146)
Rio Vista	0.019	5,103	0.019	4,941	(163)
Suisun City	0.066	17,826	0.066	17,259	(567)
Vacaville	0.227	61,272	0.227	59,324	(1,948)
Vallejo	0.284	76,568	0.284	74,134	(2,434)
Solano County	<u>0.047</u>	<u>12,761</u>	<u>0.047</u>	<u>12,356</u>	<u>(406)</u>
	1.000	\$269,832	1.000	\$261,256	(\$8,581)

Contribution:	Total Gas Tax to County			\$12,440,742	
FY 2010-11	STA Operations (2.1%)			\$261,256	
Estimate based on Calendar Year 2009					
		FY 2009-10	Adjustment		Total
					Members Contribution
					FY 2010-11
Benicia	0.066	\$17,128	(\$563)		\$16,565
Dixon	0.041	10,760	(354)		10,406
Fairfield	0.250	65,353	(2,146)		63,207
Rio Vista	0.019	4,941	(163)		4,778
Suisun City	0.066	17,259	(567)		16,692
Vacaville	0.227	59,324	(1,948)		57,376
Vallejo	0.284	74,134	(2,434)		71,700
Solano County	<u>0.047</u>	<u>12,356</u>	<u>(406)</u>		11,950
	1.000	\$261,256	(\$8,581)	106	\$252,676

FY 2010-11 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 3939
Page 9 of 16
February 24, 2010

FY 2009-10 TDA Revenue Estimate Adjustment FY 2009-10 Generation Estimates Adjustment 1. Original County Auditor Estimate (Feb, 09) 15,502,969 2. Revised County Auditor Estimate (Feb, 10) 13,880,128 3. Revenue Adjustment (Line 2-1) (1,622,841) FY 2009-10 Planning and Administration Charges Adjustment 4. MTC Administration (0.5% of line 3) (8,114) 5. County Administration (0.5% of line 3) (8,114) 6. MTC Planning (3.0% of line 3) (48,685) 7. Total Charges (Lines 4+5+6) (64,914) 8. Adjusted Generations Less Charges (Line 3-7) (1,557,927) FY 2009-10 TDA Adjustment By Article 9. Article 3 Adjustment (2.0% of line 8) (31,159) 10. Funds Remaining (Line 8-9) (1,526,769) 11. Article 4.5 Adjustment (5.0% of line 10) - 12. Article 4 Adjustment (Line 10-11) (1,526,769)	FY 2010-11 TDA Estimate FY 2010-11 County Auditor's Generations Estimate 13. County Auditor's Estimate 13,880,128 FY 2010-11 Planning and Administration Charges 14. MTC Administration (0.5% of line 13) 69,401 15. County Administration (0.5% of line 13) 69,401 16. MTC Planning (3.0% of line 13) 416,404 17. Total Charges (Lines 14+15+16) 555,205 18. TDA Generations Less Charges (Line 13-17) 13,324,923 FY 2010-11 TDA Apportionment By Article 19. Article 3.0 (2.0% of line 18) 266,498 20. Funds Remaining (Line 18-19) 13,058,424 21. Article 4.5 (5.0% of line 20) - 22. TDA Article 4 (Line 20-21) 13,058,424
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TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C	D	E	F	G	H=Sum(C:G)	I	J=H+I
Apportionment Jurisdictions	6/30/09 Balance (w/o interest) ¹	FY 2008-09 Interest	6/30/09 Balance (w/interest) ¹	FY 2008-10 Outstanding Commitments ²	FY 2009 - 10 Transfers/ Refunds	FY 2009 - 10 Original Estimate	FY 2009 - 10 Revenue Adjustment	6/30/10 Projected Carryover	FY 2010 - 11 Revenue Estimate	Total Available For Allocation
Article 3	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4.5										
SUBTOTAL	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4/8										
Benicia	4,077	-	4,077	(38,828)	-	956,199	(100,094)	821,354	856,130	1,677,484
Dixon	-	-	-	(492,555)	-	600,726	(62,884)	45,287	537,755	583,042
Fairfield	5,062,649	85,182	5,147,831	(5,431,976)	-	3,648,477	(381,920)	2,982,412	3,257,193	6,239,605
Rio Vista	206,445	7,170	213,615	(238,598)	-	275,841	(28,875)	221,983	251,603	473,586
Suisun City	1	-	1	(911,634)	-	963,547	(100,863)	(48,950)	883,029	834,079
Vacaville	3,917,117	81,124	3,998,241	(6,353,039)	-	3,311,904	(346,688)	610,418	2,951,487	3,561,905
Vallejo	1	-	1	(1,758,044)	-	4,138,709	(433,237)	1,947,429	3,704,430	5,651,858
Solano County	-	-	-	(150,441)	-	689,791	(72,207)	467,143	616,798	1,083,941
SUBTOTAL	9,190,290	173,476	9,363,766	(15,375,115)	-	14,585,193	(1,526,769)	7,047,075	13,058,424	20,105,500
GRAND TOTAL	9,723,471	188,611	9,912,082	(16,123,344)	-	14,882,850	(1,557,927)	7,113,661	13,391,508	20,438,584

