



**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, May 26, 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	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF (1:30 – 1:35 p.m.)	Janet Adams
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion. (1:35 – 1:40 p.m.)</i>	
A. Minutes of the TAC Meeting of April 28, 2010 <i>Recommendation: Approve TAC Meeting Minutes of April 28, 2010. Pg. 1</i>	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010 <i>Recommendation: Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A. Pg. 7</i>	Elizabeth Richards
C. 2010 Commute Profile <i>Recommendation: Forward a recommendation to the STA Board to approve the 2010 Solano/Napa Commute Profile. Pg. 11</i>	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

- C. State Transit Assistance Funds (STAF) Status** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve STAF allocations as shown on Attachment D.
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- D. Lifeline Transportation Funding Program** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as specified in Attachment E.
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VI. ACTION – FINANCIAL ITEMS

- A. Transportation Planning and Land Use (T-PLUS) Planning Grants** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to
 - 1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;*
 - 2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and*
 - 3. Authorize the Executive Director to issue a Call for Projects for planning grants.**(1:40 – 1:50 p.m.)*
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- B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Funding** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board for FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program funding as shown in Attachment A.
(1:50 – 2:00 p.m.)
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- C. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the following:
 - 1. Amend the bike funding amount approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and*

2. *Reprogram the \$105,000 from Vacaville's Ulatis Creek Bicycle Path project to Solano County's Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.*

(2:00 – 2:10 p.m.)

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VII. ACTION NON-FINANCIAL ITEMS

A. State Route (SR) 12 Rio Vista Bridge Study

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to release the Draft Rio Vista Bridge Study for a 60-day public comment period.

(2:10 – 2:30 p.m.)

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B. 2011 Transportation Improvement Program (TIP)

Sam Shelton

Recommendation:

Forward a recommendation to the STA Board to submit the 2011 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.

(2:30 – 2:40 p.m.)

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C. 2010 Congestion Management Program (CMP)

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board adopt the Amended 2009 Solano CMP provided in Attachment A.

(2:40 – 2:50 p.m.)

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VIII. INFORMATIONAL

A. Solano Rail Crossing Inventory

Robert Macaulay

Informational

(2:50 – 2:55 p.m.)

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B. 2010 State Transportation Improvement Program (STIP) Update

Janet Adams

Informational

(2:55 – 3:00 p.m.)

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C. Jepson Parkway Update

Janet Adams

Informational

(3:00 – 3:05 p.m.)

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- D. Highway Projects Status Report:** Janet Adams
1. **I-80/I-680/SR 12 Interchange**
 2. **I-80 Eastbound Cordelia Truck Scales Relocation**
 3. **North Connector**
 4. **I-80 Express Lanes (Red Top Road to I-505)**
 5. **Redwood Parkway – Fairgrounds Drive**
 6. **Jepson Parkway**
 7. **State Route (SR) 12 Jameson Canyon**
 8. **State Route (SR) 12 East SHOPP Project**
 9. **I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)F**
- (3:05 – 3:15 p.m.)
Pg. 111

- E. Regional Measure 2 (RM 2) Update** Janet Adams
(3:15 – 3:20 p.m.)
Pg. 115

- F. Legislative Update** Jayne Bauer
(3:20 – 3:25 p.m.)
Pg. 135

NO DISCUSSION

- G. Funding Opportunities Summary** Sara Woo
Informational
Pg. 147

- H. STA Board Meeting Highlights of May 12, 2010** Johanna Masiclat
Informational
Pg. 153

- I. STA Board and Advisory Committee Meeting Schedule for 2010** Johanna Masiclat
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, June 30, 2010.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
April 28, 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:	Rob Sousa	City of Benicia
	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masielat	STA

Others Present:

(In Alphabetical Order by Last Name)

Cliff Covey	County of Solano
Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City
Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero noted that the Congestion Management Program (CMP) will be updated for purposes related to SB 83.

Janet Adams reported CTC staff. As part of the reprogramming of the 2010 STIP, recommended a STIP funding delay for the Jepson Parkway project construction funding by 2 additional years to FY 2014-15.

Janet Adams reported that on February 24, 2010, the California Transportation Commission (CTC) approved the 2010 SHOPP, which included the \$50 million rehabilitation project on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon).

V. CONSENT CALENDAR

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC approved Consent Calendar Items A through H.

A. Minutes of the TAC Meeting of March 31, 2010

Recommendation:

Approve TAC Meeting Minutes of March 31, 2010.

B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010

Recommendation:

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

C. Intercity Transit Ridership Study

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.

D. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. Approve the FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

E. Unmet Transit Needs Comments for FY 2010-11

Recommendation:

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

1. The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

F. Safe Routes to Transit Plan Scope of Work

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Request for Proposal and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

G. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)

Recommendation:

Forward a recommendation to the STA Board to conduct a public hearing and consider certification of the Final Environmental Impact Report (EIR) for the Gordon Water Line Relocation Project.

H. Final Project Technical Report for the Gordon Water Line Relocation Project

Recommendation:

Forward a recommendation to the STA Board to approve the Project Technical Report for the Gordon Water Line Relocation Project.

VI. ACTION FINANCIAL ITEMS

A. Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding

Recommendation

Sara Woo distributed and presented a modified version of the list of recommended Cycle 1 Bicycle Priority Projects. She outlined the funding recommendation for bicycle projects for FY 2010-11 and FY 2011-12 which was presented to the Bicycle Advisory Committee (BAC) at their April 21, 2010 meeting for approval.

After discussion, the STA TAC made additional changes as follows:

1. *Adjust project #5, “City of Dixon Bicycle Racks at City Facilities” TDA Article 3 recommended amount from \$10,000 to \$2,000.*
2. *Program \$8,000 from project #5 to project #6, “Solano County Vaca-Dixon Bike Route Project,” revising the TDA amount from \$104,000 to \$112,000, and increasing the total Staff recommendation from \$354,000 to \$362,000.*

Recommendation:

Forward a recommendation to the STA Board to approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation to include the noted changes shown above in *bold italics*.

B. Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation

Robert Guerrero distributed and presented a revised spreadsheet of the Pedestrian Projects Funding Recommendation for the STA TAC to consider. The TAC unanimously supported STA staff's recommendation as presented, including the revised changes. The revised changes included:

1. *A reduction of the TDA Article 3 recommended funding amount by \$11,000 for Dixon's West B Street Undercrossing, revising the total to \$195,000.*
2. *An increase of the TDA Article 3 recommended funding amount of \$11,000 for the Safe Routes to School Program , revising the total to \$71,000.*

Recommendation:

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

1. Incorporate a 50/50 split in TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A;
2. Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.

On a motion by Rod Moresco, and a second by Gary Leach, the STA TAC unanimously approved the recommendation to include the noted changes shown above in *bold italics*.

VII. ACTION NON-FINANCIAL ITEMS

A. Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2010-11 and 2011-12

Janet Adams noted that on April 14, 2010, the STA Board added an item to the STA's Overall Work Plan. She cited this to be the Public Private Partnership (P3) Feasibility Study that will focus on several new and/or expanded transit centers within the County.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

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

B. Regional Transportation Impact Fee (RTIF) Project List

Robert Guerrero cited that the RTIF Working Group met on April 8, 2010, to review the Draft RTIF Project List. He noted that the City of Vallejo asked to have one project removed because construction bids are about to be opened. He indicated that the Working Group also asked to have the Solano Bicycle Master Plan be included as a single line item, rather than listed individually. He stated that the noted changes have been incorporated in the RITF Project List.

Recommendation:

Forward a recommendation to the RTIF Stakeholders and RTIF Policy Committee, *and the STA Board* to approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.

On a motion by Royce Cunningham, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*.

C. 2030 Napa-Solano Travel Demand Update

Robert Guerrero reviewed the Fehr & Peers technical memorandum dated April 19, 2010 regarding the Solano-Napa Model Update – 2010 Validation Summary. He cited that the MTAC voted unanimously to accept the staff recommendation that the STA TAC and STA Board adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehrs technical memorandum including the requested Peadbody Road segment.

Recommendation:

Forward a recommendation to the STA Board to adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

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

D. Legislative Update

Jayne Bauer provided legislative updates and recommended the following positions to the state and federal bills as listed below.

Recommendation:

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

- AB 2620 (Eng) - Oppose
- SB 409 (Ducheny) – Support with amendments
- SB 1348 (Steinberg) - Watch
- SB 1418 (Wiggins) – Watch
- SB 1445 (DeSaulnier) – Watch

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

VIII. INFORMATIONAL ITEMS

A. Summary of Local Transportation Funding Options

Daryl Halls reviewed seven (7) potential funding options for county transportation needs. He noted that of these options, some are already being pursued. He cited that on April 14, 2010, the STA Board approved adding a Public Private Partnership Feasibility Study focused on new/expanding transit centers to the STA's Overall Work Plan (OWP) and authorized the Executive Director to conduct a public opinion poll to help gauge the feasibility of voter support for a SB 83 DMV fee expenditure plan.

B. 2011 Transportation Improvement Program (TIP)

Sam Shelton reviewed the development process for the 2011 Transportation Improvement Program (TIP). He stated that project sponsors will work with STA staff to draft project delivery and funding information, due to MTC in June. He also stated that between April and early May, STA staff will finalize project information with project sponsors to prepare the 2011 TIP for MTC.

NO DISCUSSION

C. Funding Strategy for Priority Projects

D. STA Safe Routes to School (SR2S) Update

E. Funding Opportunities Summary

F. STA Board Meeting Highlights of April 14, 2010

G. STIA Board Meeting Highlights of April 14, 2010

H. STA Board and Advisory Committee Meeting Schedule for 2010

I. Funding Strategy for Priority Projects

J. STA Safe Routes to School (SR2S) Update

IX. ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 28, 2010.**



DATE: May 17, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 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. The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The 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, the MTC ‘available for allocation’ estimates needed further adjustment to take these later allocations into account. A column has been added to the TDA matrix to take these into account.

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.

Discussion:

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. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding agreement. The Board approved the shares for FY 2010-11 at their May 2010 Board meeting and these have been included on the TDA matrix. Also in May, the STA Board approved the multiple operators’ TDA shares for the new intercity taxi program.

The City of Vacaville has recently prepared their TDA claim. Vacaville is claiming TDA for both operating and capital needs. Nearly \$1 million is being claimed for operating and \$1.2 million is being claimed for capital. It has been added to, and is consistent with, the TDA matrix. This is the first TDA claim submitted for FY 2010-11 and is only update at this time.

Recommendation:

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

Attachment:

- A. FY 2010-11 TDA Matrix – June 2010 (An enlarged color copy has been provided to the committee members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

FY2010-11 TDA Matrix -June 2010 version

051710 - v5

FY 2010-11

AGENCY	TDA Est from MTC (1)	Projected Carryover (1)	Available for Allocation (1)	Adjustments for FY10 claims allocated after 12/31/09	Paratransit		Local Service					Intercity										Total	Balance				
					ADA Subsidized Intercity Taxi Phase I (3)	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST		FAST	Vjo T	Vjo T	Vjo T	FAST	FAST	VJO T			STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads
													Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal						
	2/24/2010	2/24/2010	FY 10-11		(3)	(4)		(4)				(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(9)	(10)	(11)	(12)				
Benicia	856,130	821,354	1,677,484	883,548	12,750							\$ 2,512	\$ 3,048	\$ 8,372	\$ 51,294	\$ (1,665)	\$ (3,382)	\$ 5,483	\$ 19,415	\$ 46,247	\$ 23,847					\$ 985,807	691,677
Dixon	537,755	45,287	583,042	65,199	1,989							\$ 1,577	\$ 38,898	\$ 10,025	\$ 1,379	\$ (338)	\$ (5,509)	\$ 5,739	\$ 56,239	\$ (4,468)	\$ 14,982					\$ 133,941	449,101
Fairfield	3,257,193	2,982,412	6,239,605	876,469	106,080							\$ 68,766	\$ 76,660	\$ 148,334	\$ 10,671	\$ (10,866)	\$ (45,522)	\$173,342	\$ 467,102	\$ (45,717)	\$ 90,994					\$ 1,494,928	4,744,677
Rio Vista	251,603	221,983	473,586	52,805	1,530														0	\$ -	\$ 6,879					\$ 61,214	412,372
Suisun City	883,029	-48,950	834,079	51,913								\$ 14,572	\$ 16,956	\$ 69,852	\$ 5,146	\$ (1,934)	\$ (19,848)	\$ 62,546	\$ 163,926	\$ (16,636)	\$ 24,031					\$ 223,234	610,845
Vacaville	2,951,487	610,418	3,561,905	161,052	73,644					748,017		\$ 76,541	\$ 87,289	\$ 83,845	\$ 9,119	\$ 440	\$ (11,016)	\$ 64,059	\$ 311,734	\$ (1,457)	\$ 82,601	\$ 750,000	1,274,000			\$ 3,399,591	162,314
Vallejo	3,704,430	1,947,429	5,651,859	165,460	42,500							\$ 14,908	\$ 36,238	\$ 28,249	\$ 79,785	\$ (18,354)	\$ (29,979)	\$ 20,477	\$ 99,872	\$ 31,452	\$ 103,222					\$ 442,506	5,209,353
Solano County	616,798	467,143	1,083,941	539,101	7,650							\$ 14,178	\$ 19,932	\$ 22,214	\$ 17,485	\$ 19,846	\$ 8,418	\$ 23,772	\$ 80,096	\$ 45,749	\$ 17,203					\$ 689,799	394,142
Total	13,058,425	7,047,076	20,105,501	2,795,547	246,143																					\$ 7,431,020	12,674,481

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

- (1) MTC February 24, 2010 estimate; Reso 3939
- (2) Adjusted for FY10 claims allocated after 12/21/09
- (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5)
- (6)
- (7)
- (8) Net Due and Consistent with FY2010-11 Intercity Transit Funding Agreement and FY2008-09 Reconciliation
- (9) Claimed by STA from all agencies per formula
- (10) Second and final year of swap
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: May 17, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: 2010 Commute Profile

Background:

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

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

When MTC stopped funding the Commute Profile, it languished for a few years. In 2009, a grassroots effort was spearheaded by Valerie Brock Consulting and BART staff to begin producing these reports again. Valerie Brock and a member of BART staff were the primary researchers who had conducted and prepared the Commute Profile since 1992. During that time there was great consistency between the data collection methodology and reports from year to year. Data was collected at the same time each year (in the spring), for instance, so that comparisons between years could be reasonably made. There were consistent core questions while also room for flexibility for county specific questions to deal with specific issues of interest. With these researchers working together again, the consistency could be maintained with the 2008 study.

Discussion:

Since the discontinuation by MTC of the Commute Profile in 2005, STA staff has discussed conducting a similar study for Solano and Napa Counties, the two Counties served by the Solano Napa Commuter Information Program. In December 2009, the STA Board approved entering into a contract with Valerie Brock Consulting to conduct a Commute Profile for Solano and Napa counties.

Work began in January 2010 with the survey design. The data was collected through phone surveys – 400 in Solano and 400 in Napa – of Solano and Napa residents. While commuters' city of residence is collected, the data collected is statistically significant at the county level. The survey design review was coordinated by STA and Napa County Transportation Planning Agency (NCTPA) staff. The survey instrument was targeted at employed residents who work outside their home.

The surveys were conducted in late March 2010. The data has been entered, reviewed for accuracy and compiled. The drafting of a report to present the data is in process. A few key statistics are attached such as county mode split, out of county commuting, and some attitudinal data (see Attachment A). The full draft reports will be presented at the TAC and Consortium meetings and to the STA Board in June.

Fiscal Impact:

This survey was funded with \$26,000 of State Transit Assistance funds (STAF) that is in the FY 2009-10 budget and funding provided by NCTPA.

Recommendation:

Forward a recommendation to the STA Board to approve the 2010 Solano/Napa Commute Profile.

Attachments:

- A. Solano Select Data
- B. Solano/Napa Commute Profile 2010 Study (To be provided under separate cover.)

Commute Profile 2010

Solano County – Selected Tables

May, 2010

Prepared by:

Valerie Brock Consulting

for the Solano Transportation Authority



Methodology

The target population for *Commute Profile* has always been adults over the age of 16 who are employed full-time (30 hours or more) outside the home. Transportation demand management agencies focus on this group because they provide the best opportunity for significant behavior change. For example, bicycling to the grocery store each week helps ease congestion and improve air quality, but bicycling to work every day has a greater impact.

Between March 24 and 27, 2010 an independent telephone interviewing firm administered surveys to 804 people. Phone numbers were randomly generated, and calls were made in the evenings or on weekends.

As in past years, the sample size for each county is at least 400 residents. With 400 completed interviews, each county has a normal sampling error of 5% and a confidence level of 95%. This means that if another 400 residents were randomly called, one could be confident that 95% of the time, the results would be within 5% of the original data. This is the statistical standard commonly used in newspaper polls and the like.

Notes on Data

The data used in this report includes 399 residents of Napa County and 405 residents of Solano County. The respondents are perfectly comparable with prior versions of *Commute Profile*, because the same methodology was used and identical questions were asked. The random nature of the phone survey means that the results are statistically valid.

In a few instances in this report, subsets of the county population are examined. As the sample size decreases, the sampling error increases. Table 1 shows sampling error rates at various sample sizes.

Table 1: Sampling Error Rates

Sample Size (n=)	Sampling Error	Confidence Level
400	5%	95%
270	6%	95%
200	7%	95%
150	8%	95%
120	9%	95%
100	10%	95%

Only 55% of Solano County residents also work in the County. The most common external destination is Contra Costa County (13%), followed by several others.

Only 4% work in Sacramento County and 3% in Yolo County, suggesting that Solano commuters are still more focused on the Bay Area. (Table 2)

Table 2: Work Destinations among Solano County Residents

Work County	2005	2010
Solano	60%	55%
Contra Costa	16%	13%
Varies/other	1%	6%
Napa	3%	5%
Alameda	9%	4%
Sacramento	1%	4%
San Francisco	5%	4%
Sonoma	-	3%
Yolo	-	3%
Marin	4%	2%
San Mateo	1%	2%
	n=349	n=405

Tables 3 and 4 show that the incidence of driving alone is higher than in the past, but not significantly so.

Table 3: Primary Commute Mode – Solano County

Mode	2005	2010
Drive alone	72%	75%
Carpool or vanpool	19%	18%
Walk	1%	3%
Bus	1%	2%
BART	2%	1%
Bicycle	1%	1%
Motorcycle	-	1%
Ferry	1%	-
Telecommute	1%	-
	n=401	n=405

Table 4: Clustered Modes among Solano County Residents over Time

	1995	2000	2005	2010
Drive Alone	73%	72%	72%	75%
Carpool or vanpool	22%	19%	19%	18%
Transit	3%	7%	5%	3%
Other	3%	3%	4%	4%

Secondary and Connecting Modes

Data were also collected and are discussed for each county on “secondary” modes used on a regular basis for a normal commute trip. A secondary mode is defined as a completely separate mode used on days when commuters do not use their primary mode.

Table 5 shows the use of secondary modes; about 6% of respondents have a secondary mode, with driving alone the most prevalent.

Table 5: Secondary Modes

Secondary Mode	Napa	Solano
Drive alone	2%	3%
Carpool	1%	1%
Walk	1%	1%
Bicycle	1%	1%
Bus	<1%	<1%
BART and bus		<1%
	n=399	n=405

(Multiple responses permitted.)

A connecting mode is defined as the mode or modes used in addition to the primary mode on a normal trip to work. For example, someone who rides the bus to a BART station would have BART as the primary mode, and the bus as a connecting mode. The secondary and connecting mode data help to provide a complete picture of commuting behavior.

Table 6: Connecting Modes

Connecting Mode	Napa	Solano
Drive alone	2%	4%
Carpool	3%	3%
BART	1%	2%
Bus	-	2%
Walk	2%	1%
Bicycle	2%	1%
Train (Capitol Corridor)	<1%	1%
Ferry	<1%	1%
Motorcycle	1%	1%
	n=399	n=405

(Multiple responses permitted.)

Carpooling

Analyzing the commuter behavior of carpoolers and vanpoolers can suggest ways to further encourage ridesharing. Among all respondents in both counties, a total of 131 individuals carpool or vanpool.

Most carpoolers travel with two other people in the car, usually a co-worker or household member. Some travel with friends, acquaintances or neighbors; only 5% casual carpool.

Table 7: Carpool Partners

Partner	Carpoolers
Co-workers	64%
Household Members	32%
Friends, acquaintances, neighbors	12%
Non-household relatives	8%
Casual carpool with different people	5%
	n=85

General Outlook

Respondents in Napa and Solano counties reacted surprisingly differently to some of these questions.

Table 8: Overall Direction of California

<i>Generally speaking, do you think things are going in the right direction or wrong direction in the State of California?</i>	Napa	Solano
Right direction	56%	14%
Wrong direction	34%	73%
Don't know	10%	12%
	n=399	n=405

Table 9: Overall Direction of Your County

<i>Generally speaking, do you think things are going in the right direction or wrong direction in your county?</i>	Napa	Solano
Right direction	22%	31%
Wrong direction	64%	56%
Don't know	14%	13%
	n=399	n=405

Table 10: Overall Direction of Your Community

<i>Generally speaking, do you think things are going in the right direction or wrong direction in your local community?</i>	Napa	Solano
Right direction	65%	48%
Wrong direction	27%	44%
Don't know	8%	8%
	n=399	n=405

Table 11: Importance of Issues

<i>Please tell me whether the issue is important to you</i>	Napa	Solano
	% Very Important	
Maintaining streets and roads	68%	63%
Preventing worse traffic congestion	59%	64%
Improving travel safety	57%	64%
Providing commute alternatives such as ridesharing, transit and rail	48%	52%
Improving air quality	64%	62%
Addressing global warming and future sea level rise	53%	45%
Improving the safety of children traveling to school and promoting children walking and biking to school to improve health	76%	76%
Providing transportation for seniors and the disabled	67%	69%
	n=399	n=405

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DATE: May 17, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Status

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. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For several years prior to Fiscal Year (FY) 2006-07, Solano County's share of STAF funds had been about \$0.5 million per year. Due to a variety of factors, the STAF funds in FY 2006-07 were unusually high and Solano County received \$3 million of STAF funds. In FY 2007-08, STAF funds were reduced, but higher than the levels normally seen in the years before FY 2006-07.

In FY 2008-09, the STAF revenue estimates decreased from the initial estimates during the course of the development of the State budget. Project lists were prioritized and all projects were funded, but a recently created intercity transit vehicle reserve was eliminated.

STAF funds have been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises. STAF funds must be spent in the fiscal year they are allocated.

Discussion:

In FY 2009-10, there was great uncertainty surrounding the State Transit Assistance Funds. The State Budget approved for FY 2009-10 included a provision to completely suspend all STAF funding in FY 2009-10 and for several years forward. A lawsuit was filed by the California Transit Association (CTA) against the State to reinstate flow of State Transit Assistance funds for transit purposes and away from the General Fund to which it had been diverted. The court ruled in favor of the CTA. Before the STAF funds could flow, legislation was passed that stopped the flow of funds from the PTA to the STAF. Subsequently legislation was passed (ABX8 6 and ABX8 9) and included in the budget package signed by the Governor in March 2010 that was a one-time allocation of \$400 million in

State Transit Assistance funds. The allocation was intended to provide public transit funding for both FY 2009-10 and FY 2010-11. The earliest the funding can be made available will be in the latter part of June 2010 (for more details see MTC memo attached (Attachment A). MTC's STAF fund estimates scheduled to be approved in late June are shown on Attachments B (revenue-based) and C (population-based).

As the STAF funding remains volatile and unpredictable, staff has been conservative in recommending allocating to projects with the focus on one time capital oriented investments rather than longer term operating. At this time, only a few projects are proposed to be funded with STAF population-based funding. These are shown on Attachment D.

Recommendation:

Forward a recommendation to the STA Board to approve STAF allocations as shown on Attachment D.

Attachments:

- A. MTC 5/5/10 Memo RE; Fund Estimate Revision to Incorporate FY 2010-11 State Transit Assistance funds
- B. STAF Fund Estimate (Revenue-Based)
- C. STAF Fund Estimate (Population-Based)
- D. Proposed Solano STAF Population-based FY 2011 Project List

TFWG Item 16



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: May 5, 2010

FR: Theresa Romell, Mathew Adamo

RE: Fund Estimate Revision to Incorporate FY10 – FY11 State Transit Assistance

Included in the AB6 and AB9 budget package signed by the Governor in March, was a one-time allocation of \$400 million in State Transit Assistance (STA) funding. The allocation was intended to provide public transit funding for both Fiscal Years 2009-10 and 2010-11. Since the legislation does not take effect until 90 days after it was signed by the Governor, the earliest that funding can be made available will be in the latter part of June. The State Controller's office does not expect to have the revised revenue factors – the basis for determining each operator's share of the statewide funding – until mid to late June as well.

MTC staff is preparing a revision to the FY 2010-11 Fund Estimate in order to make the region's share of the \$400 million in STA funding (approximately \$147 million) available for allocation. The Fund Estimate revision will be brought to the Commission for approval in June.

Attached to this item you will find a preliminary estimate of the STA shares by agency. It is important to note that the underlying distribution factors used to produce the draft shares are FY 2008-09. As such the official factors used by the State Controller to determine the actual distribution of funds will likely vary from what is shown. Minor variations could be possible on the population-based side as well, depending on whether there is a swing in the region's population share, relative to the State's. MTC will only be able to disburse funds up to the amount that is actually made available by the State Controller, which could be less than the allocated amount based on the final factors. Operators are encouraged to consider this fact when preparing their claim.

Requests for STA Funds

If your agency intends to request an allocation of STA for FY 2009-10, please request that allocation through an e-mail to Bob Bates at bbates@mtc.ca.gov. STA requests for FY 2010-11 should be included in the FY 2010-11 TDA claim. Requests are due to MTC by May 1st, or as soon as possible thereafter, to ensure process time for a June allocation.

Disbursements of STA Funds

In the first or second week of July, the State Controller is expected to make the entire \$400 million statewide in STA funds available in a lump sum payment, rather than in the normal quarterly payments, provided that the State has sufficient cash flow ability to cover the

payments. Therefore, MTC will be able to release funds against allocations once the state has made payment.

Final Adjustment of STA Funds

In keeping with existing practice, MTC intends to revise the FY 2010-11 Fund Estimate in July, in order to reconcile actual funding received in FY 2009-10, with allocations made for that year. At that time, allocations made that exceed actual revenue available will be rescinded and any funds in excess of what had been projected will be made available to claimants, if requested. In conjunction with this annual "reconciliation", MTC will adjust STA revenue estimates and make any necessary rescission or allocations to match the final STA figures.

J:\COMMITTEE\Partnership\Partnership TFWG_Transit Finance WG\2010\10 Memos\05_May\16_Fund Estimate Revision Update.doc

**DRAFT FY 2010-11 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res No. 3939
Page 11 of 16
June 23, 2010*

	A		B		C		D=Sum(A:C)		E		F=Sum(D:E)	
	6/30/09	Balance (w/interest) ¹	FY 2008-10	Outstanding Commitments ²	FY 2009-10	Revenue Estimate ³	6/30/10	Projected Carryover	FY 2010 & FY 2011	Revenue Estimate ⁴	Total	Available For Allocation
FY 2009-10 Original Base Revenue Estimates	0											2,055,794
FY 2009-10 Actual Base Revenue	0											108,232,749
FY 2009-10 Total Revenue	0											
FY 2009-10 Total Revenue Adjustment	0											
<i>Column</i>												110,288,543
Apportionment Jurisdictions												
Alameda CMA - Corresponding to ACE	1,141,888	1						1,141,888		174,186	1,316,074	
Benicia	3,792,158	12	(3,630,462)				161,696	1		18,245	18,246	
Caltrain	23,930	12					23,930	12		5,131,112	5,292,808	
CCCTA	173,910	33	(179,021)				(5,111)			586,740	586,752	
Dixon	665,406	41					665,406			5,259	29,189	
ECCTA	4,164	5					4,164			261,798	256,687	
Fairfield		1								110,580	775,986	
GGBHTD		1								4,213,035	4,213,068	
Healdsburg		506								3,811	7,975	
LAVTA		400								201,023	201,028	
NCPTA		6	(506)							41,140	41,141	
Rio Vista		30,165								1,311	1,311	
SamTrans		45,947						400		5,222,402	5,222,802	
Santa Rosa		6						6		138,117	138,123	
Sonoma County Transit		1	(79,019)					(48,854)		160,199	111,345	
Union City		31								35,427	35,428	
Vallejo		45,947						45,947		658,003	703,950	
VTA		10,298						10,298		15,505,344	15,505,375	
VTA - Corresponding to ACE		4	(4,873)					(4,869)		243,864	254,162	
WestCAT		41						41		286,036	281,167	
Petaluma		5,888,907	(3,893,881)					1,995,026		32,997,631	34,992,657	
SUBTOTAL												
AC Transit	43,195		(41,405)					1,790		13,061,448	13,063,238	
BART	1,578		(1,024)					554		26,216,459	26,217,013	
SFMTA	6,690,145		(6,631,721)					58,424		35,957,211	36,015,635	
SUBTOTAL		6,734,918	(6,674,150)					60,768		75,235,117	75,295,885	
GRAND TOTAL		12,623,825	(10,568,031)					2,055,794		108,232,749	110,288,543	

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 March 31, 2010.
 3. The FY 2009-10 STA Fund Estimate is based on \$0 in STA statewide per the enacted FY 2009-10 budget.
 4. The FY 2010 & FY 2011 STA Revenue Estimate includes all funds to be released by the state in June 2010, which includes funds for FY 2010 and FY 2011.
- The revenue factors are based on FY 2008-09 and will be updated.

State Transit Assistance Funds (STAF)
FY 2010-11

Solano: Population-Based

New Projects

FY2010-11

Benicia Transit Site Plan	Benicia	\$	25,000
P3 (Public Private Partnerships) at Transit Facilities Study	STA	\$	125,000
SolTrans Interim Executive Director	STA	\$	75,000
SolTransit Transitional Costs Match	STA/Vjo/Ben		TBD
Intercity Transit Vehicle Replacement Match Reserve	Vjo/FF		TBD
SR12 Jameson Canyon Innovative Grant Match	TBD		TBD
Total		\$	225,000

Solano: Regional Paratransit

New Projects

FY2010-11

Senior Disabled Transportation Study and Committee Outreach	STA	\$	50,000
SB83 Expenditure Plan	STA	\$	50,000
Total		\$	100,000

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DATE: May 18, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Lifeline Transportation Funding Program

Background:

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

MTC allocated Federal Job Access Reverse Commute (JARC), Proposition 1B, and State Transit Assistance Funds (STAF) funds to the Lifeline program. The STAF funding was reduced after the FY 2008-09 State budget was finalized and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated Tier 2 completely. The total STAF made available to Solano's Lifeline Program in the last cycle was \$1,044,776 reduced from the original \$1.9 million. STA announced a call for projects and applicants submitted Lifeline applications to be evaluated.

A Lifeline Advisory Committee was appointed to evaluate and prioritize the Lifeline projects. In 2008, Lifeline STAF funds were made available for allocation, the Lifeline Committee reviewed the project applications and developed a consensus recommendation to the STA Board (Attachment A). With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach and approved by the Board on September and December 2008.

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

MTC announced in September 2009 that supplemental STAF/Lifeline funds of \$228,698 designated for Solano have been made available and could be programmed for use. Using the prioritized list approved by the Board, the next project applicant was Dixon Redit-Ride since they were not fully funded. Dixon indicated the funds were still needed and the STA

Board approved Dixon Redit-Ride to claim the funding for existing Saturday and Weekday service for the period of three years. After receiving the supplemental STAF funds, Dixon Redit-Ride will only be \$86,171 short of the requested amount (Attachment C).

Discussion:

Included in the ABX8 6 and ABX8 9 State Budget package signed by the Governor in March, was a one-time allocation of \$400 million in STAF funding to provide public transit funding for both FY 2009–10 and FY 2010–11. The estimated amount available to the Lifeline Program for Solano is \$616,070 (Attachment D).

MTC received preliminary feedback both from transit operators and from CMA staff responsible for administering the Lifeline program that getting these funds out quickly was of paramount concern given many transit operators' financial challenges.

Fiscal Impact:

STA staff is recommending the programming of STAF Lifeline Funds that have been allocated to Solano County by MTC. There is no impact on the STA budget.

Recommendation:

Forward a recommendation to the STA Board to authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as specified in Attachment E.

Attachments:

- A. Prioritized Lifeline Projects for Solano County FY 2008-2011
- B. Lifeline Projects Approved by STA Board December 2008
- C. Supplemental Funding Lifeline Funding Approved by STA Board September 2009
- D. MTC Lifeline FY10 & FY11 STA Funds Memo
- E. Draft STAF Lifeline Projects for FY 2009-10 and FY 2010-11 (To be provided under separate cover.)

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

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

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

LIFELINE FUNDING TIER 1

Funding Source	Grant Recipient	Operating Funds	Project Description	Total
JARC	Vallejo Transit	2 Years	Extending Route 5 to serve Vallejo campus of Solano Community College	\$250,000
JARC	Benicia CAC	2 Years	DRIVES/CARS - Assisting low income families to acquire a car to commute to work	\$30,000
JARC	FAST		Installation of Bike Racks onto MCI express route buses	\$45,000
JARC	FAST	1 Year	Route 2 Frequency for Travis AFB Shuttle	\$91,834
			TOTAL JARC	\$416,834
STAF	Vallejo Transit	3 Years	Route 85 - Sustaining Service	\$ 375,000
STAF	Vallejo Transit	3 Years	Route 1 - Sustaining Service	\$ 600,000
STAF	Dixon Read-Ride	3 Years	Saturday Service continued	\$ 69,776
			TOTAL STAF	\$ 1,044,776
Prop 1B	Dixon Read-Ride		Bus Replacement	\$ 60,000
Prop 1B	FAST		Bus Stop and Shelter Improvements	\$ 410,000
Prop 1B	Vallejo Transit		Bus Shelters	\$ 761,014
Prop 1B	Vacaville City Coach		Bus Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride		Bus (local match)	\$ 15,000
Prop 1B	FAST		Replacement Vehicle	\$ 41,600
Prop 1B	FAST		Downtown Flex Shuttle	\$ 60,000
			TOTAL PROP 1B	\$ 1,457,414
TOTAL Lifeline Funds Awarded				\$ 2,919,024

LIFELINE FUNDING

			Total
JARC	Vallejo Transit	Expanding Route 5 to Vallejo Campus	\$250,000
JARC	Benicia CAC	DRIVES/CARS Programs	\$30,000
JARC	FAST	Installation of MCI Luggage/Bike Racks	\$45,000
JARC	FAST	Route 2 Frequency for Travis AFB Shuttle	\$91,834
TOTAL JARC			\$416,834
STAF	Vallejo Transit	Route 85 - Sustaining	\$ 375,000
STAF	Vallejo Transit	Route 1 - Sustaining	\$ 600,000
STAF	Dixon Read-Ride	Saturday and Weekday Service	\$ 298,474
TOTAL STAF			\$ 1,273,474
Prop 1B	Dixon Read-Ride	Bus Replacement	\$ 60,000
Prop 1B	FAST	Shelters	\$ 419,088
Prop 1B	Vallejo Transit	Shelters	\$ 761,014
Prop 1B	Vacaville City Coach	Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride	Bus (local match)	\$ 15,000
Prop 1B	FAST	Replacement Vehicle	\$ 41,600
Prop 1B	FAST	Downtown Flex Shuttle	\$ 60,000
TOTAL PROP 1B			\$ 1,466,502
TOTAL Lifeline Funds Awarded			\$ 3,156,810

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METROPOLITAN
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Memorandum

TO: Transit Finance Working Group

DATE: May 5, 2010

FR: Jennifer Yeamans

RE: Lifeline FY10 & FY11 STA Funds

Background

The Second Cycle Lifeline Transportation Program includes State Transit Assistance (STA), Proposition 1B, and FTA JARC funding for the three-year period FY 09–11, and is administered locally by county Congestion Management Agencies (CMAs). State reductions to the STA program during the Second Cycle resulted in a net loss of \$12.8 million in Years 2 and 3 of the program.

Included in the AB6 and AB9 budget package signed by the Governor in March, was a one-time allocation of \$400 million in STA funding to provide public transit funding for both Fiscal Years 2009–10 and 2010–11. Per the STA Consolidated Policy, the estimated amounts available to the Lifeline Program by county are:

County	FY 10 & 11
Alameda	\$3,069,147
Contra Costa	\$1,400,158
Marin	\$302,434
Napa	\$190,422
San Francisco	\$1,691,391
San Mateo	\$795,290
Santa Clara	\$2,430,675
Solano	\$616,070
Sonoma	\$705,680
Total	\$11,201,265

Staff received preliminary feedback both from transit operators and from CMA staff responsible for administering the Lifeline program that getting these funds out quickly was of paramount concern given many transit operators’ financial challenges.

Recommendation

- 1) Conduct a streamlined, interim programming exercise outside of the Cycle 2 Lifeline program to allow transit operators to claim available FY10 & FY11 Lifeline STA funds directly, concurrent with the June revision of the FY11 Fund Estimate. This approach suspends the existing Lifeline program guidelines for a one-year period. As part of this recommendation, transit operators would be asked to provide justification/rationale for how the funds allocated will meet Lifeline goals.
 - In counties with multiple operators, CMAs will work with transit operators to develop a distribution mechanism for the county’s available funding. MTC will not approve allocation requests from operators in these counties until board actions confirming the distribution amounts are received from CMAs.

- For transit operators that serve multiple counties, CMAs will be encouraged to coordinate their discussions of distributions to address these agencies’ Lifeline operating needs.

2) Roll FY12 and future STA funds into a later Cycle 3 program, to be programmed in mid-2011 following an outside evaluation of the Lifeline program.

MTC staff is still considering the programming of FY11 Proposition 1B funds for Lifeline, which will not be part of the interim FY10 & FY11 STA programming process. Staff is interested in feedback on this and will present a recommendation for FY11 Prop. 1B Lifeline funds at a later date.

Staff plans to bring this recommendation to the Commission for approval in June concurrent with the revision of the FY11 Fund Estimate.

Next Steps

Below is the proposed schedule for distribution and disbursement of the FY10 & FY11 Lifeline STA funds:

May	CMAs in counties with multiple transit operators initiate discussions with agencies on funding distribution mechanisms for Lifeline transit needs, and notify MTC of planned next steps.
June 23	Commission approves revised FY11 Fund Estimate and MTC policy on STA Lifeline fund distribution for FY10–11.
June 23– September 30	<p>Transit operators in counties with a single operator may submit claims as soon as the revised FY11 Fund Estimate and Lifeline FY10–11 STA policy are approved.</p> <p>Operators in counties with multiple operators may make claims as soon as CMAs’ approved distributions for operators within their counties are received by MTC following Commission adoption of the FY11 Fund Estimate and Lifeline FY10–11 STA policy. CMAs are responsible for notifying transit operators when their board actions have been forwarded to MTC.</p>



DATE: May 20, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Transportation Planning and Land Use (T-PLUS) Planning Grants

Background:

The Metropolitan Planning Commission (MTC), in conjunction with Congestion Management Agencies (CMAs) such as the Solano Transportation Authority (STA), has developed a program to help link transportation and land use planning, in an effort to reduce congestion from new development activities. This is known as the Transportation Planning and Land Use (T-PLUS) program. MTC and STA have a multi-year funding agreement and work plan to implement T-PLUS goals.

At the request of the CMAs, MTC has grouped funds for Local Streets and Roads maintenance, Regional Bicycle Network improvements and Transportation for Livable Communities (TLC) capital funds into a block grant program. MTC has modified the TLC program, starting in 2009, MTC limited expenditure of TLC funds to projects in designated Priority Development Areas (PDAs). The cities of Benicia, Fairfield, Suisun City, Vacaville and Vallejo have PDAs designated, but Dixon, Rio Vista and Solano County do not.

CMAs are allowed to use up to 4% of those block grant funds for planning and administrative costs. The planning and administrative funds are to offset loss of state planning and administrative funds, and to help cover some of the cost of increased planning requirements placed on the CMAs by MTC. For STA, the block grant 4% fund amount is \$190,000 for Fiscal Year 2010-11, with the same amount available for FY 2011-12.

Discussion:

TLC funds can only be used for capital projects; there are currently no TLC planning funds available. Allocation of both county-share and regional TLC funds is done by a competitive process conducted by MTC. For FY 2010-11, the total value of regional TLC funds requested is more than 3 times the amount available, resulting in a highly competitive selection process. Project readiness is a key factor in qualifying for these TLC funds. For FY 2010-11, STA allocated all of the county share TLC funds to the City of Vallejo for Downtown Vallejo Pedestrian Streetscapes Project because other cities' projects were not sufficiently advanced in planning to guarantee delivery in a timely manner.

In order to help one or more TLC projects complete planning activities, including land use planning and entitlements, environmental review and development of construction drawings, STA staff is proposing to issue a TLC Call for Projects in the first quarter of FY 2010-11. The total amount of grant funds available would be \$150,000, and would be

funded with T-PLUS money. The funds would be provided to between one and three projects, based upon criteria to be developed. The goal would be to advance one or more projects to a point where they can effectively compete for MTC TLC capital funds in the FY 2012-13 to FY 2013-14 funding cycle.

STA staff recommends assisting jurisdictions without a designated PDA in developing plans for TLC oriented projects. STA staff is therefore proposing to allocate \$35,000 of T-PLUS fund to support similar planning activities in one of the jurisdictions that does not have a designated PDA. The recommended projects would be selected based on criteria to be developed, including the ability to advance TLC goals.

In order to provide the grant recipients with the maximum time to conduct the planning activities covered by the grants, the timeline for developing the grant criteria is short. STA staff will have the grant criteria completed no later than July 19, 2010, followed by review by the Alternative Modes committee. This will allow for a Call for Projects to be issued in early August, with applications due at the end of September, and allow for recipients to be selected by the end of October. Recommended projects would be reviewed and recommended to the STA Board by the Alternative Modes committee. Grant contracts would be in place by the end of 2010. It is recommended that all work covered under the grant be completed by the end of 2011.

Fiscal Impact:

The recommended action would designate \$185,000 of T-PLUS funds to planning grants for jurisdictions with one or more designated PDAs, and \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA. The source of the money is the federal Surface Transportation Program, so grant recipients must provide an 11.5% local match of non-federal funds. The grant recipients will be responsible for compliance with all federal contracting requirements.

The T-PLUS funds include \$120,000 carry-over from FY 2009-10, and \$65,000 of FY 2010-11 money. This T-PLUS funding would normally cover STA staff salary and benefits. In order to cover the use of T-PLUS funds for the planning grants, \$65,000 of CMA Block Grant funds would be used for STA Planning salaries and benefits.

Recommendation:

Forward a recommendation to the STA Board to

1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
3. Authorize the Executive Director to issue a Call for Projects for planning grant.



DATE: March 14, 2010
TO: STA SR2S-AC
FROM: Sam Shelton, Project Manager
RE: Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S)
Project & Program Funding

Background:

To date, the STA's Safe Routes to School Program has obtained nearly \$1M in grant funding for Fiscal Years (FY) 2009-10 and 2010-11. The Metropolitan Transportation Commission (MTC) acted on December 16, 2009 to create a Bay Area Safe Routes to School funding program. Nearly \$1M will come directly to the STA's SR2S program for FY 2010-11 and FY 2011-12. Other grant funding sources, such as air district funding, Transportation Development Act funding, and federal air quality funding will also be considered for potential programming.

Discussion:

STA planning staff have recommended funding for the SR2S Program for the next two fiscal years, FY 2010-11, 2011-12 as follows:

Federal:

\$942,000; Bay Area Congestion Mitigation & Air Quality Program (CMAQ)/
\$250,000; Eastern Solano CMAQ

Local:

\$142,000; Transportation Development Act (TDA) – Article 3
\$30,000; Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds

\$1.364M TOTAL for FY 2010-11, 2011-12

So far, the SR2S Program has split funding between the Engineering program and the non-engineering program in the following amounts:

54%, \$575,000 for engineering projects (radar speed signs, other improvements)
46%, \$483,000 for SR2S non-engineering program (education, encouragement, enforcement)

The STA's 2008 SR2S plan estimates a \$1M non-engineering program annual operating cost to cover all schools in Solano County and estimates a total of \$32M in engineering costs to help make routes to school safer. To date, the engineering program has only put a 1.7% dent in this planned estimate while the non-engineering program has been operating at 25% capacity and covering more schools than originally intended.

Recommended SR2S Engineering Funds: \$300,000

On March 18, 2010, the SR2S-AC recommended using the 2008 SR2S Engineering Program guidelines to recommend SR2S projects for funding. After discussing potential SR2S projects with city staff and local SR2S task forces, only one SR2S project had the potential to spend federal Congestion Mitigation & Air Quality Program (CMAQ) over the next two fiscal years. Suisun City's Grizzly Island Trail project will build a Class I multiuse path along the south side of State Route 12 between Crystal Middle School and Crescent Elementary School. This path will allow students to access either school without the need to cross State Route 12, in some instances, twice.

On May 12, 2010, the STA Board approved \$814,000 in Regional Bicycle funding for this project. Last year, Caltrans awarded \$900,000 in a SR2S grant for this project. STA staff recommends \$300,000 in SR2S funds to completely fund this project. Suisun City staff estimate that this project will be under construction by FY 2012-13.

Recommended SR2S Education and Encouragement Program Funds: \$1.064 M

On February 18th, the SR2S-AC had general consensus, based on available grant funding, that the SR2S Education and Encouragement Program funding levels should increase slightly from 25% operating capacity to 36% capacity (\$350,000 - \$400,000). On February 10, 2010, the STA Board prioritized \$30,000 in YSAQMD Clean Air Funds for the SR2S Non-engineering Program. This action helps solidify part of the local match required for federal funds. The YSAQMD will still need to take action on this funding in June.

Due to the lack of eligible engineering projects ready to spend federal air quality funds in FY 2010-11 and 2011-12, STA staff recommends redistributing this available funding to the STA's SR2S education and encouragement Program. \$642,000 in MTC's SR2S CMAQ and \$250,000 in Eastern Solano CMAQ are recommended to be matched with \$142,000 in TDA Article 3 funds and \$30,000 in YSAQMD funds for a total of \$1.064 M.

Fiscal Impact:

No impact to the STA budget. All funding recommendations are for the allocation of one time SR2S grant funding.

Recommendation:

Forward a recommendation to the STA Board for FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program funding as shown in Attachment A.

Attachment:

- A. FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program Funding

FY 2010-11 & FY 2011-12 Safe Routes to School Project & Program Funding

Project/Program	MTC SR2S CMAQ	STA SR2S ECMAQ	TDA Article 3	YSAQMD CAF
Suisun City Grizzly Island Trail Project	\$300,000			
STA SR2S Program	\$642,000	\$250,000	\$142,000	\$30,000
\$1.364M TOTAL	\$942,000	\$250,000	\$142,000	\$30,000

- Metropolitan Transportation Commission (MTC) Safe Routes to School (SR2S) Congestion Mitigation and Air Quality (CMAQ) Program; \$942,000 in Solano County shares as distributed during MTC's Cycle 1 Block Grants.
- STA SR2S Eastern CMAQ Program; remaining ECMAQ funding for eligible SR2S projects not recommended for other priority bicycle and pedestrian projects.
- Transportation Development Act (TDA) Article 3; Already recommended by STA Board 05-12-10
- Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funding (CAF); Already recommended by STA Board 03-10-10, to be considered by YSAQMD in June 2010.

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DATE: May 17, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy

Background:

On May 12, 2010, the STA Board approved the recommendation for Cycle 1 (Fiscal Year (FY) 2010-11 and FY 2011-12) bicycle funds for Solano Countywide Bicycle Priority Projects. The funding strategy for programming Cycle 1 bike funding was to fully fund as many bicycle projects as possible and accommodate longer-term projects by getting them shelf-ready for future funding cycles.