1. Balance as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.



**Gas Tax to Solano County
January to December 2009**

Allocation:	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Total
Solano County	432,640.93	499,570.23	434,282.31	467,106.39	526,178.18	465,634.65	375,099.97	593,992.03	519,967.71	415,506.00	501,805.81	483,738.99	5,715,523.20
City:													
Benicia	31,311.74	40,632.05	35,283.68	37,878.97	42,497.39	37,628.32	40,383.89	47,480.57	41,653.49	33,501.97	40,222.52	38,760.60	467,235.19
Dixon	19,894.13	25,771.87	22,398.99	24,035.68	26,948.23	23,877.61	25,831.54	30,090.81	26,416.03	21,275.37	25,513.61	24,591.67	296,645.54
Fairfield	118,346.98	153,909.59	133,502.34	143,404.96	161,027.04	142,448.60	140,069.08	180,040.85	157,807.02	126,704.03	152,347.01	146,768.93	1,756,376.43
Rio Vista	9,317.31	12,006.01	10,463.13	11,211.81	12,544.11	11,139.51	12,386.98	14,235.74	12,523.31	10,127.81	12,102.79	11,673.18	139,731.69
Suisun City	31,549.28	40,941.21	35,551.75	38,166.99	42,820.90	37,914.42	41,450.36	48,958.03	42,948.11	34,540.77	41,472.22	39,964.43	476,278.47
Vacaville	107,466.33	139,748.28	121,223.60	130,212.71	146,209.13	129,344.57	125,607.07	163,468.92	143,286.18	115,052.44	138,329.85	133,266.34	1,593,215.42
Vallejo	134,557.46	175,007.76	151,795.76	163,059.38	183,103.41	161,971.58	157,890.63	204,730.47	179,440.86	144,063.09	173,230.45	166,885.70	1,995,736.55
City SubTotal	452,443.23	588,016.77	510,219.25	547,970.50	615,150.21	544,324.61	543,619.55	689,005.39	604,075.00	485,265.48	583,218.45	561,910.85	6,725,219.29
Total County & City	885,084.16	1,087,587.00	944,501.56	1,015,076.89	1,141,328.39	1,009,959.26	918,719.52	1,282,997.42	1,124,042.71	900,771.48	1,085,024.26	1,045,649.84	12,440,742.49
FY 2008	1,198,223.42	1,098,002.80	1,014,665.10	1,076,048.78	1,116,860.26	1,071,096.72	1,141,295.30	1,023,659.06	1,086,311.22	984,129.10	948,341.15	1,090,522.91	12,849,155.82
Variance	(313,139.26)	(10,415.80)	(70,163.54)	(60,971.89)	24,468.13	(61,137.46)	(222,575.78)	259,338.36	37,731.49	(83,357.62)	136,683.11	(44,873.07)	(408,413.33)



DATE: March 11, 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.	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
5.	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
6.	Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Call for Projects 2010*	Requests for funding limited to \$6,000,000 ; required local <u>cash</u> match: 20% of <u>total project cost</u> .	April 22, 2010
7.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	April 30, 2010
8.	Innovative Grants Program*	Up to \$31 million	Call for Projects Anticipated April 30, 2010
9.	Safe Routes to School Creative Grants Program*	Up to \$2 million	Call for Projects Anticipated April 30, 2010

*New funding opportunity

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.

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
Caltrans Transportation Planning Grant Program 2010/11: Environmental Justice Transportation Planning (EJ)	Blesilda Gebreyesus Caltrans (510) 286-5575 Blesilda_gebrevesus@dot.ca.gov	April 1, 2010 Eligible Applicants: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities/counties, transit agencies, and Native American Tribal governments	Requests for funding limited to maximum amount of \$250,000; 10% minimum local match (in non-federal funds)	Promotes community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.	Eligible Projects: long-term Sustainable Community/Economic Development growth studies or plans, Blueprint Planning follow-up or refinement, Infill studies/plans, etc. http://www.dot.ca.gov/hq/tpp/grants.html
Caltrans Transportation Planning Grant Program 2010/11: Community-Based Transportation Planning	Beth Thomas Caltrans (510) 286-7227 beth_thomas@dot.ca.gov	April 1, 2010 Eligible Applicants: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities/counties, transit agencies, and Native American Tribal governments	Requests for funding limited to maximum amount of \$300,000; 10% minimum local match (in non-federal funds)	This program funds coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.	http://www.dot.ca.gov/hq/tpp/grants.html

*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
Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Cal for Projects 2010*	Annie Young MTC (510) 817-5754 ayoung@mtc.ca.gov	April 22, 2010 Eligible Applicants: Cities, Counties, or Transit Operators with high-impact projects located in Priority Development Areas (PDAs).	Requests for funding limited to maximum amount of \$6,000,000; required cash local match: 20% of total project cost	The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, an support connectivity between transportation investments and land uses.	Eligible Projects: streetscape projects, non-transportation infrastructure improvements, transportation demand management, and density incentives http://www.mtc.ca.gov/planning/smart_growth/#tlc
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	April 30, 2010 Eligible Applicants: 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/
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$31 million	The program funds approximately a dozen high-impact innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.	Eligible Projects: connections to transportation and air quality improvements, parking management and pricing policies, cleaner vehicles, transportation demand management project
Safe Routes to School Creative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$2 million	The program funds approximately four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.	Eligible Projects: Pilot programs, innovative strategies to further best practices, projects that reduce substantial technical, financial, or political barriers

*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
March 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 March 10, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of March 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
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis (Arrived the meeting at 6:25 p.m.)	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Harry Price	City of Fairfield
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ACTION – FINANCIAL ITEMS

A. Solano County Coordinated Funding Strategy

Recommendation:

Approve of the Funding Strategy Principles & Criteria as shown in Attachment D.

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

B. MTC Cycle-1 Block Grants Strategic Plan

Recommendation:

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; and
3. STA will claim 4% of the MTC block grant funds to use for planning and program administration and to offset the projected decline in STIP PPM funds.

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

C. Regional Transportation Impact Fee (RTIF) Project Eligibility & Ranking Criteria

Recommendation:

Approve the use of the recommended Regional Transportation Impact Fee (RTIF) project selection criteria as shown in Attachment A.

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

D. American Recovery and Reinvestment Act – March 2010 Cost Savings

Recommendation:

Approve the following:

1. Deobligate \$70,000 from the City of Benicia's East 2nd Street Project;
2. Deobligate \$171,800 from the City of Benicia's State Park Road Bridge Project; and
3. Reobligate \$241,800 for the City of Suisun City's Main Street Rehabilitation Project.
4. Reobligate \$537,578 to City of Suisun City's Main Street Rehabilitation Project.

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

ACTION – NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) – Adoption of Gap Analysis for Alternative Modes and Transit Elements, Amendments to Routes and Transit Facilities of Regional Significance and Adoption of Project List

Recommendation:

Adopt the following:

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding the Routes of Regional Significance (RORS) and TFORS facilities identified in Attachment D; and
4. CTP project list shown in Attachment E.