The STA Board approved bicycle projects were identified through a series of planning meetings held during December 2009 through February 2010. The meetings included STA staff, local agency planning and public works staff, and Bicycle Advisory Committee (BAC) members. Planning and public works staff provided project details such as estimated cost and overall project status for each priority bicycle project as part of these meetings.

Discussion:

The City of Vacaville's Ulatis Creek Bicycle Path was one of seven bicycle projects approved by the Board for Cycle 1 funding. The Ulatis Creek Bike Project was approved for \$915,000; however, Vacaville's staff notified the STA that the total project cost was reduced by \$105,000. Vacaville's staff recently requested to amend the fund program amount from \$915,000 to \$810,000.

Attached is the City of Vacaville's letter requesting the fund reduction for the Ulatis Creek Bike Project (Attachment A). STA staff supports this request and recommends the STA Board approve the reduce funding at this time. This action would allow the \$105,000 to be available to another ECMAQ-eligible project on the bicycle priority projects list.

The Solano County's Vacaville-Dixon Bike Route (Hawkins Road segment) is included on the bicycle priority projects list and is also one of the seven bicycle projects approved for Cycle 1 funding. The approved Cycle 1 funding is for preliminary engineering and design for this project. This action allows the County to be ready to construct phases of the Hawkins Road segment as additional funding becomes available in Cycle 2 (FY 2012-13 through FY 2014-15). STA staff recommends that the remaining \$105,000 from the Ulatis Creek Bike Route Project be programmed in Cycle 2 for the County's Vacaville-Dixon Bike Route.

During the bicycle priority projects planning discussions, BAC members advocated that any additional funding from Cycle 1 should be spent on the construction of Solano County's Vacaville-Dixon Bicycle Route project in Cycle 2. STA Staff supports the BAC's recommendation at this time.

Fiscal Impact:

No impact to the STA general funds. The \$105,000 from the recommended amendment of the City of Vacaville's programmed Cycle 1 bicycle funds is recommend to be programmed for Solano County's Vacaville-Dixon Bicycle Route. The recommendation is to include the \$105,000 as part of Cycle 2 bike funding. The source of the funding is the federal Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program.

Recommendation:

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

1. Amend the bike funding amount approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
2. Reprogram the \$105,000 from Vacaville's Ulatis Creek Bicycle Path project to Solano County's Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.

Attachment:

- A. City of Vacaville Letter: Ulatis Creek Bike Path Request

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CURTIS HUNT, Vice Mayor
PAULINE CLANCY
DILENNA HARRIS
RON ROWLETT



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

May 17, 2010

Department of Public Works
Capital Improvement Projects

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

ATTENTION: Mr. Daryl Halls, Executive Director

SUBJECT: ULATIS CREEK BIKE PATH – ULATIS DRIVE TO LEISURE TOWN ROAD

Dear Mr. Halls:

The City has been informed that on May 13, 2010, the Solano Transportation Authority (STA) Board approved Eastern Congestion Mitigation and Air Quality (ECMAQ) funding in the amount of \$915,000 (\$61,000 for preliminary engineering and \$854,000 for construction) for the above referenced project. As the City continues to move forward in the environmental clearance and design process, additional site specific information and more current bid pricing have become available. Based on this more detailed information, the City has updated the cost estimate for the project. The City is requesting that the \$915,000 be reduced to \$810,000 and that all of the ECMAQ funding be applied to the construction phase of the project. The reason the City is no longer requesting additional grant funding for design is that the City desires to construct the project in the summer of 2011, and it is not possible to get funding approved for both phases of the project within the same year in accordance with the established Metropolitan Transportation Commission (MTC) deadlines. It is our understanding that the funding will not be available until late December 2010 or early January 2011, once the TIP has been approved, and the MTC deadline for requesting construction funding for 2011 is February 1, 2011.

Please feel free to contact Tawnia Skow, Senior Civil Engineer, at (707) 449-5340 or tskow@cityofvacaville.com if you have any questions or need any additional information.

Sincerely,



ROD MORESCO
Director of Public Works

cc: Tawnia Skow
Brian Oxley
Shawn Cunningham
Sara Woo
Robert Guerrero
Sam Shelton

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DATE: May 14, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Rio Vista Bridge Study

Background:

The Rio Vista Bridge Study was initiated by the City of Rio Vista to assess the long-term traffic improvement needs along the SR 12 corridor from SR 113 in Solano County, across the Sacramento River, to the Mokelumne River in Sacramento County. This Study will serve the important step in obtaining local community and stakeholder input, as well as identifying and facilitating potential future project phases. The Study builds on previous studies completed in 1994 that culminated in a planning level document that was reviewed by Caltrans District 10.

The previous studies examined eight (8) alternatives with alignments in three (3) parallel corridors that include the existing SR 12 corridor running through the City of Rio Vista; a corridor north of the City on a new alignment near the Rio Vista Airport; and along a corridor that would follow SR 12 west of the City and then turn southeast along a new alignment to a river crossing south of the City. River crossing alternatives included a mid-level movable bridge or submersed tube tunnel for the alignment following the existing SR 12 corridor, and high level bridges for the alternatives passing to the north and south of the City. Many of the alternatives considered were eliminated due to impacts on existing or planned developments, poor soil conditions, increased required bridge length/cost and/or impacts on wetlands. The two alignments identified for further study included the existing SR 12 alignment and a new bypass alignment to the south of the City.

Discussion:

The corridors currently under consideration includes approximately 13.25 miles of the existing SR 12 roadway between SR 113 in Solano County and the Mokelumne River in Sacramento County. The alignment alternatives that were considered in the 1994 study have been reassessed based on current and planned development, engineering and environmental constraints. These have been condensed into four (4) build alternatives in addition to a No Build alternative for more refined study. The 4 build alternatives include northern routes passing north and south of the airport, the existing SR 12 corridor and a southern corridor along the river bluffs. The study includes planning level bridge and tunnel studies. In addition, the work has been coordinated with the U.S. Coast Guard, the San Francisco Bay Pilots and the Port of West Sacramento to incorporate input from these waterway stakeholders to ensure that the future waterway needs are addressed and satisfied by feasible river crossing alternatives.

Engineering study completed includes the following:

- Planning level documentation of project constraints – environmental, engineering & land use
- Planning level geometric studies – horizontal & vertical profiles and ramp/interchange, bridge & tunnel layouts
- Development of 3D model simulations and renderings
- Development of planning level cost estimates
- Investigation of potential funding sources and strategies

In addition to planning-level engineering studies, the project has undertaken a significant public outreach effort to inform the local community to provide project information and to obtain local community and stakeholder input. Project background information, previous study reports, project fact sheets, newsletters, corridor maps and public meeting notes and presentations have been posted to a project web site (www.riovistabridge.com). The public outreach effort has included the following components:

- Key stakeholder interviews
- Development of a Strategic Public Outreach Plan
- Production of project fact sheets, newsletters and a project web site
- Facilitation of two (2) public meetings (May 21, 2009 & February 25, 2010)
- Presentations at two (2) Special Meetings of the City Council (September 24, 2008 & August 26, 2009)
- Presentation at the May 21, 2009 Rio Vista Soroptomists Meeting
- Presentation at the April 22, 2010 Chamber of Commerce Meeting
- Presentation at the May 17, 2010 Rio Vista Airport Commission Meeting
- Planned

Findings with respect to the four (4) build alternatives studied indicate that regardless of alternative considered, SR 12 will need to be upgraded to a 4-lane facility through Rio Vista and across the Sacramento River to accommodate traffic associated with planned local and regional growth. Major findings associated with specific alternatives studied include the following:

- **Alternative 2 – Existing SR12 Corridor (Mid-Level Bridge or Bored Tunnel considered)**
 - Makes use of existing right-of-way, limits primary delta zone impacts & maintains similar access to town compared to the existing condition.
 - Bridge currently opens, on average, 2 to 10 times per day.
 - Port of West Sacramento plans to increase the size and number of ships it receives and may receive more than 120 ships per year (current number is approximately 45 per year).
 - Vehicle backups can be over 1.25 miles in each direction when the bridge is opened for a large vessel. This issue will remain for a mid-level bridge alternative along this alignment.
 - Ramps for access in/out of town on a mid-level bridge would require a significant right-of-way take, including residences and businesses, as well as relocations.

- Approach for mid-level bridge would be raised 30 feet above the existing bridge approach.
- Tunnel alternative would significantly reduce the right-of-way and environmental impacts compared to a mid-level bridge.
- Estimated Cost (escalated to year 2022): \$1.17 Billion (Mid-level Bridge); \$1.51 Billion (Bored Tunnel).
- **Alternative 3 – Airport Road Corridor (High Level Fixed Bridge considered)**
 - Makes use of existing right-of-way, provides opportunity for multiple access points to town and is consistent with current City of Rio Vista General Plan.
 - Eliminates road and river traffic conflict with a high level fixed bridge
 - Noise impacts on approved Trilogy and planned Brann and Gibbs Ranch developments would require mitigation.
 - Future study needed to ensure that a high level bridge is compatible with airport expansion plans.
 - Estimated Cost (escalated to year 2022): \$1.14 Billion.
- **Alternative 4 – North of Airport Corridor (High Level Fixed Bridge considered)**
 - Less noise impact compared to Airport Road and existing SR12 Route Alternatives.
 - Limited potential access points due to airport and presence of wetlands.
 - Inconsistent with the current City of Rio Vista General Plan.
 - Requires longer bridge length (10,500 feet) to minimize impact on wetlands.
 - Indications of poor foundation soils on the west river bank not ideal for support of a large structure.
 - Impacts Rio Vista Airport expansion plans – high level bridge would conflict with approach flight path.
 - Impacts ship navigation with bridge near convergence of deep water ship channel, Sacramento River and Steamboat Slough where turbulent flow occurs during high water events.
 - Estimated Cost (escalated to year 2022): \$1.45 Billion.
 - It is recommended that this alternative be eliminated from further consideration.
- **Alternative 5 – Southern Corridor (High Level Fixed Bridge considered)**
 - Avoids planned developments and eliminates road/river traffic conflict with high level bridge.
 - Inconsistent with the current City General Plan.
 - Limited potential access points to downtown area if Freeway classification is required by Caltrans.
 - Potential conflict with the planned Shiloh III Wind Farm.
 - Estimated Cost (escalated to year 2022): \$1.17 Billion (segmental bridge); \$1.26 Billion (Cable Bridge).

Additional findings include potential funding sources and strategy. Potential traditional funding includes State, Federal and local sources, and more non-traditional means would include tolls and Public/Private/Partnership (PPP). A project of this magnitude requires

significant funding resources up front for environmental clearance, design engineering and right-of-way acquisition. Based on a preliminary assessment, traditional funding (state and federal) is not sufficient to support project delivery. A feasible funding strategy would include traditional funds along with the tolling of the existing and new bridge. Traditional funding sources could be used to help get the environmental phase started, and a toll on the existing bridge would establish a funding stream to allow for bonding to fully fund environmental clearance, design and right-of-way acquisition, as well as incremental improvements on SR 12. A toll on the new bridge would provide the revenue source to pay off bonding needed to fund project delivery and maintenance and operations of the new bridge.

A draft study has been developed to document the study and is planned be released for a two month public review and comment period at the June 9, 2010 STA Board meeting. Once finalized, the study will be incorporated into the SR 12 Major Investment Study (MIS) that is evaluating the SR 12 corridor from I-80 to I-5.

Fiscal Impact:

The Study has been funded with a federal earmark obtained by the City of Rio Vista with the 20% matching funds also being supported by the City of Rio Vista.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Rio Vista Bridge Study for a 60-day public comment period.

Attachment:

- A. Draft Rio Vista Bridge Study (Copy provided to the TAC Members, copy available upon request.)



DATE: May 12, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: 2011 Transportation Improvement Program (TIP)

Background:

The federally required Transportation Improvement Program (TIP), is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from Fiscal Year (FY) 2008-09 through FY 2011-12. The Metropolitan Transportation Commission (MTC) is required to prepare and adopt an updated TIP every two years.

The 2009 TIP was adopted by MTC on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

As the Congestion Management Agency (CMA) for Solano County, TIP development and modifications must first be approved by the STA Board prior to MTC review and programming of projects into the TIP.

Developing the 2011 TIP for Solano County Projects

Project sponsors have worked with STA staff to draft project delivery and funding information, due to MTC in June. Between April and early May, STA staff will finalize project information with project sponsors preparing a Draft 2011 TIP for MTC. This process will involve a rigorous review of the “reality of funding” for current TIP listed projects. The TIP is a programming document, listing projects with “real funding” as compared to a planning document or funding strategy that considers potentially funding projects with uncertain projected funding sources.

In comparison to prior TIPs, MTC now requires “justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars.” This will involve showing MTC that a local jurisdiction has taken formal action on committing large amounts of local funds for a project, such as the approval of a local Capital Improvement Program or Resolution of Local Support specifying the approved use of funds over \$2M.

Also, projects must be listed with sufficient funding shown in MTC’s T-2035, MTC’s Regional Transportation Plan, prior to consideration for programming in the TIP.

Projects recommended for Cycle 1 Block Grant funds will be part of the 2011 TIP development process. Cycle 1 Block Grants include projects for Local Streets and Roads, Regional Bicycle Projects, Transportation for Livable Communities, and Safe Routes to School Programs. Below is a timeline of how the 2011 TIP Development Process overlaps with programming Block Grant projects.

2011 TIP Development Schedule of Tasks and Committee Actions:

- May 15: STA Staff Finalizes Project Information with Project Sponsors
- May 27, 28: STA TAC & PDWG, Recommends 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 9: STA Board Approves 2011 TIP for submittal to MTC & Draft Block Grant Project Recommendations
- June 15: STA Staff submits Draft Block Grant Project Recommendations
- June 17: STA Staff submits 2011 TIP to MTC for review
- June 29, 30: STA TAC & PDWG, Recommends Final Block Grant Projects for 2011 TIP programming
- July 9: STA Board Adopts Block Grant Projects for 2011 TIP programming
- July 17: STA staff & Project Sponsors enter final project information online for 2011 TIP development
- July 30: STA staff submits Final Block Grant Projects to MTC

Discussion:

To be provided under separate cover will be a Draft 2011 TIP, produced with the following elements:

- Draft 2011 TIP Project Summary
 - Projects Sorted by agency
 - Overview of funding source by fiscal year and delivery phase (e.g., Preliminary Engineering, Environmental, Design, Right-of-Way, Construction).
- Draft 2011 TIP listings for all projects, sorted by agency.

Solano Project Delivery Working Group (Solano PDWG) members will have reviewed detailed project listings for all potential 2011 TIP projects before the May 26, 2010 STA TAC meeting. Project sponsors will be able to begin project development activities for Block Grant projects once MTC publishes the Draft 2011 TIP on August 6, 2010 (e.g., field reviews, DBE approval, NEPA compliance, etc.). Additional details and guidance from MTC regarding the 2011 TIP development and Block Grant project programming are attached (Attachments B & C).

Fiscal Impact:

None. Funding decisions for projects listed in the 2011 TIP have already been taken by the STA Board at prior meetings. Projects currently part of the 2009 TIP recommended to be deleted or archived from the TIP will not fiscally impact those projects as they have not been recommended for additional funding or were never funded.

Recommendation:

Forward a recommendation to the STA Board to submit the 2011 Transportation Improvement Program (TIP) for Solano County's projects to the Metropolitan Transportation Commission (MTC) as shown in Attachment A.

Attachment:

- A. Draft 2011 Transportation Improvement Program (TIP)
- B. Primer on 2011 TIP Development and Draft Schedule, 04-19-10
- C. 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs, 04-19-10

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Solano Transportation Authority (STA)

Draft 2011 Transportation Improvement Program (TIP)

Projects listed by agency, including funding by fiscal year and delivery phase

Completed projects can be [archived](#).Unfunded projects or projects not part of the Regional Transportation Plan (RTP, T-2035) are ineligible for the TIP and will be [removed](#).Projects needing updates or new projects with new funding will be [amended](#) into the 2011 TIP.

Funding is shown in thousands.

Agency	TIP ID	Project name	Primary Funding		Preliminary Engineering (PE)			Right-of-Way	Construction	Shortfall	2009 TIP	2011 TIP				
			Programs	CON FY	Environmental	Design										
Benicia	SOL070045	State Park Road Bridge Widening	CMAQ/ARRA	2009				\$	2,575	\$	-	Active	Archive			
Benicia	SOL010031	Benicia Intermodal Transportation Station	RM2	2011	\$	92	\$	224	\$	170	\$	2,514	\$	-	Active	Amend
Benicia	SOL070022	Purchase Bus Shelters	CMAQ/5307	2009	\$	-	\$	-	\$	-	\$	79	\$	-	Active	Archive
Benicia	REG090032	East 2nd Street Overlay	ARRA	2010	\$	-	\$	-	\$	-	\$	197	\$	-	Active	Archive
Benicia	NEW	Park Road Sidewalk	RM1 (Proposed)	2011	\$	-	\$	-	\$	-	\$	-	\$	450	N/A	N/A
Benicia	NEW	Columbus Parkway Overlay	STP (LS&R C1)	2011	\$	-	\$	-	\$	-	\$	371	\$	-	N/A	Amend
Dixon	SOL030001	Dixon Multimodal Transportation Center	STIP	Future	\$	-	\$	1,873	\$	-	\$	-	\$	26,152	Active	Amend
Dixon	SOL050007	I-80/Pedrick Road Interchange Modification	Local Impact Fee	Future	\$	150	\$	150	\$	500	\$	-	\$	19,120	Active	Amend
Dixon	SOL050009	Parkway Blvd/UPRR Grade Separation	Earmark (TEA-21)	Future	\$	1,260	\$	290	\$	1,243	\$	-	\$	11,070	Active	Amend
Dixon	SOL050010	SR113/I-80 Interchange Reconstruction	Local Impact Fee	Future	\$	-	\$	-	\$	-	\$	-	\$	22,145	Active	Remove
Dixon	SOL050011	I-80/West A Street Interchange Reconfig	Local Impact Fee	Future	\$	-	\$	-	\$	-	\$	-	\$	25,000	Active	Remove
Dixon	SOL070045	SR-113 Pedestrian Improvements	ECMAQ (SR2S)	2010	\$	-	\$	-	\$	-	\$	105	\$	-	Active	Archive
Dixon	SOL970009	I-80/Pitt School Road Interchange	Local Impact Fee	Future	\$	-	\$	-	\$	-	\$	-	\$	25,000	Active	Remove
Dixon	SOL970020	Four Signals on SR 113	Local Impact Fee	Future	\$	-	\$	-	\$	-	\$	-	\$	860	Active	Remove
Dixon	NEW	West B Street Bicycle and Ped Undercrossing	ECMAQ (Ped)	Future	\$	-	\$	-	\$	-	\$	1,415	\$	4,685	N/A	Amend
Dixon	REG090032	Stratford Avenue Rehabilitation	ARRA	2009	\$	-	\$	-	\$	-	\$	218	\$	-	Active	Archive
Dixon	REG090033	Various Street and Road Rehab (N. Almond)	ARRA	2009	\$	-	\$	-	\$	-	\$	300	\$	-	Active	Archive
Fairfield	SOL030002	Fairfield/Vacaville Intermodal Rail Station	RM2/STIP/Earmark	2013	\$	125	\$	4,731	\$	2,060	\$	21,831	\$	-	Active	Archive
Fairfield	SOL991068	Fairfield Transportation Center Phase II	RM2/CMAQ	2013	\$	-	\$	1,030	\$	-	\$	6,150	\$	-	Active	Amend
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	STP (CMAQ Bike)	2010	\$	-	\$	-	\$	-	\$	85	\$	-	Active	Archive
Fairfield	SOL090004	McGary Road Safety Improvement	ARRA (Safety)	2010	\$	-	\$	-	\$	-	\$	1,500	\$	-	Active	Info Only
Fairfield	NEW	Linear Park Alt Route - Nightingale Dr	CMAQ/TDA	2012	\$	-	\$	29	\$	-	\$	221	\$	-	N/A	Amend
Fairfield	NEW	Local Streets and Roads (cycle 1)	STP (LS&R C1)	2011	\$	-	\$	-	\$	-	\$	1,370	\$	-	N/A	Amend
Fairfield	REG090032	East Tabor Ave Resurfacing	ARRA	2010	\$	-	\$	-	\$	-	\$	475	\$	-	Active	Archive
Fairfield	REG090032	Gateway Blvd. Resurfacing	ARRA	2010	\$	-	\$	-	\$	-	\$	692	\$	-	Active	Archive
Fairfield	REG090032	Suisun Valley Rehabilitation	ARRA	2010	\$	-	\$	-	\$	-	\$	538	\$	-	Active	Archive
Rio Vista	SOL070019	Rio Vista Signage Improvement Program	Earmark (SAFETEA-LU)	2010	\$	-	\$	11	\$	-	\$	261	\$	-	Active	Active
Rio Vista	SOL050062	SR 12 Rio Vista Bridge Study	Earmark (SAFETEA-LU)	2010	\$	453	\$	-	\$	-	\$	-	\$	-	Active	Archive
Suisun City	NEW	Grizzly Island Trail	CMAQ (Bike/SR2S)	2013	\$	103	\$	309	\$	72	\$	2,525	\$	-	N/A	Amend
Suisun City	REG090032	Main Street Rehabilitation	ARRA	2010	\$	-	\$	-	\$	-	\$	707	\$	-	Active	Info Only
Suisun City	REG090032	Sunset Avenue Rehabilitation	ARRA	2010	\$	-	\$	-	\$	-	\$	700	\$	-	Active	Archive
Vacaville	SOL050013	Vacaville Intermodal Station (Allison Dr)	RM2/CMAQ	2010	\$	620	\$	990	\$	2,950	\$	8,219	\$	-	Active	Amend
Vacaville	SOL070028	Vacaville Downtown Creekwalk	ECMAQ (Ped)	2010	\$	85	\$	60	\$	-	\$	784	\$	-	Active	Archive
Vacaville	SOL070029	Ulatis Creek - Allison to I-80	ECMAQ/YSAQMD	Future	\$	191	\$	-	\$	-	\$	-	\$	1,220	Active	Info Only
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis Dr to L Town Rd)	ECMAQ/YSAQMD	2012	\$	66	\$	90	\$	1	\$	844	\$	-	Active	Amend
Vacaville	SOL070047	Peabody/Marshall Rd Ped Safety	ECMAQ/YSAQMD	2009	\$	-	\$	-	\$	-	\$	396	\$	-	Active	Archive
Vacaville	REG090032	Various Streets Overlay (Allison, Alamo, etc.)	ARRA	2010	\$	-	\$	-	\$	-	\$	1,376	\$	-	Active	Archive
Vacaville	SOL050057	Jepson Pkwy Gateway Enhancement	STIP-TE	2012	\$	-	\$	120	\$	-	\$	230	\$	-	Active	Amend
Vacaville	REG090032	GPS EVP System Project	ARRA	2010	\$	-	\$	-	\$	-	\$	320	\$	-	Active	Archive
Vacaville	SOL050059	Nob Hill Bike Path	ECMAQ	2008	\$	91	\$	-	\$	-	\$	350	\$	-	Active	Archive
Vallejo	SOL010027	Lemon Street Rehabilitation	STP	2009	\$	-	\$	29	\$	-	\$	759	\$	-	Active	Archive

Agency	TIP ID	Project name	Primary Funding Programs	CON FY	Preliminary Engineering (PE)			Construction	Shortfall	2009 TIP	2011 TIP
					Environmental	Design	Right-of-Way				
Vallejo	SOL050048	Downtown Vallejo Ped Enhancment Phase 1A	ARRA/TE/CMAQ	2009	\$ 664	\$ -	\$ -	\$ 2,787	\$ 600	Active	Info Only
Vallejo	REG090032	Sereno Dr/Tennessee St. Overlay	ARRA	2009	\$ -	\$ -	\$ -	\$ 1,020	\$ -	Active	Archive
Vallejo	SOL050012	Vallejo Curtola Transit Center	RM2	Future	\$ 705	\$ -	\$ -	\$ 5,295	\$ 6,000	Active	Info Only
Vallejo	SOL050023	Vallejo Station Pedestrian Links	CMAQ (TLC)	2012	\$ -	\$ -	\$ -	\$ 2,340	\$ -	Active	Info Only
Vallejo	SOL950035	Vallejo Ferry Terminal Intermodal	STIP/RM2/5309	2012	\$ 200	\$ 5,800	\$ 5,434	\$ 65,686	\$ -	Active	Info Only
Vallejo	SOL990018	I-80/American Canyon Rd overpass Improv	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ 5,230	\$ -	Active	Info Only
Vallejo	SOL990019	SR37/Mare Island North Gate I/C Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 1,514	Active	Remove
Vallejo	SOL990021	Mare Island-Azuar Dr Imp.	Local Impact Fee	Future	\$ -	\$ -	\$ -	\$ -	\$ 9,000	Active	Remove
Solano County	SOL050024	Vacaville-Dixon Bicycle Route (Pitt School Rd)	CMAQ	2009	\$ 226	\$ -	\$ -	\$ 1,090	\$ -	Active	Archive
	SOL050046	Old Town Cordelia Enhancements	ARRA/STIP-TE/CMAQ	2010	\$ 265	\$ -	\$ -	\$ 465	\$ -	Active	Archive
	SOL050061	I-80 HOV Lanes Turner Overcrossing	Earmark (SAFETEA-LU)	2010	\$ 1,400	\$ 2,359	\$ -	\$ -	\$ -	Active	Info Only
	SOL070012	Cordelia Hills Sky Valley Ped Corridor	Earmark (SAFETEA-LU)	2013	\$ -	\$ 175	\$ 2,475	\$ 50	\$ -	Active	Amend
	SOL070021	Travis AFB: South Gate Improvement Project	Earmark (SAFETEA-LU)	2014	\$ -	\$ 187	\$ 160	\$ 2,617	\$ -	Active	Amend
	SOL070048	Travis AFB: North Gate Improvement Project	Earmark (SAFETEA-LU)	Future	\$ 558	\$ -	\$ -	\$ -	\$ 4,050	Active	Amend
	SOL090015	Redwood Fairgrounds Dr. I/C Imp (STUDY)	Earmark (SAFETEA-LU)	Future	\$ 1,500	\$ -	\$ -	\$ -	\$ -	Active	Amend
	NEW	Vacaville Dixon Bike Route (Phase 5)	ECMAQ/TDA	2012	\$ 100	\$ 262	\$ -	\$ -	\$ 8,050	Active	Amend
	REG090032	2009 ARRA Various Streets Overlay (Phase 1)	ARRA	2009	\$ -	\$ -	\$ -	\$ 2,000	\$ -	Active	Archive
	REG090032	2009 ARRA Various Streets Overlay (Phase 2)	ARRA	2010	\$ -	\$ -	\$ -	\$ 360	\$ -	Active	Archive
STA	SOL090007	Jepson Parkway	STIP	Future	Split into four project phases, see below					Active	Amend



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Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Sri Srinivasan, Programming and Allocations Section

RE: Primer on 2011 TIP Development and Draft Schedule

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for air quality conformity purposes, during the four-year period from FY 2008-09 through FY 2011-12. MTC is required to prepare and adopt an updated TIP every two years. The 2009 TIP was adopted by the Commission on May 28, 2008 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on November 17, 2008. It is valid through November 17, 2012. Therefore, it is time to develop a new TIP. The 2011 TIP will cover the four-year period of FY 2010-11 through FY 2013-14.