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

B. Solano Countywide Bicycle Plan Update: Projects List

Board Member Patterson requested an amendment to the staff recommendation tabling action on Benicia's bike projects to allow for additional discussion between Benicia staff at the BAC.

Recommendation:

Approve the following:

1. Comprehensive 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.

On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation with the amendment to table action on Benicia's bike projects.

C. Solano Countywide Pedestrian Plan Update: Projects List

Recommendation:

Approve the following:

1. Comprehensive 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.

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

D. Solano Senior and Disabled Transportation Study Scope of Work

Recommendation:

Approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.

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

CONSENT CALENDAR ITEMS

At this time, Charles Lamoree, STA Legal Counsel, counseled the STA Board that with the absence of the Cities of Fairfield and Vallejo Board representatives, the STA's JPA (Section 6.a and Section 7) states that the Transportation Authority may not act on financial matters when more than 50% of the population of the County is absent. With the Cities of Fairfield and Vallejo's combined population ratio being at 53.3%, it was concluded that the remainder of the STA Board would need to table any financial related matters until the next meeting in April.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A thru I with the exception to table items F and G until the next meeting in April. At this time, STA staff requested the STA Board to move forward and act on Item G, Recommendation No. 1 which is to authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project. Mr. Lamoree opined that this was not a financial item and the Board could act on this specific item.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved to move forward and expedite Agenda Item G, Recommendation No. 1 which is to authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

At 6:25 p.m., City of Vallejo's Board Member Davis arrived the meeting. It was at this time that the STA Board returned to Consent Items F and G (Recommendation No. 2) and voted to approve the recommendations.

On a motion by Board Member Jim Spring, and a second by Board Member Jan Vick, the STA Board approved Consent Calendar Items F and G (Recommendation No. 2).

- A. STA Board Meeting Minutes of February 10, 2010**
Recommendation:
Approve STA Board Meeting Minutes of February 10, 2010.
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of February 24, 2010**
Recommendation:
Receive and file.
- C. Fiscal Year (FY) 2010-11 Transportation for Clean Air (TFCA) Program and Clean Air Grant Priorities**
Recommendation:
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.
- D. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010**
Recommendation:
Approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

E. SolanoExpress Intercity Transit Consortium 2010 Work Plan

Recommendation:

Approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown in Attachment A.

F. Marketing Consultant Services for Transit and Rideshare Programs

Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a Request for Proposals (RFP) for a marketing consultant for services from July 1, 2010 through June 30, 2012 with 2 one-year extension options; and
2. Authorize the Executive Director to enter into a contract for an amount not to exceed \$50,000 in FY 2010-11 and \$30,000 in FY 2011-12.

G. Redwood Parkway – Fairgrounds Drive Access Improvement Project

Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a RFP for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project; and
2. Authorize the Executive Director enter into a contract for an amount not-to-exceed \$1,500,000 for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

H. 3-Year Project Initiation Document (PID) Priorities for Caltrans

Recommendation:

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.

I. Safe Routes to School Mapping Project – Request for Qualifications

Recommendation:

Authorize the Executive Director to amend Fehr & Peer’s contract for the STA’s Safe Routes to School Mapping Project by and amount not to exceed and additional \$25,000.

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. **Federal Legislative Lobbying Trip Washington D.C. presented by Jayne Bauer**
2. **Directors Reports:**
 - a. **Planning**
 - b. **Projects**
 - c. **Transit and Rideshare**

INFORMATIONAL – NO DISCUSSION

- A. MTC Local Streets and Roads, Cycle 1 Block Grants**
- B. Jobs for Main Street Projects Update**
- C. Development of STA Project Delivery Policy**
- D. STA Safe Routes to School (SR2S) Update**
- E. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report**
- F. Funding Opportunities Summary**
- G. STA Board Meeting Schedule for 2010**

ADJOURNMENT

The STA Board meeting was adjourned at 6:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, April 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: March 22, 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., 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)	Ulatis 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 – Suisun City	<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