Because it takes several months to prepare a new TIP, the 2009 Transportation Improvement Program (TIP) is set to go into a lockdown on May 28, 2010. This is necessary to provide the time necessary to conduct the required Air Quality conformity analysis and determination, provide sufficient time for public participation, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure the data is consistent as we move from the current 2009 TIP to the new updated 2011 TIP. This memo is a primer on the TIP development process. The draft schedule is attached (Attachment 1).

The 2011 TIP will be developed using FMS. If members of your staff would like additional training in using FMS, please contact us as soon as possible and we will arrange a training session.

Developing the 2011 TIP entails reviewing of all your current TIP projects, and informing us of:

1. Which projects are completed and should be archived (this process should have been completed by October, 2009 but for agencies that have not reviewed the projects thus far; please do so at this point.)
2. Which projects need to be continued into the new TIP;
3. Which transit funds programmed in the prior year and not yet included in a FTA grant, need to be carried over into the first year of the TIP (this applies to transit projects only);
4. Any changes to existing projects (scope, funding, contact person, phase change, schedule delays etc);

5. Any new projects or project phases that have to be in the new TIP and must go through the air quality conformity analysis; and
6. Updated project costs. Federal regulations require that the project listings reflect the latest estimates of the total project cost including all local funds, and costs of each phase. All costs must be escalated to the year of expenditure.
7. Justification of the sources of funds for those funds programmed in the TIP with “Other local funds” in excess of two million dollars
8. Ensuring that the RTP Long Range Plan funds (RTP-LRP) funds are not programmed within the four-year TIP period (FY2010-11 through FY13-14)

For the new TIP to be federally approved, the TIP has to be a conforming TIP. Air Quality (AQ) conformity refers to a set of federal regulations that require metropolitan planning organizations such as MTC to assess the impact of the projects in the TIP on the region’s air quality. Hence lists of any new non-exempt projects or new non-exempt project phases (such as the addition of the ROW or CON phase) have to be submitted to MTC before the deadline of **Friday, March 19, 2010**. This deadline is for new non-exempt AQ projects not in the current 2009 TIP, but will need to be in the 2011 TIP.

The information needed (Template is attached as attachment 2) for the new AQ non-exempt project or project phases is a listing with the project description (the description has to be detailed enough to conduct AQ analysis); project cost and year of implementation (when it will open to the public) etc. Kindly fill out one form per project and submit to the Congestion Management Agency (CMA). CMAs are then requested to compile all the projects and send it electronically. Once the air quality analysis has been completed by MTC, sponsors are requested to enter the information into the TIP using FMS.

CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. As a reminder, cities and counties do not have submittal rights in the FMS application, as such CMAs are required to submit projects on behalf of the cities and counties. Transit operators can access the system directly.

To reduce the need of future TIP Amendments, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting them. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting **Friday, June 4, 2010**. Please complete the process as soon as possible, **BUT NO LATER THAN 5:00 PM on Thursday June 17, 2010**.

The Draft 2011 TIP and the draft air quality conformity analysis will be released for public review on Friday August 6, 2010, with a public hearing scheduled for Wednesday, September 8, 2010. In order to accommodate this schedule, **no edits will be accepted after Thursday June 17, 2010**.

The listing for each project available for your review will show how the project currently appears in our 2009 TIP including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

You can look at all the details of the project using the project detail report in FMS. Attachment 3 is a step-by-step tutorial on the process of generating the “Project Detail Report.”

Once you are ready to begin project the review and edit process (**After Friday, June 4, 2010, and before Thursday June 17, 2010**), you should follow the following steps:

1. Go to the FMS site;
2. Sign in and click on the “Universal Application” tab;
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format; and
4. Begin your project review.

Please focus your review on the following elements (Attachment 4 shows a process flowchart of the TIP clean up):

- Are the projects properly described in the TIP? - Review project name and project description to ensure that the name, limits and scope are accurate. Kindly use the examples shown on the right hand as sample format
- Are the dollar amounts, fund sources and programming years correct? - In most cases, particularly for federal and state funding, the fund sources and amounts should not be changed, since they reflect official MTC programming actions.

Please revise local fund sources and amounts to reflect total project costs or updated total project costs. For local funds that are greater than \$2 million, kindly attach a resolution of local support.

For FTA funds, if the funds are currently programmed prior to FY2010-11 and they have not been included in a grant, use the carryover field to indicate to us that the funds need to be carried over into the new TIP. This applies to FTA funds only. The carryover field **should not** be used for non-FTA funds.

All projects must show the total cost for the project as described in the TIP listing, including any costs outside the four-year period of the TIP. Any funds outside the four-year TIP period (beyond FY 2013-14) that are not yet committed should be coded with the RTP-LRP fund code (as long as it is specified in the Regional Transportation Plan (RTP)). Additionally, there should not be any RTP-LRP within the four years of the TIP. (The data clean up to address RTP-LRP within the four-year TIP period should have been completed as of 12/31/2009.)

All costs must be escalated to the year of expenditure and please ensure that the total project cost in the TIP does not exceed the cost shown in the RTP.

- Is the appropriate RTP ID being used? Some projects have changed from the T-2030 RTP to the T-2035 RTP, and the reference to the T-2035 RTP may need to be updated. In addition kindly ensure that the project description in the TIP is consistent with that of the RTP description.

- Are all funded phases reflected in the project listing? As part of the regulations requiring that project listings show the total project costs, federal guidance requires that all funded phases be reflected accurately in the project listing. If a project listing does not show any

amount programmed for a phase, (e.g. ENV, PE, PS&E, ROW or CON) a formal TIP amendment and perhaps a new conformity analysis would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all project phases (even if funded with local resources) in your project listings if they are not listed already.

Funds for a project phase must be listed in the same year, which is the year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or Con). Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Spare the Air Program), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as “segments 1 through 3”).

- Should the project be included in the 2011 TIP or can the project be archived? Are any projects completed, fully obligated (FHWA projects) or in an approved or pending FTA grant? Are any projects listed more than once?

If all federal or state funding for the project have been awarded, obligated or the project has been completed, or if all project funding is prior to FY2010-11 and if no further federal action is anticipated for the project, the project can be archived and removed from the TIP. This is important, as completed projects must be reported to FHWA, and the list we provide is the list of ‘Archived’ projects.

If the project is not yet completed and you would like it to be included in the new 2011 TIP for informational purposes, even though all funds are in prior year (before FY 2010-11) place a check in the “No, project is not complete” box, and use the “submit” button.

In addition, you are requested to justify the need for retaining these projects in the TIP. For projects with delay in phases etc, sponsors are requested to update the project delivery milestones; update the phase years in the funding and point out projects (via email) that will cross the AQ analysis year of FY2014-15.

- Should the Carryover Field be checked? For FTA funds programmed prior to FY2010-11 that have been obligated or included in an approved FTA grant, the carryover field does not need to be used.

Please enter Carryover to FY2010-11 if:

1. The funds are in a pending FTA grant; or
2. If the funds have been transferred to FTA from FHWA but have not been included in a FTA grant; or
3. If the funds are a prior year FTA earmark not yet obligated or included in a grant.

Do not use the Carryover Field for non-FTA funds.

- The project listings show the latest version of the project including pending amendments. Please check your projects to ensure that pending amendments are shown correctly.
- Is the project on schedule? Have there been any delays? Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP. If there is a schedule delay and the phase goes beyond the analysis year of FY2014-15, please notify MTC via email, by **March 19, 2010**. This is especially important for AQ non-exempt projects.
- Review the location information entered as part of the TIP. This information is helpful when your legislator asks us for the information.
- In addition to federally funded projects, the TIP must also include regionally significant locally funded projects.

Review your agency's capital improvement program for FY 2010-11 through FY 2013-14 to determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any federal agency action. For example, addition of an interchange to the interstate system, that is capacity increasing or a project that requires federal permits would need to be shown in the TIP. (Additional information regarding regionally significant locally funded projects is provided in Attachment 5.)

To propose a new regionally significant project, go to the "Universal Application" tab of FMS and propose a new project for each of your new regionally significant projects, so we can include them in the TIP. If these projects impact Air Quality, they are due to MTC by Friday March 19, 2010.

5. After your review, update the contact information section located at the end of each project listing and submit the project to MTC for review and inclusion into the 2011 TIP.

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Craig Goldblatt	(510) 817-5837
FTA Funds including: Section 5307/5309/AB664, FTA Earmarks	Glen Tepke	(510) 817-5781
State and Regional Funds including: STIP/TE, TCRP, CMIA, RM2 – Highway	Kenneth Kao	(510) 817-5768
Proposition 1B – TLSP and TCIF	Carolyn Clevenger	(510) 817-5736
RM2 – Transit	Shruti Hari	(510)-817-5960
Proposition 1B – PTIMSEA and SLPP	Kenneth Folan	(510) 817-5804
2009 TIP Development and Fund Management System (FMS)	Sri Srinivasan	(510) 817-5793

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity analyses, and avoiding potential project delivery delays. Thank you for your prompt attention to this request.

Attachment 1: Draft TIP Development Schedule

Attachment 2: Template for submitting new AQ non- exempt projects to be added to the TIP

Attachment 3: Step-by-step tutorial on the process of generating the "Project Detail Report."

Attachment 4: Process flowchart for TIP Data Clean-up

Attachment 5: Definition of regionally significant projects

J:\PROJECT\Funding\TIP\TIP Development\2011 TIP\2011 TIP Development Guide.doc

2011 TIP	
Metropolitan Transportation Commission	
Transportation Improvement Program (TIP)	
Attachment 1: Draft 2011 TIP Development Schedule	
Revised January 21, 2010	
Monday, February 01, 2010	Call for new non-exempt projects not listed in the TIP that need to be included in the 2011 TIP
Wednesday, March 31, 2010	Last day to submit new projects for current TIP for the last 2009 Formal TIP Amendment
Friday, March 19, 2010	Deadline for list of new non-exempt projects not in current TIP to be included in 2011 TIP
Wednesday, April 21, 2010	Review of New Non-Exempt 2009 TIP project list and conformity approach by AQCTF
Wednesday, April 28, 2010	Start coding 2009 TIP projects into networks
Wednesday, May 05, 2010	Final 2009 formal TIP Amendment released for public comment
Friday, May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action
Friday, May 28, 2010	TIP Locked Down – No more changes to 2009 TIP – Start of 2011 TIP Development
Friday, June 04, 2010	Start of review and update by project sponsors and CMAs
Thursday, June 17, 2010	Completion of project review by sponsors and CMAs
Monday, June 21, 2010	Start of review of revised TIP listings by MTC Program Managers
Wednesday, June 30, 2010	Completion of project listing review by MTC Program Managers
Wednesday, June 30, 2010	Complete forecasting/regional emissions analysis
Friday, July 09, 2010	Completion of project review by TIP Administrator
Wednesday, July 14, 2010	PAC Meeting – authorize public hearing and release Draft 2009 TIP & AQ Conformity
Wednesday, July 14, 2010	All elements for 2011 TIP to be completed in final draft form
Late July, 2010	Review of Admin. Draft Conformity Analysis by AQCTF
Friday, August 06, 2010	Begin of Public Review Period for 2011 TIP and Conformity Analysis
Wednesday, September 08, 2010	Public Hearing on Draft TIP and AQ Conformity Analysis – Sep. PAC Meeting
Friday, September 10, 2010	End of Public Review Period for Draft TIP and Conformity Analysis
Friday, September 17, 2010	Review response to comments / Final AQ Conformity report by AQCTF
Friday, October 01, 2010	Final Draft 2011 TIP & AQ Conformity complete / Response to comments available (Copy sent to Caltrans)
Wednesday, October 06, 2010	Final 2011 TIP posted on the website as well as the PAC Packet posting (no changes after that)
Friday, October 08, 2010	Caltrans Begin Public Review and Comment on Draft FSTIP
Wednesday, October 13, 2010	PAC review of Final 2011 TIP and Final Conformity analysis and referral to Commission
Wednesday, October 27, 2010	Final 2011 TIP and Final Air Quality Conformity analysis approved by Commission
Friday, October 29, 2010	Commission approved 2011 TIP submitted to Caltrans / AQ Conformity Analysis submitted to FHWA/FTA
Sunday, November 14, 2010	Final 2011 FSTIP and AQ Due to FHWA/FTA
Tuesday, December 14, 2010	Final 2011 TIP approved by FHWA and FTA



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Memorandum

TO: Programming and Delivery Working Group

DATE: April 19, 2010

FR: Craig Goldblatt

W. I.

RE: 2011 TIP Programming Instructions for CMAs Block Grant and Safe Routes to School Programs

Now that the congestion management agencies have submitted their Strategic Plans to MTC, the next steps involve the CMA selection of projects for three programs under the block grant: Regional Bicycle Program, County TLC Program, and Local Streets and Roads Rehabilitation Program (as well as the Eastern Solano County CMAQ Program for Solano County); and the County Safe Routes to School Program. Pending the development of the 2011 TIP, revisions are no longer available to add projects to the 2009 TIP. Therefore, projects are to be added as part of the 2011 TIP development process. Detailed steps to program projects in the TIP follow and are outlined in the schedule (Attachment A):

As a reminder please note the following key eligibility criteria for the CMA block grant programs:

- Pavement projects programmed in the LSR rehabilitation program must be on the Federal-aid Classification System.
- Projects programmed in the Regional Bicycle Program must be a capital project resulting in additional bicycle route mileage and be located on the Regional Bicycle network. If not on the network, the project needs to meet the network eligibility criteria, and the sponsor needs to petition to have the project added.
- Projects programmed in the County TLC Program must be within a planned or potential priority development area (PDA)

Step 1— Submit Project Selection

A grouped listing approach for the TIP will be used, similar to the one used for the proposal for the Jobs for Main Street Bill, which will be inserted into the Draft 2011 TIP. This will facilitate programming of projects during the development of the 2011 TIP, provide maximum flexibility during the public comment period for the Draft 2011 TIP, and allow for immediate administrative modifications upon the approval of the TIP in December if necessary.

MTC will issue a grouped listing spreadsheet with tabs for each of the programs. A template will be provided in a few weeks. After selecting projects, the CMA is to complete the spreadsheet and submit it to Craig Goldblatt (cgoldb@mtc.ca.gov). To create block grant listings in the draft 2011 TIP, facilitate review of projects for eligibility and have a back-up project list for the grouped listing in the Draft 2011 TIP when it is released to the public, CMAs must send draft project listings (of final if available) to MTC by June 15, 2010. By June 15, the assumption is that the project selection process will have been substantially completed and that the only step remaining is CMA board approval in July.

By July 30, 2010 CMAs must submit to MTC a final block grant and SR2S program by 1) updating and highlighting changes on the spreadsheet for the block grant program and 2) providing a detailed SR2S workscope, approach, and schedule. The final spreadsheet submittal should not be substantially different from

the draft submittal; because MTC staff may only make minor changes during the Draft 2011 TIP public comment period. Expected refinements to the program through this final submittal will reflect any board adjustments including those as a result of MTC Regional TLC awards which will take place in July, as well.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and deliver (obligate) 50% of their funds in each of the FY 2010-11 and FY 2011-12 years. However; a program may potentially deviate from this 50-50 percent split, depending on whether any other project can be advanced to use the obligation authority (OA), based on other Cycle 1 program requests. Within the block grant programs, CMAs have the flexibility to make this split in a combined fashion for the County TLC and Regional Bicycle programs, which both use CMAQ. Furthermore during the summer MTC staff will work with all program managers and CMAs to develop an OA delivery plan based on programming requests prior to the start of Federal Fiscal year 2010-11 (October 1, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012.

Step 2—Request Resolution of Local Support from Project Sponsors

Project sponsors are required to adopt a resolution of local support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link: http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc

The resolutions should be submitted to CMAs in a PDF format no later than September 15. CMAs in turn will submit resolutions to MTC as directed under step 3 below.

Step 3—Entry of projects into MTC's Fund Management System (FMS)

Once the 2011 TIP is approved, the grouped listings will be split out into individual projects in the TIP to facilitate better project tracking and reporting through the Fund Management System (FMS). After the FMS is made accessible to the outside on October 1st, sponsors/CMAs will submit these block grant projects as individual projects via FMS, due no later than October 31, 2010.

At the same time, project sponsors/CMAs will upload the resolution of local support into the FMS application. This is done by attaching a PDF version of the adopted resolution to the project record in FMS. Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

Step 4—Obligation Deadlines and Opportunities to Modify Projects

Funds designated for each project phase will be available for obligation in the fiscal year in which the funds are programmed in the Transportation Improvement Program (TIP). It is therefore very important that projects be ready to proceed in the year programmed. For example, a project that is assigned funds in FY 2010-11 is required to obligate by April 30, 2011. Obligation is defined FHWA's authorization of the funds or FHWA's transfer of funds to Federal Transit Administration (FTA). For specific details on the regional project delivery policy (MTC Resolution No. 3606), its deadlines, project substitutions and other requirements refer to http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf It is the responsibility of the implementing agency at the time of programming, to ensure the regional, state and federal deadlines and provisions of the regional project delivery policy can be met.

The next key project delivery deadlines for funding in FY 2010-11 (federal fiscal year starting October 1, 2010) are submittal of authorization request to Caltrans by February 1, 2011 and obligation by April 30, 2011. Note that any activities involving reimbursable costs must wait until the federal approval of the 2011 TIP in mid-December and the subsequent issuance of the E-76. However, other non-reimbursable project development activities may continue such as field reviews, DBE approval, NEPA compliance, etc. Project sponsors are urged to begin working with Caltrans as soon as possible starting in early August once the Draft 2011 TIP is published, so the project has the maximum time available to meet project delivery deadlines.

Subsequent to the CMA submittal of projects for inclusion in the Draft 2011 TIP, if changes to a project or any project substitution is needed, the next opportunity will be through a 2011 TIP administrative modification in December 2010; so that changes to the block grant projects will be able to be made quickly once the 2011 TIP is approved. Requests are due by December 1. In the coming months a TIP Revision schedule will be made available outlining the schedule for subsequent revision opportunities to the 2011 TIP.

Staff Contacts

If you have any questions about the programming process for the CMA Block Grants and the SR2S programs, please contact us:

General Cycle 1 Programming Requirements and CMA Block Grant Administration

Project Selection: Local Streets and Roads Shortfall Program, Eastern Solano County CMAQ Program, and Safe Routes to School Program

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

Project Selection: Pavement Management System and Federal-Aid Classification System Requirements

Sui Tan stan@mtc.ca.gov (510) 817-5844

Project Selection: Regional Bicycle Program

Sean Co sco@mtc.ca.gov (510) 817-5748

**Project Selection: County Transportation for Livable Communities Program
Priority Development Areas**

Doug Johnson djohnson@mtc.ca.gov (510) 817-5846

TIP Revisions and the Online FMS Application Process

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

Attachment A: CMA Block Grant and Safe Routes to School Grant Programming Schedule

Deadlines	Actions
May 28, 2010	Last day to submit changes to current TIP for final 2009 TIP Administrative Action. (new projects not permitted)
June 15, 2010	Submit draft project lists to MTC using template provided. Projects will be subsequently added to Draft 2011 TIP Update allowing Caltrans to begin field reviews and other non-reimbursable activities.
July 30, 2010	Submit final project lists to MTC
September 15, 2010	Project Sponsors submit resolutions of local support to CMAs
October 1 – 30, 2010	Submit projects through FMS to MTC and upload resolutions of local support
October 27, 2010	Final 2011 TIP Approved by Commission
December 1, 2010	Deadline to submit changes to projects for the first administrative modification after the 2011 TIP approval.
December 14, 2010	Anticipated FHWA/FTA approval of the 2011 TIP. Projects programmed in FY 2011 may be granted E-76s
February 1, 2011 ^a	Obligation/ FTA transfer request submittal to Caltrans for projects programmed in FY 2011
April 30, 2011 ^a	Obligation/ Transfer to FTA for projects programmed in FY 2011
May 1, 2011 ^a	Unobligated funds are available to other regions/projects on first-come first-serve basis until obligation authority runs out. Projects programmed in FY 2012 may be advanced at sponsor's request
August 30, 2011 ^a	One month prior to end of federal fiscal year - OA no longer available. Unobligated funds lost to projects programmed in FY 2011

Notes:

^a Obligation information pertains to projects funded in FY 2011. For projects funded in FY 2012, delay deadlines by one year. Refer to Resolution 3606 for a complete list of project delivery deadlines and requirements.

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DATE: May 20, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2010 Congestion Management Program (CMP) Update

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP.

The 2009 CMP was approved by the STA Board on September 9, 2009. In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) found the 2009 CMP to be consistent with the RTP.

Discussion:

Subsequent to STA approval and MTC acceptance of the 2009 Solano CMP, several programs have been updated that impact the CMP. These updates impact the content of the CMP, as well as the CMP's CIP. The STA staff have proposed CMP amendments to address those changes as follows:

Model Update. STA adopted an update to the Napa-Solano Travel Demand Model. The update did not involve changes to the base land use for roadway network, but did involve technical network and unique land use corrections, as well as a reduction in "K" factors and peak hour modifications. The updated model did not result in significant changes to the Level of Service reports found in Table 1.

Safe Routes to School. Safe Routes to Schools (SR2S) provides congestion relief by diverting trips from single occupant vehicles to bicycle, pedestrian and carpool/transit. STA has worked further with local cities and school districts to obtain grant funding for SR2S projects, and to provide coordination resources for the delivery of those projects. New text for SR2S is found on Page 39 of the amended 2009 Solano CMP. In the CIP, RTP project 230550 is amended to address both MTC and STA SR2S programs.

Senior and Disabled Transit. The CMP and RTP currently address ‘Lifeline’ transit programs for low income residents, but do not adequately address transportation for senior and disabled residents. By providing transit alternatives for senior and disabled residents, STA and partner providers can help these populations obtain and/or maintain mobility while providing some limited reduction in congestion. New text for Senior and Disabled Transit is found on Page 36 of the amended 2009 Solano CMP. In the CIP, RTP project 22423 is amended to address both MTC and STA SR2S programs.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to adopt the Amended 2009 Solano CMP provided in Attachment A.

Attachment:

- A. 2009 Congestion Management Program (Amended June 2010) – (This attachment has been provided to the TAC members under separate cover. You may obtain a copy by contacting the STA at (707) 424-6075.



DATE: May 20, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Rail Crossing Inventory

Background:

Railroads provide both passenger and freight service to Solano County. Rail traffic also disrupts the flow of traffic on surface streets, and occasionally is involved in vehicle and/or pedestrian accidents. The Solano Transportation Authority's (STA's) Fiscal Year (FY) 2009-10 Overall Work Plan includes a task to conduct a rail crossing and accident inventory. The purpose of the inventory is to help STA identify and prioritize improvements to rail crossings located throughout Solano County in order to reduce congestion, improve transit and improve safety. The STA hired Wilson and Company to prepare a comprehensive database of rail crossings and accidents. Wilson and Company has completed the inventory work.

Discussion:

Attachment A contains a list of all railroad and surface street crossings in Solano County, including both public and private crossings, formally approved and illegal informal crossings, and at grade and grade separated crossings. Additional work is being performed to identify non-roadway crossings, as these can impact crossing improvement projects, but this is a non-critical task.

The crossing list in Attachment A includes 5 fields:

- Street name or Property on which the crossing is located.
- Crossing Identification Number, provided by the railroad company that owns the railroad.
- Street data, including number of lanes, material adjoin the rails themselves (metal, concrete, asphalt, wood or gravel) and other important descriptions of the street and crossing. If the rails do not cross the street at a right angle, STA staff has estimated the offset.
- Traffic data, to be filled in from the 2010 results of the just-approved Napa-Solano Travel demand Model (or actual counts if available).
- Signage and guards, including on-street signs, overhead lights and gates. Typical crossings have one gate for each direction of surface street crossings; some crossings have no gates, or 4 gates rather than 2 in order to provide greater protection.

The rail crossing database contains 62 individual fields, including crossing identification number, number of tracks, railroad division name and emergency contact phone numbers. Although these will be included in the final report, they are not provided in the current inventory for the sake of clarity. The full database also includes a 4-quadrant photo of most crossings, tied in to a crossing map developed using STA's Geographic Information System.

STA staff is releasing the crossing data at this time so that local jurisdictions can review and, where appropriate, add to or correct the information. The accident data will be available at the June Technical Advisory Committee (TAC) meeting.

Fiscal Impact:

The Rail Crossing Inventory and Improvement Plan is funded with a grant from Capitol Corridor, State Transit Assistance Funds and Transportation Development Act Funds.

Recommendation:

Informational.

Attachment:

- A. Railroad Crossing Information

Exhibit A**SOLANO RAIL CROSSING INVENTORY**

The following is a summary of the rail facilities and rail crossings, both public and private, in 6 of the 7 Solano County cities and in the unincorporated county. The cities are listed in an east-to-west order along the main UPRR line, followed by Vallejo, which is not on the UPRR. The City of Rio Vista is not served by any rail lines, so is not included in the inventory.

Rural Solano County

The UPRR tracks enter Solano County from Yolo County where the tracks pass under Interstate 80. The railroad crosses Putah Creek and then runs from northeast to southwest through open agricultural areas used for row crop farming. The railroad tracks from I-80 to the City of Dixon cover 5.1 miles. All but 1 crossings in this area are at grade.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Old Davis Road	715251S	4 lanes, undivided; 45 degree angle; concrete apron; Class II bike lane on each side of road.		Painted on-street notice 450 feet; 2 gates
Levee Road	None	Unpaved road parallel to and on north side of Putah Creek; crossing unpaved. Road branches 200 feet before and after railroad with cutoff loop passing under the railroad overcrossing.	Unknown	None
Levee Road (Old Vineyard Road?)	None	Unpaved road parallel to and on south side of Putah Creek; crossing unpaved.	Unknown	None
Tremont Road	751246V	4 lanes undivided; 45 degree angle; concrete apron.		Painted on-street notice 450 feet; 2 gates; overhead lights each direction.

Robben Road	751247C	2 lanes with painted divider; 45 degree angle; concrete apron.		Painted on-street notice 500 feet; 2 gates; overhead lights each direction.
Campbell Soup	PC-1	Gravel crossing for trucks at Campbell Soup processing center; track appears to be unused, covered by gravel	Unknown	None

City of Dixon

The UPRR tracks run for approximately 3.5 miles through Dixon, from the northeast at Pedrick Road to the southwest at Pitt School Road. The UPRR starts in the northeast industrial area of Dixon, then runs through the heart of Dixon’s older residential area and it’s downtown, where it is crossed by State Route (SR) 113. Beyond the downtown, the rail line runs through a mix of commercial and both older and newer residential, adjacent to approved but unbuilt single family lots, and finally out of the City and into rural Solano County. All of the crossings are at grade. There are two parallel tracks for the entire Dixon segment. There are no active sidings, switch yards or rail branches. From northeast to southwest, the crossings are:

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Pedrick Road	751248J	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice 500 feet; 2 gates
Vaughn Road	751249R	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice 250 feet; 2 gates
East H Street	PED-1	No street present; informal pedestrian crossing between separated ends of East H Street	None	None
East H Street/ North 2 nd Street	PED-2	No street present; informal pedestrian crossing between east H Street industrial area and North 2 nd Street residential area	None	None
SR 113/ North 1 st Street	751250K	2 lanes, painted divider; 45 degree angle; concrete apron		Painted on-street notice 250 feet and 350 feet; 2 gates
Wes B Pedestrian Crossing	751251S	No street present; formal at-grade pedestrian crossing between North Jefferson Street and West B Street; concrete apron.	Heavy pedestrian and bicycle use; access for ___ Elementary and ___ Middle schools. Adjacent to train depot and park- and-ride lot.	Pedestrian sign and signal at track; no gates.

West A Street	751253F	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice 150 feet and 250 feet; 2 gates.
Pitt School Road	751245M	1 lane southbound, 2 lanes (through and left turn) northbound; 45 degree angle; concrete apron; Porter Road/Pitt School Road intersection immediately north of crossing.		Painted on-street notice at 450, 600 feet; overhead lights northbound; 2 gates.

Rural Solano County

Southwest of Dixon, the railroad again enters unincorporated Solano County. It remains in the county for 6.8 miles, briefly passes through the Vacaville city limits at Elmira, and then runs another 5.3 miles until it enters the City of Fairfield at Peabody Road. Most of the land in the vicinity of the railroad tracks is agricultural, used for row crop farming. The town of Elmira is an unincorporated community with approximately ½ mile of railroad frontage. All of the road crossings in this area are at grade; the railroad does cross over several significant creek channels and agricultural ditches. Just south of Cannon Station Road, a spur line that accesses northeast Fairfield and connects to the rail lines in the Jepson Prairie area of central Solano County splits off from the main rail line. Previous spurs into the Vacaville area have been abandoned and the tracks removed.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Midway Road	751255U	Complex intersection of Midway Road, Porter Road and UPRR tracks. Midway eastbound is 2 lanes across tracks; Midway westbound is 2 lanes angled across tracks, immediately splitting into left and right turns onto Porter (EB) and Midway WB). Concrete apron.		Painted on-street notice at 250, 500 feet; 2 gates.
Batavia Road	751256B	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice at 400 feet; 2 gates.
Weber Road	571257H	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice at 350 feet; overhead lights; 2 gates.
Fox Road	751258P	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice at 350 feet; overhead lights; 2 gates.
Lewis Road	751259W	4 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice at 400 feet; 2 gates.

Hawking Road	751260R	2 lanes, undivided; 45 degree angle; concrete apron		Painted on-street notice at 400 feet; overhead lights; 2 gates.
Water Street (Elmira Road)	751288G	4 lanes, undivided; concrete apron. Crossing immediately adjacent to California Pacific and Byrnes road intersection with Water Street		Painted on-street notice at 400 feet and 150 feet; overhead lights; 2 gates.
Fry Road	751289N	4 lanes, undivided; 45 degree angle; concrete apron.		Painted on-street notice at 500 feet; overhead lights; 2 gates.
Cannon Road	751291P	3 lanes (2 westbound, 1 eastbound) undivided; concrete apron. Crossing immediately adjacent to Cannon Road/Vanden Road intersection.		Painted on-street notice at 500 feet (WB only); 2 gates.

City of Fairfield

The UPRR tracks enter Fairfield at Peabody Road; however, near-term annexation is expected to extend the Fairfield/Solano County boundary northeast to or past Cannon Road. The tracks in the northeast area serve a number of industrial facilities, and as such have 5 spurs between Peabody Road and Airbase Parkway. The total rail distance in Fairfield is 2.4 miles, from Peabody Road to the Tabor Road. The first 1.6 miles, from Peabody Road to Airbase Parkway, is industrial-serving. After crossing under Airbase Parkway, the rail lines run through residential areas, with the City of Fairfield to the north and west, and the City of Suisun City to the south and east. The Peabody Road crossing is currently at-grade, but is planned to be converted to a grade-separated crossing (Peabody Road elevated) when the Fairfield-Vacaville train station is built in 2013. Airbase Parkway is also a grade-separated crossing (Airbase Parkway elevated). All other crossings in this area are at-grade. This segment also includes a spur that previously served Travis Air Force Base. Although the line is not active, the rails are still in place.

The rail line splits after Suisun City, and one portion, that eventually runs through Jameson Canyon and on to Napa and Vallejo, again enters Fairfield between Pennsylvania and Beck avenues. This branch of the railroad runs for 4.9 miles through the City of Fairfield (with a 0.5 mile segment in Old Town Cordelia in the unincorporated County) before passing under I-80. This portion of the track is through a mix of industrial uses, agricultural fields and historic residences in Old Town Cordelia. A rail spur at Hale Ranch Road serves the Anheuser Busch brewery, and 3 other businesses are served by rail spurs in the Beck Avenue area. There are 3 rail spurs in the Cordelia area, but two are abandoned once they reach the border of the property they previously served. While most crossings in this area are at-grade, there is a tunnel just east of Old Town Cordelia, a grade separation at I-680 (I-680 elevated) and I-80 (railroad elevated).

Fairfield – Peabody Road to Tabor Road

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Peabody Road	751292W	2 lane undivided; 30 degree angle; concrete apron.		Painted on-street notice at 500 feet; overhead lights; 2 gates.
Airbase Parkway		4 lane divided roadway overcrossing.		Roadway overcrossing; no signage or control.
E Tabor Avenue	751294K	4 lane undivided; 45 degree angle; concrete apron. Crossing is immediately adjacent to the intersection of East Tabor and Railroad Avenue.		Painted on-street notice at 400 feet; 2 gates.
Walters Road		4 lanes, undivided; asphalt apron.		Painted on-street notice at 400 feet; lights beside road; no gates.

Fairfield – Pennsylvania Avenue to I-80

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Ledgewood Creek		Overcrossing of Ledgewood Creek channel. Casual trails on each side of the creek cross over the railroad tracks.	Pedestrian only.	None

Beck Avenue	751301T	1 lane southbound, 2 lanes and sidewalk northbound, divided; 45 degree angle; asphalt apron. Single rail track.		Painted on-street notice at 200 feet; overhead lights; 2 gates.
Cordelia Road	751302A	2 lanes; 30 degree angle; asphalt apron; sidewalk on north side of street; gap across railroad tracks		Painted on-street notice at 500 feet; overhead lights; 2 gates.
Chadbourne Road	751303G	2 lanes; 30 degree angle; asphalt apron.		No on-street notice; lights, no gates.
Thomasson Lane	751307J	2 lanes; gravel apron.		Stop sign only.
Private Road	751309X	2 lanes; gravel apron.		Stop sign only.
Wetland Lane	751310S	Single track; 2 lanes; wooden apron.		Stop sign only.
Bridgeport Avenue	751311Y	2 lanes; asphalt apron; crossing 50 feet away from Bridgeport Avenue/Cordelia Road intersection.		Painted on-street notice at 110 feet (northbound only); 2 gates.
I-680	751312F	Freeway over railroad tracks; separate northbound and southbound structures.	No street/railroad interaction	Grade separated; no signage.
Lopes Road	751313M	2 lanes (northbound 1 through, 1 right-turn only) divided; asphalt apron; crossing 70 feet from Lopes Road/Cordelia Road intersection.		Painted on-street notice at 350 feet northbound, 450 feet southbound; 2 gates in center divider; overhead lights.

West Cordelia Road Spur Crossing	751314U	2 lanes, undivided; asphalt apron.	Spur is blocked at end; no rail traffic use.	Painted on-street notice at 200 feet; flashing light eastbound, sign westbound.
West Cordelia Road Spur Crossing	751315B	2 lanes, undivided; gravel apron	Spur is blocked at end; no rail traffic use.	No painted on-street notice; flashing lights.
I-80 Crossover	751316H	Railroad over freeway; divided multi-lane freeway.	No street/railroad interaction	Grade separated; no signage.
Red Top Road	751317P	2 lane undivided; asphalt apron; crossing is 250 feet from Red Top Road/ SR 12 (Jameson Canyon) intersection.		Painted on-street notice at 350 feet (northbound only); 2 gates; heavy vegetation around crossing.
Private Crossing	PC-__	Private crossing south of Spur Trail; gravel road, gravel apron connecting agricultural buildings	Unknown	Stop sign (overhead imagery only)

City of Suisun City

The UPRR tracks enter Suisun City from the northeast immediately after the Tabor Road crossing, and run southwest between Suisun City and Fairfield for 3.1 miles to a junction. A 0.5 mile portion of this segment, from just south of the extended North Texas Street line to Union Avenue, is actually in the City of Fairfield. From the junction, the main line immediately enters unincorporated Solano County, while the western line runs for 0.5 miles west, within the Suisun City limits, until it re-enters Fairfield at Pennsylvania Avenue.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Sunset Avenue	715295S	2 lanes southbound, 1 lane northbound, divided; 45 degree angle; concrete apron.		Painted on-street notice at 200 feet; overhead and road divider lights; 2 gates.
Union Avenue Pedestrian Crossing	None	Pedestrian overcrossing from Union Avenue in Fairfield to Railroad Avenue/ Suisun City train station.	Pedestrian and bicycle only.	Grade separated; no signage.
SR-12 Crossover	687624P	Freeway over railroad tracks; single roadway structure. Adjacent to Union Avenue Ped Crossing and Suisun-Fairfield train station.	No street/ railroad interaction	Grade separated; no signage.
Cordelia Road – Mainline	751298M	3 tracks, 2 lanes, undivided; 30 degree angle; concrete apron. Crossing is 700 feet east of the Cordelia Road junction crossing.		Numerous painted on-street signs for both crossings; 2 gates.

Cordelia Road – Junction	751299U	Single track; 2 lanes, undivided; 60 degree angle; asphalt apron. Crossing is 700 feet west of the Cordelia Road mainline crossing.		Numerous painted on-street signs for both crossings; 2 gates; overhead lights (westbound).
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Rural Solano County

After leaving Suisun City, the main UPRR tracks continue in an almost straight line for 7.5 miles across the Suisun Marsh, before reaching and paralleling I-680 for another 2.7 and then entering the City of Benicia at Goodyear Road. Crossings in this area are limited to small roads serving isolated residences or hunting clubs in the Suisun marsh. There are numerous crossings of marsh waterways. Just before Goodyear Road is the Bahia Crossover, where trains can switch tracks. For most of the length of this segment there are two parallel tracks. Just east of Morrow Lane, a third track is added, and the system remains 3-tracked where it enters the City of Benicia.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
MRSH-1	None	Private crossing accessed from Orchr Road. Overhead imagery indicates gravel apron.	No information.	Overhead imagery indicates unlit signage, no gates.
Jacksnipe Road	None	Private crossing; overhead imagery indicates concrete apron.	No information.	Overhead imagery indicates unlit signage, no gates.
MRSH-2	None	Private crossing; overhead imagery indicates concrete apron.	No information.	Overhead imagery indicates unlit signage, no gates.
Chadbourne Road	751491Y	Private crossing; 2 lane gravel road, concrete apron; access to tracks may be restricted by metal gate.	No information.	Lockable metal gate; stop sign at tracks (southbound only).

Goodyear Road		Three crossings combined as one entry; include a private road, the rail crossing of a Suisun Marsh waterway, and Goodyear road, all within 300 feet. Goodyear Road has 2 undivided lanes, concrete apron	No information	Overhead imagery shows no signs or controls.
Pierce Lane	751494U	2 lanes, undivided; concrete apron	No information	Painted on-street sign at 350 feet (eastbound); 2 gates.
Morrow Lane	751495B	2 lanes, undivided; gravel road, concrete apron; 3 tracks.	No information	No painted on-street notice; warning lights at crossing.

City of Benicia

The main UPRR line runs for only 3.6 miles through Benicia, from the northeast corner at approximately Goodyear Road, through the industrial and port area of eastern Benicia, to the Solano County/ Contra Costa County line. The rail line crosses into Contra Costa County on a draw bridge across the Carqinez Strait that is impacted by ship traffic to the oil refinery and port facilities upstream. Between the entry and exit, the track splits into west-bound and east-bound rights-of-way, and has numerous spurs and sidings that serve industrial users and the Port of Benicia. The information below is divided into three segments: combined track and west-bound-only; east-bound only; and, spurs and sidings.

Combined track and west-bound only

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Lake Herman Road Overcrossing	751498W	2 lanes, undivided; roadway crosses over westbound railroad tracks, single structure.		Grade separated; no signage.
Industrial Way Crossover	751550Y	2 lanes, undivided; westbound rail in elevated viaduct over roadways and marshland, single structure.		Grade separated; no signage.
Private road/ Pipeline Crossover	XOVR-2	Private road, 2 lanes, undivided, and refinery pipeline; westbound rail in elevated viaduct over roadways and marshland, single structure.		Grade separated; no signage.
Bayshore Road/ spur line	XOVR-3	2 lanes, undivided, and industrial-serving spur; westbound rail in elevated viaduct over roadways and marshland, single structure.		Grade separated; no signage.

I-680 Overcrossing		I-680/ George Miller Bridge connector ramps over rail line; 3 lanes, undivided and 2 lanes, undivided; 2 structures		Grade separated; no signage.
Bayshore Road Crossover		Approach to bridge across Carqinez Strait crosses over Bayshore Road; 2 lanes, undivided.		Grade separated; no signage.

East-bound only

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Bayshore Road/spur crossover	XOVR-5	Main UPRR rail line crosses over road and spur line; 2 lanes, undivided.		Grade separated; no signage.
Private Road	753750P	2 lanes, undivided; concrete apron.	No information.	On notice painted on street; 2 gates.
Lake Herman Road	751499D	1 lane, at end of 2 lane undivided roadway; concrete apron.		No painted on-street warning; lights, no gates at crossing.

Spurs and sidings

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Port of Benicia Auto Lot	75150V	Entry to Port auto storage; 2 lanes, undivided; security gate adjacent to crossing.		No on-street notices; stop sign at crossing; no gates.
Bayshore Road private driveway	751523C	2 lane undivided crossing into private business; wooden apron. Crossing immediately adjacent to Bayshore Road.	No information.	No on-street notice; stop sign at crossing; no gates.
Bayshore Road private driveway	751524J	2 lane undivided crossing into private business; asphalt apron. Crossing immediately adjacent to Bayshore Road.	No information.	No on-street notice; stop sign at crossing; no gates.
Bayshore Road private driveway	751564R	2 lane undivided crossing into private business; concrete apron. Crossing immediately adjacent to Bayshore Road.	No information.	No on-street notice; stop sign at crossing; no gates.
Park Road	751527E	2 lanes, undivided; metal apron; crossing located 100 feet east of Park Blvd/ Bayshore Road intersection		Painted on-street notice at 250 feet; overhead lights; 2 gates.
Bayshore Road	751528L	2 lanes, undivided, 60 degree angle; asphalt apron; crossing just prior to gated entry to refinery		Painted on-street notice at 50 feet (northbound only); stop sign and lights, no gates.

Park Road	751558D	2 lanes, undivided, 60 degree angle; asphalt apron		Painted on-street notice at 200 feet; signs at crossing; no lights or gates.
Park Road	751559K	2 lanes, undivided, 60 degree angle; asphalt apron		Painted on-street notice at 250 (eastbound) and 100 feet (westbound); signs at crossing; no lights or gates.
Park Road	755212M	2 lanes, undivided, 60 degree angle; asphalt apron		Painted on-street notice at 150 (eastbound) and 300 feet (westbound); signs at crossing; no lights or gates.
Stone Road	751548X A	2 lanes, undivided private drive immediately adjacent to Stone Road; concrete apron (1 of 2)	No information	Sign at crossing; no lights or gates
Stone Road	751548X A	2 lanes, undivided private drive immediately adjacent to Stone Road; concrete apron (2 of 2)	No information	Sign at crossing; no lights or gates
Stone Road	751562T	2 lanes, undivided, 60 degree angle; asphalt apron; also provides private driveway off of Stone Road		Painted on-street notice at 150 feet (northbound only); sign at crossing; no lights or gates.
Iowa Street	751561L	2 lanes, undivided; asphalt apron.		No painted on-street notice; signs at crossing; no lights or gates.
Oregon Street	751545R	2 lanes, undivided; asphalt apron.		Painted on-street notice at 250 feet (eastbound only); sign at crossing; no lights or gates.

Industrial Court	751548X	2 lanes, undivided; asphalt apron; 3 rail tracks.		Painted on-street notice at 300 feet; overhead lights; no gates.
Harbor Road	751505E	2 lane undivided; asphalt apron; 3 rail lines, also crossed over by pipeline; adjacent to Bayshore Road and controlled gate access to port.		No painted on-street notice; signs at crossing; no lights or gates.
Bayshore Road/ Port of Benicia pier access	751519M	3 crossings in 1,200 foot area from Bayshore Road to Port of Benicia pier; all crossings have 3 rail lines, asphalt aprons, adjacent to Bayshore Road.		No painted on-street notice; signs at crossing; no lights or gates.
Bayshore Road	751512P	2 lanes, undivided; 60 degree angle, asphalt apron.		No painted on-street notice; no signs at crossing, lights or gates.
Jackson Street	171516S	2 lanes, undivided; 60 degree angle, asphalt apron.		No painted on-street notice; no signs at crossing, lights or gates.

City of Vallejo

The tracks serving Vallejo are owned and operated by the _____. These tracks enter the City of Vallejo at the Napa/Solano county line, just east of SR 29 and Broadway Street. The tracks run parallel to Broadway Street for 1.7 miles, cross under SR 37, and then split just before Sereno Street. One branch of the rail continues to run south, slowly separating from Broadway Street, to the port area on the east side of the Mare Island Strait, to the old sugar facility on Derr Street. This area is mostly residential, but the tracks are adjacent to some commercial development, a Kaiser medical center, a high school, several parks and, finally, an industrial area of limited use. From the junction to the end of the line is 3.3 miles.

From the junction at Sereno Street, the second rail line runs largely west through commercial land uses to the Mare Island Strait. The rail line crosses the strait on the Mare Island causeway, and shares the causeway and drawbridge with G Street. From the Sereno Street junction to the west end of the Mare Island causeway is 2.5 miles. Once across the water, the rail line splits into numerous spurs that serve industrial facilities on Mare Island. Only limited rail service to Mare Island is provided.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Mini Drive	751462N	2 lanes plus left turn, undivided; asphalt apron. Rail crossing is located between two "T" intersections only 200 feet apart.		Painted on-street notices at 100 feet; 2 gates.
SR 37 Crossover		2 lane off ramp plus 3 lanes divided; freeway crosses over railroad; 2 structures.		Grade separation; no traffic interaction.
Lewis Brown Road	751463V	2 lanes, painted divider; concrete apron.		Painted on-street notices at 100 feet; overhead lights; 2 gates.
Tuolumne Street	751464C	2 lanes, undivided; metal apron; crossing offset from Almond Street/Tuolumne Street intersection by 50 feet.		Painted on-street notice at 200 feet; overhead lights; 2 gates.

Sereno Drive	751465J	2 lanes plus shared left turn lane; concrete apron.		Painted on-street notice at 350 feet (eastbound) and 100 feet (westbound); overhead lights; 2 gates.
Redwood Street	751466R	Complex intersection; 2 lanes, divided, plus left turn lane; tracks adjacent to Broadway Street; crossing located between Sereno/Broadway and Sereno/Alameda intersection (250 foot separation)		Painted on-street notice at 150 feet; overhead lights; no gates
Valley Vista Avenue	751467X	Complex intersection; 2 lanes, undivided, plus left turn lane; tracks adjacent to Broadway Street; crossing located between Sereno/Broadway and Sereno/Alameda intersection (200 foot separation)		Painted on-street notice at 200 feet; overhead lights; 2 gates.
Nebraska Street	751468E	2 lanes, undivided; asphalt apron. Adjacent to High School, athletic field.		Painted on-street notice at 200 feet; overhead lights; 2 gates.
Tennessee Street	751469L	4 lanes, undivided; asphalt apron; crossing located 100 feet from Tennessee Street/ Monterey Street intersection.		Painted on-street notice at 200 feet; 1 gate.

Louisiana Street	751470F	2 lanes, undivided; asphalt apron.		Painted on-street notice at 300 feet (eastbound) and 150 feet (westbound); overhead lights; 2 gates.
Spring Street	751471M	2 lanes, undivided; asphalt apron. Street dead-ends at rail line, but sidewalk access is open.	None.	Street barricaded to prevent crossing of rail line.
Florida Street	751472U	4 lanes, undivided; asphalt apron.		Painted on-street notice at 300 feet; overhead lights; 2 gates.
Georgia Street	751474H	4 lanes, painted divider; asphalt apron.		Painted on-street notice at 200 feet; 2 gates.
Maine Street	751475P	4 lanes, undivided; wooden apron; crossing is 100 feet from the Main Street/ Colusa Street intersection.		Painted on-street notice at 200 feet; overhead lights; 2 gates.
Solano Avenue	751476W	2 lanes, undivided; 45 degree angle; concrete apron.		Painted on-street notice at 100 feet (eastbound) and 300 feet (westbound); 2 gates.
Curtola Parkway	751980J	Complex intersection, located on curve of street; 4 lanes, painted divider; concrete apron; crossing located 10 feet from the Curtola/Solano/ Monterey intersection.		Painted on-street notice at 100 feet (eastbound) and 300 feet (westbound); overhead lights; 2 gates.
5 th Street	751478K	2 lanes, undivided; 30 degree angle; asphalt apron.		Painted on-street notice at 300 feet; 2 gates.

Sonoma Blvd/ SR 29	751479S	4 lanes, undivided; 30 degree angle; metal apron.		Painted on-street notice at 400 feet; overhead lights; 2 gates.
Broadway Street	928442W	4 lanes, undivided; asphalt apron;		Painted on-street notice at 300 feet; overhead lights; 2 gates.
Sereno Street	928443D	4 lanes, undivided; metal apron.		Painted on-street notice at 100 feet; overhead lights; 2 gates.
Redwood Street	928445S	4 lanes plus painted left turn lane; metal apron.		Painted on-street notice at 100 feet (westbound) and 200 feet (eastbound); overhead lights; 2 gates.
Valley Vista	928446Y	2 lanes, undivided; asphalt apron.		Painted on-street notice at 150 feet; 2 gates.
Sonoma Blvd/ SR 29	928447F	4 lanes plus left turn lane; 45 degree angle; concrete apron. Crossing located 250 feet north of Sonoma/ Mississippi intersection, 100 feet south of Sonoma/ Missouri intersection.		Painted on-street notice at 150 feet (northbound only); overhead lights; 2 gates.
Mississippi Street	928448M	2 lanes, undivided; 45 degree angle; asphalt apron.		Painted on-street sign at 100 feet ; 1 gate.
Nebraska Street	928449U	2 lanes, undivided; 45 degree angle; asphalt apron.		Painted on-street notice at 100 feet; lights, no gates.

Sacramento Street		4 lanes, undivided; 45 degree angle; asphalt apron. Crossing 50 feet south of Sacramento/ Farragut intersection and 50 feet north of Sacramento/ Indiana intersection.		
Old Wilson Street	928450N	2 lanes, undivided; asphalt apron; crossing immediately north of the Old Wilson/ Tennessee intersection.		Painted on-street notice at 200 feet; 2 gates.
Wilson Street	928451V	Complex intersection; Wilson and Tennessee streets both curve, crossing is located immediately north of Tennessee Street; 4 lanes plus left turn lane, right turn separated lane; concrete divider; concrete apron.		Painted on-street notice at 200 feet; overhead lights; 4 gates.
Mare Island Causeway		2 lanes; asphalt surface. Rail line crosses from the north side of Mare Island Way to the center of the street, and crosses the Mare Island Strait down the middle of the causeway, including the draw bridge.		No signage or controls

Mare Island

Mare Island is within the City of Vallejo city limits, but is listed separately. The island is the site of a former naval shipyard, but that facility is now closed, and the island is undergoing substantial redevelopment. Many of the old naval shipyard buildings are being removed or reused for non-industrial purposes, and numerous rail lines have already been removed from the island. However, there are still heavy industrial uses on the island, including one that refurbishes rail cars, and limited rail service to Mare Island was restarted in early 2010.

Because of the changing nature of rail service on Mare island, many crossings do not have the designation or warning/control facilities found in the remainder of the county or cities.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
Nimitz Way	MI-01	2 lanes, undivided; 30 degree angle; metal apron.		Painted on-street notice at 100 feet; no lights or gates.
"C" Street	MI-04	2 lanes, undivided; 60 degree angle; concrete apron.		No lights or gates.
Nimitz Way	MI-05	2 lanes, undivided; metal apron; crossing runs through middle of Nimitz/ "C" Street/ Waterfront intersection.		Painted on-street notice at 100 feet; no lights or gates.
Nimitz Way	MI-06 MI-07	2 tracks merge at this crossing; 2 lanes, undivided; metal apron; bike lane on east side of Nimitz Ave crosses tracks.		Painted on-street notice at 150 feet; no gates.
Nimitz Way	MI-08	2 lanes, undivided; 45 degree angle; metal apron; bike lane on east side of Nimitz Ave crosses tracks.		No signs, lights or gates.
Nimitz Way	MI-09	2 lanes, undivided; 60 degree angle; asphalt apron.		No signs, lights or gates.
7 th Street	MI-10	2 lanes, undivided; asphalt apron.		No signs, lights or gates.

Nimitz Way	MI-11	2 lanes, undivided; shallow angle crossing; asphalt apron.		No sings, lights or gates.
Ferry Street/ Nimitz Way	MI-12	2 lanes, undivided; concrete apron. Rail line crosses Nimitz Way and runs obliquely across west end of Ferry , then along north side of ferry.		No sings, lights or gates.
Nimitz Way	MI-13 MI-14 MI-15	2 lanes, undivided; asphalt apron; spurs from main line down the center of Nimitz Way to dry-docks.		No sings, lights or gates.
Nimitz Way	MI-16	2 lanes, undivided; asphalt apron.		No sings, lights or gates.
Nimitz Way/ Bagley Street	MI-17 MI-18	2 lanes, undivided; asphalt apron; spur cuts across corner of Nimitz/ Bagley intersection.		No sings, lights or gates.
Nimitz Way	MI-19	2 lanes, undivided; 45 degree angle; asphalt apron.		No sings, lights or gates.
Nareus Street	MI-20	2 lanes, undivided; 45 degree angle; asphalt apron.		No sings, lights or gates.
Nimitz Way	MI-21	2 lanes, undivided; 60 degree angle; asphalt apron.		No sings, lights or gates.
15 th Street	MI-22	2 lanes, undivided; 30 degree angle; asphalt apron.		No sings, lights or gates.
	MI-23			
Railroad Avenue	MI-24	2 lanes, undivided; 60 degree angle; asphalt apron.		No sings, lights or gates.
Nareus Street	MI-25	2 lanes, undivided; asphalt apron		No sings, lights or gates.

13 th Street	MI-26	2 lanes, undivided; asphalt apron. Crossing at intersection of 13 th and Railroad.		No signs, lights or gates.
Railroad Avenue	MI-27 MI-28	Complex intersection; Railroad avenue (angled) and Bagley Street (offset); 2 lanes, undivided; railroad runs obliquely through intersection; concrete apron.		No signs, lights or gates.
8 th Street	MI-29	2 lanes, undivided; asphalt apron. Crossing at intersection of 8 th and Railroad.		Painted on-street notice at 150 feet (eastbound only); no lights or gates.
Railroad Avenue	MI-30	2 lanes, undivided; 30 degree angle; metal apron.		Painted on-street notice at 100 feet (eastbound only); no lights or gates.
Connolly Street	MI-31	Rail line along Connolly splits to Railroad at Connolly/ Railroad intersection. 2 lanes, undivided; 30 degree angle; asphalt apron.		Painted on-street notice at 150 feet (eastbound only); no lights or gates.
Walnut Street	MI-32	2 lanes, undivided; metal apron.		Painted on-street notice at 150 feet; no lights or gates.
Walnut Street	MI-33	3 parallel tracks; 2 lanes, undivided; metal aprons.		Painted on-street notice at 200 feet; no lights or gates.
A Street	MI-34	2 lanes, undivided; 30 degree angle; asphalt apron.		Painted on-street notice at 100 feet; no lights or gates.
A Street	MI-35	2 lanes, undivided; asphalt apron. Crossing located at A /Railroad intersection.		No signs, lights or gates.

Railroad Avenue	MI-36	3 lanes (2 northbound, 1 southbound); 30 degree angle; metal apron.		Painted on-street notice at 150 feet; no lights or gates.
Railroad Avenue	MI-37	3 lanes (2 northbound, 1 southbound); 30 degree angle; metal apron.		Painted on-street notice at 150 feet; no lights or gates.
Railroad Avenue	MI-38	3 lanes (2 northbound, 1 southbound); metal apron. Crossing located at Railroad/A intersection.		Painted on-street notice at 150 feet (northbound only); no lights or gates.
Railroad Avenue	MI-39	3 lanes (2 northbound, 1 southbound); metal apron.		Painted on-street notice at 150 feet (northbound only); no lights or gates.
C Street	MI-40	2 lanes, undivided; asphalt apron. Crossing located at edge of A/ Railroad intersection.		No signs, lights or gates.
C Street	MI-41	2 lanes, undivided; asphalt apron.		No signs, lights or gates.
Railroad Avenue	MI-42	3 lanes (2 northbound, 1 southbound), undivided; 30 degree angle; metal apron.		Painted on-street notice at 250 feet (northbound only); no lights or gates.
I Street		2 lanes, undivided; asphalt apron. Crossing adjacent to I Street/ Azuar intersection.		No signs, lights or gates.

City of Fairfield and Solano County – East

One-quarter mile south-west of Canon Road on Vanden Road, an additional rail line splits from the main UPRR track. This line runs along the north edge of Travis Air Force Base and out into the Jepson Prairie and SR 113, then turns south towards SR 12 and eventually to Birds Landing and Collinsville. The rail

right of way exists for the entire length, but in some places the rails themselves have been removed. A portion of the rail line near SR 12 is used by the Western Rail Road Museum.

Street/Property	Crossing ID	Street Data	Traffic	Signage/Guards
North Gate Road	687605K	2 lanes, undivided; asphalt apron. Railroad tracks are closed by gates on each side of road.		Signs by side of road at crossing; no other signs, lights or gates.
Meridian Road		2 lanes, undivided; gravel road and apron. Road closed by gate immediately south of crossing.		No signs, lights or gates.
Argyle Park private crossing		Gravel road and apron at Argyle Park off-road vehicle area.	Unknown	No signs, lights or gates.
SR 113	687614J	2 lanes, undivided; asphalt apron.		Signs by side of road at crossing; no other signs, lights or gates.
SR 113	687615R	2 lanes, undivided; 60 degree angle; asphalt apron.		Painted on-street notice at 500 feet; signs by side of road at crossing; no lights or gates.
Cook Lane	687616X	2 lanes, undivided; 45 degree angle; gravel roadway and apron.		Signs by side of road at crossing; no other signs, lights or gates.
Creed Road	687619T	2 lanes, undivided; 45 degree angle; gravel roadway and apron.		Signs by side of road at crossing; no other signs, lights or gates.
Lambie Road	687622B	2 lanes, undivided; asphalt apron.		Painted on-street notice at 450 feet; signs by side of road at crossing; no lights or gates.
SR 12 Overcrossing	687624P	Highway passes over railroad tracks; 2 lanes, divided. Single structure		No traffic/rail interaction.

Little Honker Bay Road	687626D	2 lanes, undivided; asphalt apron.		Painted on-street notice at 450 feet; signs by side of road at crossing; no lights or gates.
Private Crossing		Located 3 miles south of SR 12. 2 parallel gravel roads, accessing ag building and gas well. 2 gravel ag access roads one-half mile south.	Unknown	No signs, lights or gates.
Shiloh Road	687632G	2 lanes, undivided; asphalt apron.		Painted on-street notice at 400 feet; signs by side of road at crossing; no lights or gates.
Birds Landing Road	687632N	2 lanes, undivided; 60 degree angle; asphalt apron.		Painted on-street notice at 400 feet; signs by side of road at crossing; no lights or gates.
Dinkel Spiel	687634V	2 lanes, undivided; gravel road and apron.		Painted on-street notice at 400 feet; signs by side of road at crossing; no lights or gates.
Dutton Road	None	Right-of-way crosses road, but tracks removed.		None.



DATE: May 14, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 2010 State Transportation Improvement Program (STIP) Update

Background:

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

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

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

Discussion:

On October 28, 2009, the Metropolitan Transportation Commission (MTC) adopted the Bay Area's guidelines for recommending the programming of 2010 STIP funds. New project funding in the 2010 STIP were limited to Transportation Enhancement (TE) projects. In December 2009, the STA Board approved \$412,000 of 2010 STIP TE funding for the City of Vallejo's Downtown Streetscape Pedestrian Links Project. The reprogramming of the City of Vacaville's Jepson Parkway Gateway Enhancement to FY 2010-11 has been done. No new STIP revenues were projected for roadway or transit capital projects.

New funding for Planning, Programming, and Monitoring (PPM) activities are limited to a \$383,000 target in FY 2013-14 & FY 2014-15, a reduction from previous PPM targets. The prior commitment to the STA Board for a STIP swap of \$1.9 M in the fall of 2007 has been programmed to projects for the cities of Vacaville (\$1.5 M) and Fairfield (\$400,000) in exchange for swapping funding for STA planning and project delivery activities.

As previously reported, the 2010 STIP Fund Estimate did impact 2008 STIP projects in Solano County. Statewide and estimated 30% of roadway funds had to be delayed to FY 2013-14 & FY 2014-15. In determining which projects to delay, the CTC staff had several constraints that limited which projects could be considered. STIP projects that also have Proposition 1B funding through the Corridor Mobility Improvement Account (CMIA) could not be delayed beyond due to a legislative delivery requirement that projects must start construction by 2012. In addition, projects that are safety or mandated could also not be delayed. For the Bay Area, Solano and San Mateo counties carried the burden for the shortfall in cash in the State Highway Fund.

In FY 2008-09, Jepson Parkway Project requested \$2.4 M in programmed STIP funds for Design activities. The CTC did not allocate these funds due to the on-going State budget crisis. In addition, the Project had programmed \$3.8 M in FY 2009-10 for Right-of-Way activities. The CTC staff has recommended delaying the allocation opportunity until FY 2010-11. In addition, the CTC staff recommends that \$30.457M for the Jepson Parkway Project's Construction Phase 1 (Vanden Road from Peabody to Leisure Town) be delayed two additional years from FY 2012-13 to FY 2014-15 (Attachment B).

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Current Solano County 2008 STIP projects, as listed CTIPS database, Sept 2009
- B. 2010 STIP CTC Staff Recommendations

2008 State Transportation Improvement Program

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

Solano County

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

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

2008 State Transportation Improvement Program

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

Solano County

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

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

2010 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component														
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup	Con Sup								
STIP Projects at Fund Estimate (October 2009):																											
MTC		2152	Planning, programming, and monitoring			Jul-08	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring			Jul-08	589	0	0	0	0	0	0	0	0	0	0	589	0	0	0	0	0	0	0		
Solano TA	loc	5301K	Loc rds north of Rt 80/680/12 (TCRP #25)(08S-29)			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring			Aug-09	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring			Jul-09	589	0	0	0	0	0	0	0	0	0	0	589	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)			Feb-09	2,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)				34,257	0	30,457	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				7,000	0	0	0	0	0	0	0	0	0	0	7,000	0	0	0	0	0	0	0		
Caltrans	loc	5301L	RT 80/680/12 Interchange (TCRP #25.3)(08S-29)				11,412	0	11,412	0	0	0	0	0	0	0	0	11,412	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				105	0	35	35	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				1,047	0	589	229	229	0	0	0	0	0	0	1,047	0	0	0	0	0	0	0		
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03) (08S-29)			delete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Vallejo	ferry	2260B	Vallejo ferry terminal parking structure, segment 2 (08S-29)			Sep-09	13,128	0	0	0	0	0	0	0	0	0	0	13,128	0	0	0	0	0	0	0		
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility				4,300	0	4,300	0	0	0	0	0	0	0	0	4,300	0	0	0	0	0	0	0		
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield				4,000	0	4,000	0	0	0	0	0	0	0	0	4,000	0	0	0	0	0	0	0		
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			Jun-09	120	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Vacaville	te	5152E	Jepson Parkway Gateway enhancement				230	230	0	0	0	0	0	0	0	0	0	230	0	0	0	0	0	0	0		
MTC/STA	res	5152A	TE reserve (County Share)				1,932	721	609	549	53	0	0	0	0	0	0	1,932	0	0	0	0	0	0	0		
MTC		5152A	TE reserve (MTC Share)				601	0	0	0	601	0	0	0	0	0	0	601	0	0	0	0	0	0	0		
			Total Existing STIP Projects				81,780	28,647	5,633	46,682	918	0	0	0	0	0	3,800	75,460	0	2,520	0	0	0	0	0		
RECOMMENDED 2010 STIP PROGRAMMING																											
Highway Project Recommendations:																											
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				-7,000	-7,000	0	0	0	0	0	0	0	0	0	-7,000	0	0	0	0	0	0	0		
Caltrans	loc	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)				7,000	0	7,000	0	0	0	0	0	0	0	0	7,000	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)			Feb-09	-2,400	-2,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway (Respread)				-34,257	-3,800	0	-30,457	0	0	0	0	0	0	-3,800	-30,457	0	0	0	0	0	0	0		
Solano TA	loc	5301	Jepson Parkway				36,657	0	6,200	0	0	0	0	0	0	0	30,457	30,457	0	2,400	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				-1,047	0	-589	-229	229	192	191	0	0	0	-1,047	0	0	0	0	0	0	0	0		
STA		2263	Planning, programming, and monitoring				1,430	0	589	229	229	192	191	0	0	0	1,430	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				-105	0	-35	-35	-35	0	0	0	0	-105	0	0	0	0	0	0	0	0	0		
MTC		2152	Planning, programming, and monitoring				178	0	35	35	35	36	37	0	0	0	178	0	0	0	0	0	0	0	0		
			Subtotal Highway Projects				456	-13,200	13,200	-30,457	0	228	30,685	0	0	0	456	0	0	0	0	0	0	0	0		
Transportation Enhancement (TE) Project Recommendations:																											
Fairfield	te		Capitol Corridor rail station, Fairfield, TE elements			NEW	400	0	0	0	400	0	0	0	0	0	0	400	0	0	0	0	0	0	0		
Vallejo	te	5156K	Downtown Vallejo Square pedestrian enhancements			NEW	412	0	412	0	0	0	0	0	0	0	0	412	0	0	0	0	0	0	0		
Marin Co	te	2127Q	Marin, Sir Francis Drake Blvd bike lane			NEW	294	0	0	0	294	0	0	0	0	0	0	294	0	0	0	0	0	0	0		
American Cyn	te	2130G	Napa Jct Elementary School ped improvements			NEW	183	0	183	0	0	0	0	0	0	0	0	183	0	0	0	0	0	0	0		
San Bruno	te	648E	San Mateo, San Bruno medians			NEW	630	0	630	0	0	0	0	0	0	0	0	630	0	0	0	0	0	0	0		
Rohnert Park	te	5156J	Sonoma, Copeland Creek bike path reconstruction			NEW	176	0	0	176	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0		

2010 STIP STAFF RECOMMENDATION - COUNTY SHARE

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Solano

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component						
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W sup	Con Sup	
MTC	res	5152A	TE reserve (MTC Share)				-601	0	0	0	-601	0	0	0	0	0	0	0	0	0
MTC	res	5152A	TE reserve (MTC Share)				1,413	0	0	601	406	0	1,413	0	0	0	0	0	0	0
MTC/STA	res	5152A	TE reserve (County Share)				-1,211	0	-609	-549	-53	0	-1,211	0	0	0	0	0	0	0
MTC/STA	res	5152A	TE reserve (County Share)				649	0	0	596	53	0	649	0	0	0	0	0	0	0
			Subtotal TE Projects				2,345	0	433	406	694	406	2,345	0	0	0	0	0	0	0
			Total Recommended 2010 STIP Programming				2,801													

Notes:
RTIP adopted on 1/27/10 and delivered on 2/16/10. Additional information received 3/16.
Request to reprogram current-year TE programming for the Jepson Parkway Gateway enhancement project (ppno 5152E) is inconsistent with STIP guidelines.

Balance of STIP County Share, Solano	
Total County Share, June 30, 2009	82,952
Programmed at Fund Estimate	81,780
2010 STIP Fund Estimate Formula Distribution	940
Recommended New Programming	2,801
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	689
TE Programming Target	1,624
Recommended TE programming	2,345
Under (Over) TE Target	-721



DATE: May 20, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Project Update

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Jepson Parkway Project is named for Willis Linn Jepson, born August 19, 1867, in Little Oak, near Vacaville. Jepson was considered one of America's greatest regional botanists and the principal interpreter of California flora.

The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include, Leisure Town Road, Vanden Road, Cement Hill Road, Walters Road, including the extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Four (4) construction projects within the Jepson Parkway project have been completed: The extension of Leisure Town Road from Alamo to Vanden (Vacaville/County); The relocation of the Vanden/Peabody intersection (Fairfield); improvements to Leisure Town Road bridges (Vacaville); The Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

A Notice of Preparation (NOP) and Notice of Intent (NOI) for the Project were published in the summer of 2000. Publication of these notices established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research have been conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality. Caltrans is the federal lead agency under National Environmental Protection Act (NEPA) and STA is acting as State lead agency under California Environmental Quality Act (CEQA).

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

Discussion:

The Draft EIR/EIS was released for public comment in June 2008 with a public hearing held on June 24, 2008. The Final EIR was certified by the STA Board in March 2009. The EIR Preferred Alternative is Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road. STA is continuing to working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion (BO) from the US Fish and Wildlife Service is required. A draft BO has been completed, and is currently getting final signatures. A \$2.4 million allocation request for State Transportation Improvement Program (STIP) programmed funds for Plans, Specifications & Estimate (PS&E) was made to the California Transportation Commission (CTC) in June 2009. However, this allocation was deferred due to the state budget crisis. As part of the 2010 STIP re-programming activities, CTC staff has reprogrammed the \$2.4 million PS&E and \$3.8 million right-of-Way funds to Fiscal Year (FY) 2010-11. An allocation request for these funds will be made in FY 2010-11, but it remains unclear if these funds will actually be allocated. In addition, the CTC staff recently recommended the \$30 million in construction funding be moved out two additional years to FY 2014-15.

Earlier this year, the STA and the County entered into a funding agreement, whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds.

The City of Fairfield is considering the Train Station Specific Plan (TSSP), which affects the central portion of the Jepson Parkway Project area. While improvements under this TSSP are likely years away due to the current economic conditions, it will be important to coordinate the projects. The coordination needs to consider, access points along Leisure Town, to maintain a Level of Service (LOS) C, utility relocations and future utility needs, facility type with regard to urban or rural design and financial contribution of improvements above the approved Jepson Parkway Project. In addition, the City of Vacaville has plans to modify the Leisure Town/Vanden intersection; therefore, coordination with these plans is also vital with regard to timing, LOS and staging.

In coordination with the Jepson Parkway design activities, the STA intends to update the Jepson Parkway Concept Plan. This update will provide a link from the 2000 Concept Plan to the current conditions; discuss implementation requirements and roles/responsibilities for implementation. The Updated Concept Plan will also provide staging opportunities for the Class 1 bike facility, consider transit stops along the corridor, provide a landscape concept plan for the entire corridor, and provide the basis for a future corridor Level of Service (LOS) operating agreement.

The STA is planning to retain a Project Manager for this project as it get ready to move through design and Right-of-Way acquisition. Actions to initiate the Updated Jepson Parkway Concept Plan will be considered at the July 2010 STA Board meeting following a meeting of the Jepson Parkway Working Group. Action to initiate the procurement of the Project Manager will be considered at the June 2010 STA Board meeting.

Recommendation:

Informational.

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DATE: May 14, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) I-80 Eastbound (EB) Cordelia Truck Scales Relocation
3.) North Connector
4.) I-80 Express Lanes (Red Top Road to I-505)
5.) Redwood Parkway/Fairground Drive Improvements
6.) Jepson Parkway
7.) State Route 12 (Jameson Canyon)
8.) State Route 12 East SHOPP Project
9.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon Project. The I-80 EB Cordelia Truck Scales Relocation Project is funded in part, from the Proposition 1B Trade Corridor Improvement Fund (TCIF). Regional Measure (RM) 2 funds are providing the 50 % match funds for the Cordelia Truck Scales Relocation Project, funding the North Connector, and I-80/I-680/ SR 12 Interchange support work.

Discussion:

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

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

Based on the Traffic Demand Model and the Purpose and Need of the Project, the STA in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. The overall estimated costs for the entire improvements are \$1.5 billion. As a result, the project will be built and environmentally cleared in phases. An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Report is being prepared with the Draft environmental document expected to be released July 2010. Two full-build alternatives (Alternatives B and C) and two first phases (Alternative B Phase I and Alternative C Phase I) are currently being considered for the improvement of the I-80/I-680/SR 12 Interchange. Alternatives B and C are full build alternatives addressing comprehensive improvements to the I-80/I-680/SR12 west (SR12W) interchange; the widening of I-680 and I-80; and the relocation, upgrade, and expansion of the westbound truck scales on I-80. Alternatives B and C each include an option (Option 1 or Option 2) for improvements to SR12 east (SR12E).

All of the technical studies required for this environmental document have been approved by Caltrans. STA staff continues to work with Caltrans on the Administrative Draft EIR/EIS.

STA, MTC and Caltrans District 4 submitted this Project to the California Transportation Commission (CTC) for approval of \$24 million Proposition 1B CMIA savings generated from the I-80 High Occupancy Vehicle (HOV) Lanes Project. However, CTC staff did not recommend this project to receive savings at the May 2010 meeting although the Project remains listed as a Tier 1 project. STA and MTC staff will continue to work with CTC to capture future anticipated savings toward the project.

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

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

The Truck Scales Project is funded by Bridge Tolls and Prop. 1B Trade Corridors Improvement Fund (TCIF). The Environmental Document was approved by Caltrans in October 2009. The 95% design plans were submitted to Caltrans in early May. Right-of-Way (ROW) activities began in January 2010, with property offers underway. Utility relocation work is required for the project, this includes PG&E gas and electric and Solano Irrigation District (SID) facilities. Once the ROW is acquired, the utility relocation work will commence. Construction is slated to begin in 2011.

3.) North Connector Project

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

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

Construction on the East End began with the new signals and turn lanes at I-80/Abernathy in the summer of 2008. This signal contract was completed in the Summer 2009. The ROW acquisition for the East End new 4-lane road and new bridge over Suisun Creek continue is completed. Construction of the East End Project, including the new signals at Chadbourne/I-80 and second left turn lane at Suisun Valley southbound to I-80 eastbound, expected to be completed by fall 2010.

4.) I-80 Express Lanes (Red Top Road to I-505)

An Express Lane or High-Occupancy Toll (HOT) is a toll enacted on single-occupant vehicles who wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs, also known as carpools). Tolls are collected either by manned toll booths, automatic number plate recognition, or electronic toll collection systems.

In 2009, MTC allocated \$1 million of RM 2 funds for preliminary engineering work for the two initial projects, conversion of the existing HOV Lanes and the new lanes from Air Base Parkway to I-505. STA has initiated an Executive kick-off meeting with Caltrans and the Metropolitan Transportation Commission (MTC) for early June. The first major focus of the engineering will be ingress and egress locations and type.

5.) Redwood Parkway - Fairgrounds Drive Improvement Project

The proposed project was part of the Project Study Report that was signed previously by Caltrans. The work includes improvements to the Redwood Parkway/I-80 Interchange and improvements to the Fairgrounds Drive /State Route 37 Interchange. The next step is to begin the environmental document for both elements of this PSR. These two elements can proceed independently as there has been determined to be no nexus between the improvements. A cooperative agreement with Caltrans has been approved as well as Caltrans approval of STA being the California Environmental Quality Act (CEQA) lead agency. STA, the County and the City of Vallejo have entered into a funding agreement for this next phase of work. Consultant selection is underway.

6.) Jepson Parkway Project

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

The Draft EIR/EIS was released for public comment in June 2008 with a public hearing held on June 24, 2008. The Final EIR was certified by the STA Board for in March 2009. STA is working with Caltrans to have the EIS portion of the document completed. Prior to obtaining the EIS, the Biological Opinion (BO) from the US Fish and Wildlife Service is required. A draft BO has been completed, and is currently getting final signatures. An allocation request for State Transportation Improvement Program (STIP) programmed funds for PS&E was made to the California Transportation Commission (CTC) in June 2009. However, this vote was deferred due to the state budget crisis. Resolution of this allocation request remains pending. As part of the 2010 STIP re-programming activities, CTC staff has recommended the \$30

million in construction funding be moved out two additional years to Fiscal Year (FY) 2014-15. STA and the County have entered into a funding agreement whereas, the County will contribute \$1 million towards the Vanden Road project. These funds will get the design started as the project awaits allocation of state funds. See other TAC report regarding this project.

7.) State Route 12 (Jameson Canyon) Project

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

STA's consultant has submitted 100% design plans to Caltrans for review for both construction packages (the Napa portion and Solano portion of the projects). ROW activities for the project have been on-going since October 2009. About half the properties have been acquired. Considerable utility relocation work is required. Major utility work includes PG&E gas and electrical. City's of Vallejo and Benicia water relocation work will be completed as part of the construction. Construction is scheduled to begin in the summer 2011.

8.) State Route 12 East Projects

This first project is to rehabilitate the roadway along State Route (SR) 12, in Solano County near Suisun City, from Scandia Road to Currie Road. The project will construct median-rumble strip and channelizers, 8-foot standard, correct vertical and horizontal profile. The project will also provide the public with exclusive left-turn pockets for making left-turns at the local intersections. This project is under construction and is expected to be completed by the end of 2011.

The second project, yet to begin construction, will construct 8-foot shoulders in both directions of State Route 12 from Azevedo Road to Liberty Island Road, correct non-standard vertical curves, overlay the travel-way with 6" asphalt and add left-turn pockets at Currier Road, McCloskey Road, and Azevedo Road. The Biological Opinion is pending and construction is expected to begin in the summer 2012.

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

Two new I-80 State Highway Operations & Protection Program (SHOPP) rehabilitation projects have been programmed. The first is on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon), 7.8 miles of major roadway rehabilitation. \$50 million construction project is programmed in FY 2011-12.

The second project was made possible by the SHOPP savings from other projects with bid under the engineers estimate. This project is from 1.4 miles west of Pedrick Rd overcrossing to the Yolo County Line. The project will cold plane and overlay I-80 and ramps with rubberized asphalt concrete. The estimated construction cost is \$16.7 million, with construction expected to begin the summer 2010 and be completed by the fall 2011.

Recommendation:

Informational.



DATE: May 14, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Update

Background:

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for all Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds, these are:

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars (\$28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. The priority is given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars (\$20,000,000). The project sponsor is Solano Transportation Authority.

(14) Capital Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars (\$25,000,000). The project sponsor is Capital Corridor Joint Powers Authority and the Solano Transportation Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez,

Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority.

The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars (\$1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars (\$2,400,000). Twenty million dollars (\$20,000,000). The project sponsor is the Metropolitan Transportation Commission.

Discussion:

Solano County has eight (8) intermodal projects funded with nearly \$89 million of RM 2 and Bridge Toll funds. Last year presentations were made to the STA Board by the project sponsors. The presentations provided an overview on the scope, cost and general schedule of the projects. The project sponsors for these projects are the cities of Benicia, Fairfield, Vacaville, and Vallejo. Recent update for this projects are provided below:

Vallejo Ferry Intermodal Station (Total Project Cost \$99,000,000 - RM 2 Funding \$28,000,000)

The Vallejo Station Project will consist of a multimodal transportation facility and privately funded transit-oriented residential and commercial improvements. The Vallejo Station Project will improve pedestrian, automobile, and public transportation access to the Vallejo Ferry Terminal, Vallejo Bus Transit Center, and Vallejo downtown areas. The focus of the project is to provide pedestrian access between the Ferry Terminal, the proposed Vallejo Station Ferry Parking Garage (1,200-space Parking Structure (public portion)), the proposed local Bus Transfer Center, the regional bus turnouts on Mare Island Way, and the downtown area. The Project also includes public open spaces and pedestrian walkway enhancements with a pedestrian connection to Downtown and the Waterfront to the north and south.

The Project currently has \$59 million in a combination of federal, state, regional and local funds as follows:

- \$8 m in Federal (Federal Transit Assistance (FTA)) funds
- \$14 m in State (State Transportation Improvement Program (STIP)) funds
- \$28 m in Regional (RM 2) funds
- \$5 m in Local funds (Impact Fees)
- \$4 m in Federal (Economic Development Administration (EDA))

The City of Vallejo presented a phasing concept of the project that would utilize the \$59 million of existing funds as part of the first phase. Constructions on the Phase 1 elements are as follows:

- Bus Transfer Center: Construction Underway
- Parking Structure (Phase A): Construction Underway

Vallejo Curtola Transit Center (RM 2 Funding \$11,750,000)

A Site Analysis & Concept Design Study for the Curtola Transit Center was completed that determined that construction of a parking structure at the existing site was the most cost effective use of these RM2 funds. The facility has been scoped to ultimately provide for 1,404 parking

spaces on site and complete separation of the bus, private vehicle and pedestrian movements. The project has been scoped to be built in 3 phases, with the first phase providing a parking structure that will increase the on-site parking from 485 to 694 spaces. This initial phase has been estimated to cost \$16 million. However, with the existing RM 2 funding at \$11.75 million, down scoping will need to occur if additional funding cannot be secured. The City has hired Grey-Bowen to help manage this project and work with the stakeholders to gain consensus on moving the project forward. The environmental work is expected to be initiated this summer. The City had expected to begin construction on both of these facilities in the summer of 2010. The STA is requesting the City of Vallejo to provide an update at the TAC on the progress of these projects, including schedule for construction.

Benicia Intermodal Facility (RM 2 Funding \$3,000,000)

The City is moving forward with two (2) Intermodal/Park-n-Ride Facilities that can be served by local and SolanoExpress intercity buses as well as park-and-ride commuters. The scope consists of:

Benicia Downtown Intermodal Transfer Center - A regional bus stop and park-n-ride facility at Military and First St. This will consist of new bus stop/street improvements along the 100 block of Military West, new parking facilities along the 100 block of West K St and intersection/traffic calming improvements along First St. between Military and West K St. Preliminary estimate is \$1.5M to \$2.5M.

West Benicia Intermodal Park-n-Ride - A regional bus stop and park-n-ride facility at Military West/Southampton Road. This will consist of new park-n-ride facility improvements (paving, landscaping, lighting, access) within the property at the northeast corner of Military West/Southampton Road. Preliminary estimate is \$1M to \$2M.

The City had expected to begin construction on both of these facilities in late 2010. The STA is requesting the City of Benicia to provide an update at the TAC on the progress of these projects, including schedule for construction.

Benicia Park and Ride (RM 2 Funding \$1,250,000)

The first phase of the project, a bus stop installation at the intersection of Park Road and Industrial Way, has been built. A funding disbursement agreement between Benicia and Fairfield (the implementing agency) is required before construction can proceed. No activity on this project. The City is moving forward as a first step with the Benicia Industrial Multi-Modal Transit Area Plan with \$125,000 of these RM 2 funds. The STA is requesting the City of Benicia to provide an update at the TAC on the progress of this project, including schedule for construction.

Fairfield Transportation Center (Total Project Cost \$16,000,000 - RM 2 Funding \$7,750,000)

An environmental document has been completed for the original concept. The City is considering adjusting the project to provide for phasing of the garage construction. This project has been identified as a candidate for future regional Priority Development Area (PDA) funds. STA staff is interested in working with the City and Caltrans to refine the ultimate vision for the Intermodal Center including circulation of buses and bicycle and pedestrian access in addition, to the additional parking needs of the Center. The STA is requesting the City of Fairfield to provide an update at the TAC on the progress of this project, including schedule for construction.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements (Total Project Cost \$40,000,000 - RM 2 Funding \$20,996,000, Bridge Toll \$9 million)

The City of Fairfield has circulated the draft of the environmental document in May 2010 with the final document expected in June 2010. With the additional \$9 million in funding, the project received from MTC, the City of Fairfield had reported construction by FY 2010-11. The STA is requesting the City of Fairfield to provide an update at the TAC on the progress of this project, including schedule for construction.

Vacaville Intermodal Station Phase 1 (Total Project Cost \$12,200,000 - RM 2 Funding \$7,250,000)

Phase 1 of this project will provide a bus transfer facility along the I-80 corridor with 10 bus bays, as well as 200 automobile parking spaces in a surface lot. Construction began in 2009 and is slated for completion in 2011.

On May 12, 2010 MTC's Programming and Allocations Committee included an informational item regarding the RM 2 implementation status. Project No. 5, Vallejo Ferry Intermodal Station was presented as "On Track" for both cost and schedule. Project No. 6, Solano County Express Bus Intermodal Facilities was being presented as "At Risk" for both cost and schedule. Projects funded under this Project include, Vallejo Curtola Transit Center, Benicia Intermodal Facility (Park-n-Ride Lots), Fairfield Transportation Center, and the Vacaville Intermodal Station. Project No. 7, I-80 / I-680 SR 12 was presented on "On Track" for both cost and schedule. Project No. 14, Capital Corridor Station and Track Improvements in Solano County was presented as "At Risk" for cost and "High Risk" for schedule. The project funded under this Project include the Fairfield/Vacaville Intermodal Rail Station and Track Improvements. Two of the RM 2 Intermodal projects in the county are not fully funded, however, the City of Vallejo has stated that, if additional funding cannot be secured, they will scope the first phase of the project at Curtola to stay within the funding currently available. The City of Fairfield's Transportation Center is not fully funded and the ultimate design for the Center needs to be confirmed with all stakeholders.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. MTC's RM 2 Capital Program Update dated May 12, 2010

Metropolitan Transportation Commission Programming and Allocations Committee

May 12, 2010

Item Number 4a

Regional Measure 2: Capital Program Monitoring

Subject: Regional Measure 2 Capital Program Update

Background: Regional Measure 2 was passed in March of 2004 and the Commission began allocating funds in July 2004. Since then, as of December 2009, MTC has approved over \$1.1 billion in capital allocations, almost three-fourths of the \$1.5 billion available.

The attached staff presentation focuses on the capital program in the first half of fiscal year 2009-10. The operating program is reported on an annual basis and will be presented to the commission in October.

As the program enters its sixth year, a number of major projects have seen significant progress or reached major project milestones with many of them entering the construction phase. To address new challenges of implementing projects that have progressed to advanced stages of development and construction, staff has identified 13 major projects for detailed oversight. MTC will monitor these projects and problem solve with a corridor focus and consideration of other regional funding sources and the relationship of projects to regional programs and priorities.

Budget/Schedule Status:

The number of projects 'On Track' has increased since the last update. 'On Track' signifies projects moving forward without any issues. However, there are still some projects 'At Risk' and 'High Risk'. Three projects have not yet been allocated RM2 funds due to major funding shortfalls or because the project scope is still under development. The attached slides provide additional detail on major milestones and critical project issues.

General Assessment:

- Several major projects are entering capital intensive right-of-way and construction phases.
- Federal stimulus funding has enabled significant progress on some major projects.
- A drop in sales tax revenues has led to revenue challenges and the state budget deficit continues to create uncertainty.
- Some projects have completely drawn down RM2 funds, and are now beginning to use complementary RM1/AB 1171 toll funding.
- The bid climate continues to be favorable, resulting in cost savings on some projects; MTC is monitoring projects with substantial bid savings to work out potential revised funding plans.
- MTC is focusing efforts to address new challenges of projects in advanced stages of development and construction.

Issues: None.

Recommendation: Information.

Attachments: RM2 Project Status Summary
Presentation Slides

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Regional Measure 2: Capital Program Update

May 12, 2010

Programming and Allocations



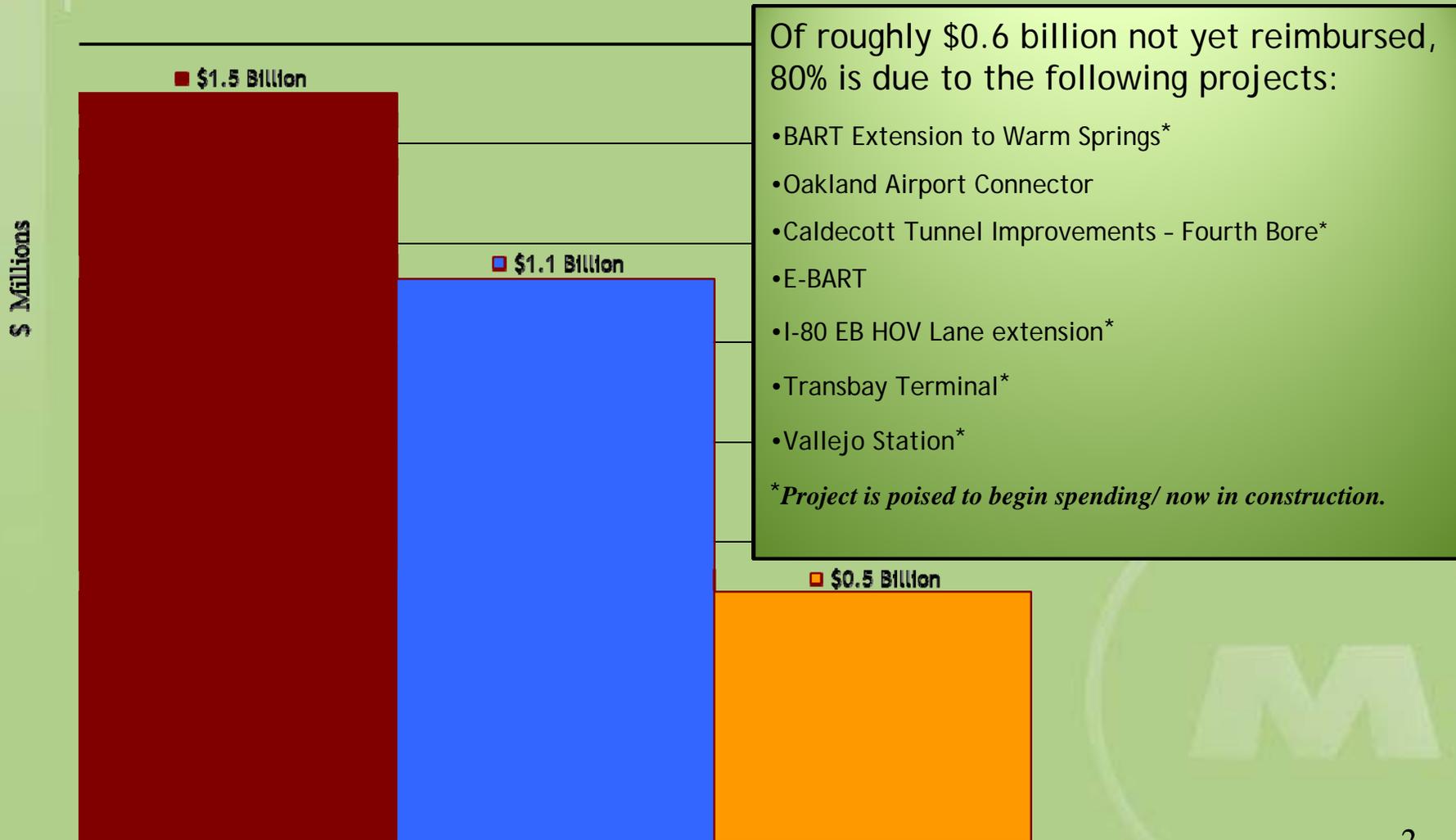
METROPOLITAN TRANSPORTATION COMMISSION

Capital Program Summary

- Passed by Voters in March 2004
- 37 Projects in Statute, \$1.5 billion program
- Allocations through Dec 2009: Over \$1 billion
- Almost 75% of program allocated

Project Phase	No. of Allocations	Amount	
		(\$ millions)	Percentage
PA/ED or Study	68	\$194	17%
Design	32	\$163	15%
Right-of-way	16	\$126	11%
Construction	73	\$645	57%
Total	189	\$1,128	100%

Capital Program Summary



Program Assessment

- 1. Majority of projects “On Track” & “Under Construction” .
- 2. Federal stimulus funding advanced several major projects.
- 3. Bid climate continues to be favorable, resulting in potential cost savings on some projects.
- 4. Drop in Sales Tax Revenues leading to revenue challenges; State budget deficit continues to create uncertainty.
- 5. MTC focusing efforts on projects in advanced stages of development & construction.

Overall Assessment :



San Francisco Chronicle

FRIDAY, JANUARY 29, 2010

Transbay Terminal Project Gets Stimulus Funds

John Coté and Michael Cabanatuan, Chronicle Staff Writers

THE FINAL FUNDING PIECE appears to be in place for a new Transbay Terminal in San Francisco after

costs, including extending the Caltrain rail lines and bringing in high-speed trains, at \$4 billion. The \$400 million would go toward an underground rail station. Transbay officials said they probably will start demolition this spring and hope to open the terminal in

San Francisco Chronicle

WEDNESDAY, JANUARY 27, 2010

Federal Loan to Help Start Transbay Center Work

by John Coté, Chronicle Staff Writer

SAN FRANCISCO — A \$171 million federal loan to help build a cutting-edge replacement for San Francisco's Transbay Terminal will keep construction plans on track, officials said, even as they wait to hear if they will receive \$400 million in federal stimulus funds for a project

The Federal Railroad Administration is expected to make a decision soon on which states will receive the highly competitive high-speed rail grants. Site disagreements. Potentially complicating that bid is a disagreement between the Transbay Joint Powers Authority and the state agency that will



CBS 5/KCBS

WEDNESDAY, SEPTEMBER 30, 2009

Fremont BART Extension Project Breaks Ground

FREMONT (CBS 5 / KCBS) — BART is a big step closer to going all the way to San Jose and Silicon Valley, after a long-awaited groundbreaking in Fremont on Wednesday.

Fremont Mayor Bob Wasserman said the BART Warm Springs project may easily extend the line five miles, but it's still a big deal.

"We've been waiting a long time for this," Wasserman said.

It's also a big deal for a neighboring city. San Jose stands to benefit when the extension connects with a 16-mile line into Silicon Valley.

Carl Guardino President and CEO of the Silicon Valley Leadership Group said that should help with traffic congestion.

"This is a huge step forward for people who want to get out of their stalled cars, and into BART cars," said Guardino.

The Warm Springs extension has been years in the making, with engineers making sure not to get in the way of Central Park in Fremont.

"It will appear that we are building right through the middle of the park, and yet we are doing so in a way that preserves all of the facilities," said project spokeswoman Molly McArthur. "We are moving the dog park and the basketball courts, and realigning them in an adjacent area so that people can still use them while we're doing the construction."

Construction of the \$136 million extension to be completed by the year 2014.

Oakland Tribune

MONDAY, MARCH 30, 2009

EDITORIAL

MTC Made The Right Choice on Funds for Caldecott Tunnel Fourth Bore

EARLIER THIS YEAR it appeared construction of the fourth bore of the Caldecott Tunnel had cleared the last of many hurdles. Unfortunately, one more, a poor bond market, once again delayed progress on a much-needed

Helping to move the settlement along was an effort by Gov. Arnold Schwarzenegger to exempt the tunnel and some other transportation projects from the California Environmental Quality Act. Without the environmental law, the

Oakland Tribune

MONDAY, MARCH 2, 2009

EDITORIAL

MTC Did Good Job Identifying Projects Worthy

THE PRIMARY purpose of federal stimulus money is to help revive a sagging economy by financing needed public works projects that add value to public assets and create jobs. It is with that principle in mind that the Bay Area's Metropolitan Transportation Commission allotted its \$500 million share of the federal stimulus package.

About \$270 million will be used to refurbish buses, DART tracks and hardware. Another \$118 million will go toward repairing roads. \$70 million will help pay for the BART connector to the Oakland airport, and \$10 million will be used to build a median barrier for Visco Road, a safety project that is long overdue.

There was some controversy over funding for BART's airport connector, which was opposed by Genesis, a community organizing group that wanted more funds for

rate. The MTC will be able to make the funds available to the various transit agencies immediately. Many projects can be started right away, putting people to work on roads, rail lines and buses. That is the goal of the stimulus package.

Other projects, such as the BART link to the Oakland airport, will take a while longer. More money will be needed for the project and BART has until June 30 to get a financing package together or forfeit the stimulus money. Then the transit agency must award a contract by the end of the year.

We agree with Amy Worth, the MTC commissioner representing Contra Costa County cities, who said the commission's plan is a balance between preserving transit and job creation. It also does much to improve roads.

Oakland Tribune

WEDNESDAY, SEPTEMBER 30, 2009

Recession Fosters Big Savings In Bay Area Transportation Contract Bids

By Denis Cuff, Contra Costa Times

THE RECESSION has inflicted hard times on construction companies, but it has created a silver lining of lower prices for transportation agencies building roads, rails or tunnels. As the opening of bids for the fourth bore of the Caldecott Tunnel showed Tuesday.

Tutor-Saliba Corp. of Sylmar, in Southern California, submitted the apparent low bid of \$215 million, 20 percent below Caltrans engineering estimate of \$270 million. A total of four bids were submitted, two below the estimate, for a big, highly specialized tunneling project.

"We're surprised at the bids? No. We were very pleased. Yes," said Caltrans spokesman Jeff Wolfe. "We did not expect the bids to be quite

funds. BART also has benefited from the bidding climate.

The cost for a seismic upgrade of the Transbay Tube between Oakland and San Francisco is about \$100 million, or 49 percent less than expected, the agency reported in December.

In May, BART awarded the first contract for its rail extension to Warm Springs in Fremont to a \$136.7 million bid, 45 percent below the engineers estimate.

The 666 large contracts awarded by Caltrans in the past fiscal year averaged about 24 percent below the engineers' estimates, officials said.

"Construction companies are hungry. They're trying to stay alive. It's saving a lot of money for public agencies," said Jim Farn, executive

San Francisco Chronicle

SATURDAY, JANUARY 23, 2010

Work Begins on Caldecott Tunnel's 4th Bore

Michael Cabanatuan, Chronicle Staff Writer

FOR AT LEAST THREE DECADES, drivers traveling between Contra Costa and Alameda counties on Highway 24 have waited and waited - for a fourth bore to be added to the Caldecott Tunnel.

provide emergency exits. The completed bore will be 41 feet, 3 inches wide and 3,389 feet long.

Stakers Friday hailed the project as a much-needed and long-awaited traffic improvement as well as an important job-generating project. Caltrans officials expect the project to create about 5,000 jobs during the

San Mateo County Times

Tuesday, September 29, 2009

South San Francisco Ferry Project Picks Up \$3 Million, Set to Break Ground

By Neil Gonzales, San Mateo County Times

SOUTH SAN FRANCISCO — A project to build a ferry terminal at Oyster Point Marina has earned a \$3 million federal boost just as it is set to break ground.

The San Francisco Bay Area Water Transportation Authority received

Mateo County Harbor District, said the grant will provide "supplemental funding that the transportation authority certainly needs, because as time passes costs go up."

The total cost to build the terminal is estimated at \$26 million.

Earlier this year, the project won permit approval from the San Francisco Bay



THURSDAY, JANUARY 29, 2009

MTC Authorizes Bonds For Threatened Projects

OAKLAND, Calif. (KCBS) -- The Metropolitan Transportation Commission took steps Wednesday to make sure Bay Area transportation projects are not halted because of the state budget crisis.

It voted to authorize its sister agency, the Bay Area Toll Authority, to invest up to \$200 million in state bonds to finance projects threatened by funding cuts.

The MTC said it took that action because of California's budget crisis and uncertain demand in the municipal bond markets.

The \$200 million will come from the toll authority's liquid investment account.

MTC Executive Director Steve Heminger said the bonds will help pay for five projects that already are under way as well as for three projects waiting to begin.

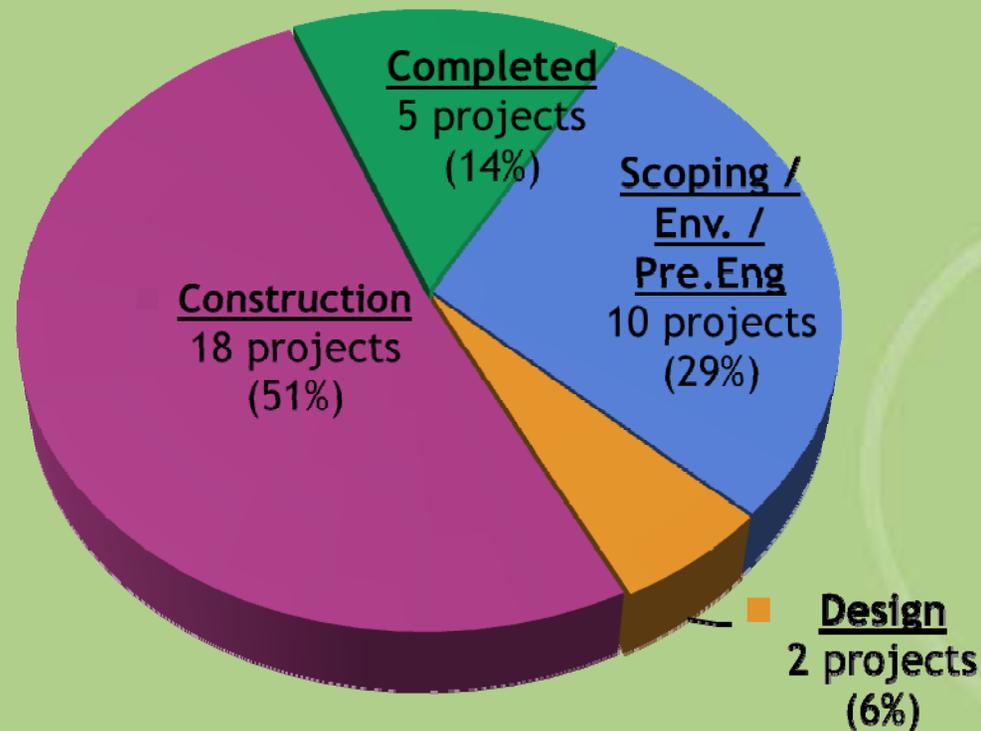
Heminger said President Obama's stimulus package, which is now moving rapidly through Congress, will likely provide funding for some of the other projects that have been threatened by the state's budget woes.

RM2 Project Delivery ahead of National Average

National:



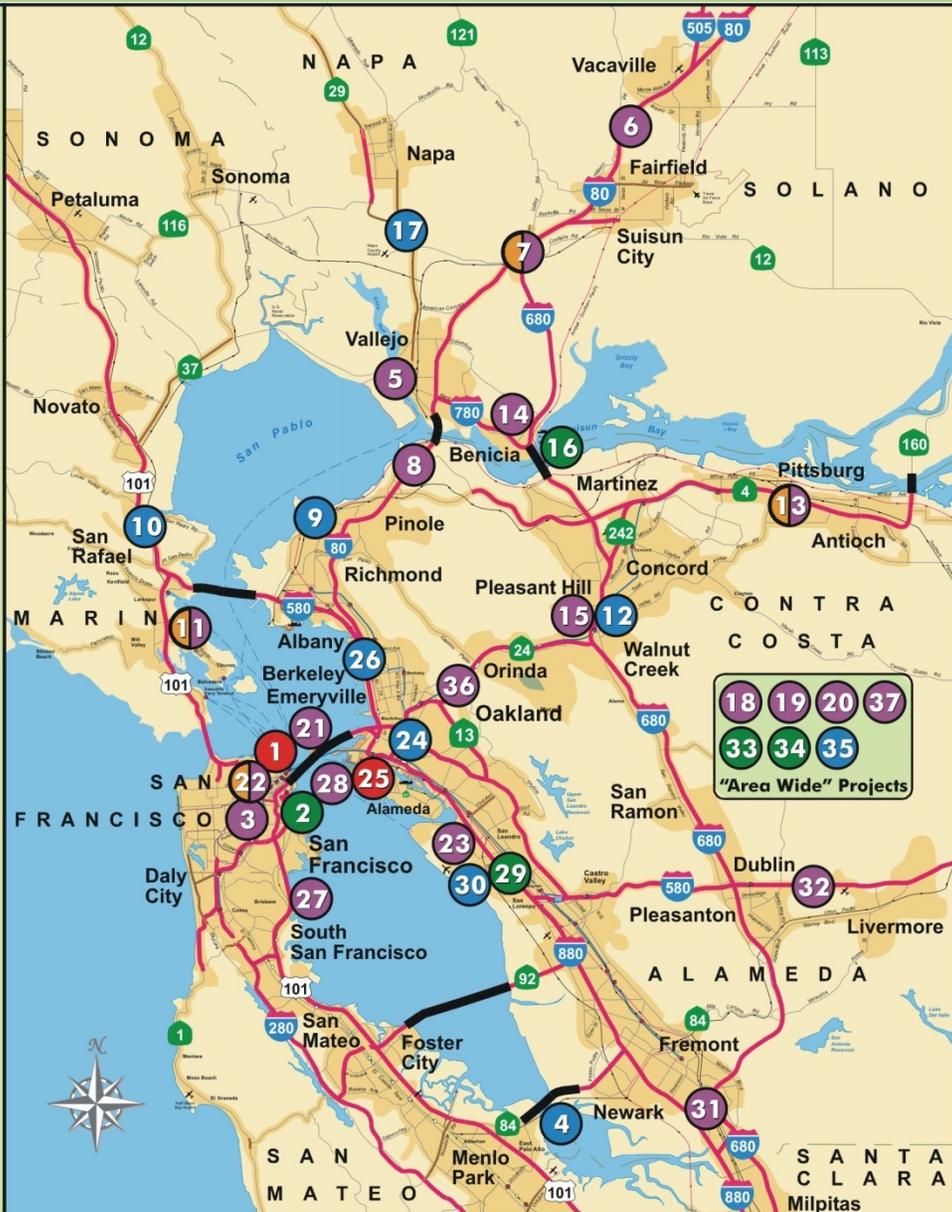
MTC/RM2:



RM2 Projects by Phase

1. BART/SF MUNI Connection at Embarcadero & Civic Station Center
2. SF MUNI Metro 3rd St LRT Extension Metro East Maintenance Facility
3. MUNI E- Line
4. Dumbarton Rail
5. Vallejo Station
6. Solano County Express Bus Intermodal Facilities
7. I-80/I-680/SR-12
8. I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge
9. Richmond Parkway Park & Ride
10. SMART Extension to Larkspur or San Quentin
11. U.S. 101 Greenbrae Corridor and Bike/Ped Improvements
12. Direct HOV Lane Connector from I-680 to Pl. Hill BART - Study
13. E-BART
14. Capital Corridor
15. Central Contra Costa BART Crossover
16. Benicia-Martinez Bridge: New Span (Fund Augmentation)
17. Express Bus North
18. TransLink*
19. Real-Time Transit*
20. Safe Routes to Transit*
21. BART Tube Seismic Retrofit
22. Transbay Terminal/Downtown Caltrain Extension
23. Oakland Airport Connector
24. AC Transit Enhanced Bus
25. Commute Ferry Service for Alameda/Oakland/Harbor Bay
26. Commute Ferry Service for Berkeley/Albany
27. Commute Ferry Service for South San Francisco
28. Water Transit Facility Improvements
29. Express Bus South
30. I-880 North Safety Improvements
31. BART Warm Springs Extension
32. I-580 (Tri Valley) Rapid Transit Corridor Improvements
33. San Francisco Bay Area Rail Study*
34. Integrated Fare Structure Program*
35. Transit Commute Benefits Promotion*
36. Caldecott Tunnel Improvements - Fourth Bore
37. Transit Capital Rehabilitation*

Note: * "Area Wide" Projects
 Project #23 - Awarded and on Hold

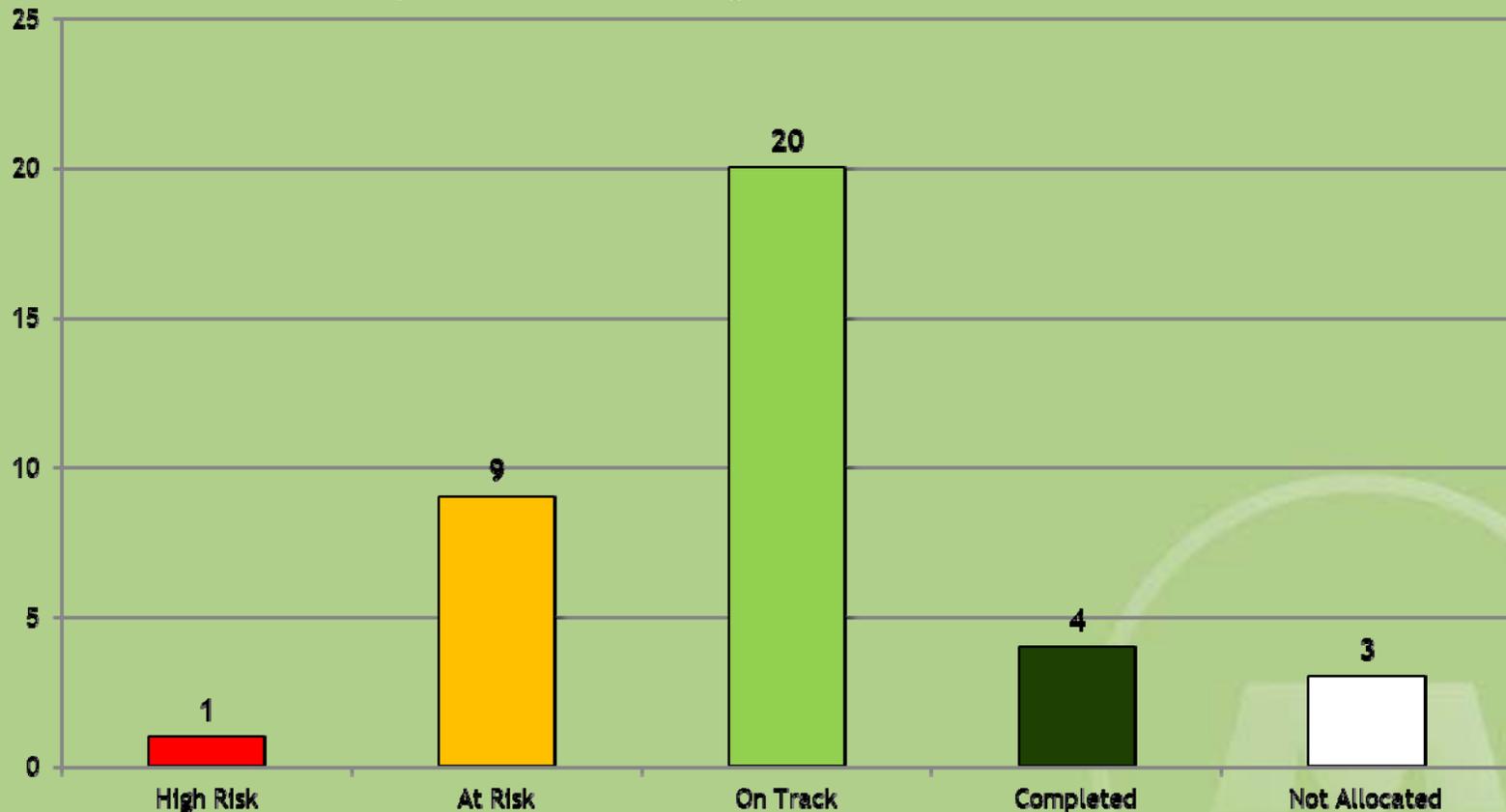


18 19 20 37
 33 34 35
 "Area Wide" Projects

- Scoping/Env./Pre. Eng
- Design
- Construction
- Completed
- Not Started

Project Progress - Budget/Schedule Status

Semi-Annual Report Findings:*



* Does not include subproject details

Projects: Completed

- Express Bus South - Ardenwood Park & Ride Lot
- South San Francisco Ferry Services - Scorpio Delivered, Dredging work completed
- Transbay Terminal - Construction of Temporary Terminal
- Construction of I-80 HOV widening/extension - b/w Red Top Road & Airbase Pkwy
- Direct HOV Lane Connector from I-680 to Pleasant Hill BART - Study Completed



WETA Ferry Vessel-SCORPIO

Projects: On Track



Transit -

Under Construction -

- ❁ BART Extension to Warm Springs (Tunnel Segment)
- ❁ BART Tube Seismic Strengthening
- ❁ SF Muni Historic Vehicle Rehabs
- ❁ Vallejo Station
- ❁ Vacaville Intermodal Station
- ❁ Central Contra Costa BART Crossover
- ❁ Express Bus North - Diablo Valley College Transit Center
- ❁ Capitol Corridor Station & Track Improvements - Construction of 2nd Crossover

Nearing Construction -

- ❁ Water Transit Facility Improvements - Pier 9 Berthing Facilities, SSF Ferry terminal
- ❁ Transbay Terminal - Demolition of existing terminal and relocation of underground utilities



Projects: On Track



Highway -

Under Construction -

- ✿ I-580 Eastbound HOV Phase 2
- ✿ I-80/I-680/SR12 Interchange - North Connector b/w Abernathy Rd and Green Valley Rd
- ✿ Fremont Grade Separation
- ✿ Caldecott Tunnel Fourth Bore - Main tunneling Contract & associated roadway realignment work

Nearing Construction -

- ✿ E BART Median Widening



I-580 EB HOV-Phase 2



Caldecott Tunnel Fourth Bore - Groundbreaking



Washington Boulevard Grade Separation - Overpass

Projects: At Risk



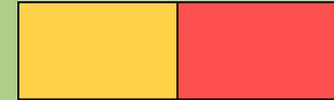
Oakland Airport Connector:

- ARRA funds redirected per funding deadlines
- Continuing bid extensions; evaluating alternate funding options

Sonoma Marin Rapid Transit (SMART):

- Sales Tax Revenue estimates are below previous projections
- Draft cost estimate exceeds available funding
- MTC to assist SMART in developing funding options and delivery strategies

Projects: At Risk/ High Risk



AC Transit BRT:

- At AC Transit's request, MTC authorized the transfer of \$35 million in CMAQ funds from the BRT project to the AC Transit operating budget
 - Achieving consensus with local jurisdictions on project scope and layout proves to be challenging
 - Federal environmental clearance and entrance into the FY 2011-12 federal Small Starts grant process scheduled for Fall 2010.

Dumbarton Commuter Rail Service:

- New project cost estimate released: \$701 million (was \$595 million)
- Project underfunded by approximately \$400 million
- Stakeholders looking at a variety of project options
- Revised environmental review process strategy to be developed

METROPOLITAN TRANSPORTATION COMMISSION
Regional Measure 2 Project Status Summary (ending Dec 2009)¹

No.	Project Name	Sponsors/ Implementation Agency	Current Project Phase	Current Total Project Cost	RM2 Funding	RM2 Allocation thru 12/09	Other Bridge Tolls	% Bridge Tolls of Total cost	Cost Status	Schedule Status	Remarks
Legend: Significant schedule delay, cost increase or funding shortfall, scope deviation Schedule delays, cost increase or funding shortfall, scope deviation warranting concern Proceeding according with planned budget and schedule Project completed											
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	PE/Environmental	\$3,000,000	\$3,000,000	none		100%	N/A	N/A	Project scope is still under discussion.
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF Muni	Completed	\$214,612,000	\$30,000,000	\$30,000,000		14%			RM2 elements completed. Facility is open for service. Additional work funded by others being added to the project.
3	SF MUNI Historic Streetcars Rehabilitation	SF Muni	Design/CON	\$20,257,000	\$10,000,000	\$10,000,000		49%			The contract was awarded. The refurbishment will be completed in 2012 to be followed by a 2 year warranty period.
4	Dumbarton Commuter Rail	SMCTA, ACTIA, ACCMA, VTA	PE/Environmental	\$595,771,000	\$44,000,000	\$9,157,000		7%			Dumbarton Commuter Rail Service: Project underfunded: cost continues to increase and major policy decision is pending. Union City Intermodal EIR: Final EIR/EIS certified by City in February 2006.
5	Vallejo Station	Vallejo Transportation Program, STA	CON	\$91,867,000	\$28,000,000	\$26,445,031		30%			ROW for first phase is secured. Discussion on post office relocation is ongoing. Construction of the initial phase, transit center and administration building, started in November 2009.
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	PE/Environmental/CON	\$63,126,000	\$20,000,000	\$7,297,275		32%			Only 2 of 4 sub-projects are fully funded. Sponsor may phase under-funded projects to deliver operable segments. Vacaville Intermodal Station: \$482K ARRA funds secured. Project is under construction.
7	I-80 / I-680 SR 12	Solano Transportation Authority	PE/Environmental/Design/Construction	\$909,217,000	\$100,000,000	\$79,422,000	\$100,000,000	22%			Projects progressing.
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	CON	\$50,000,000	\$50,000,000	\$46,710,000		100%			Project construction started in November 2009. MTC and Caltrans are in discussion over the use of bid savings.
9	Richmond Parkway Park & Ride	AC Transit	PE/Environmental	\$28,780,000	\$16,000,000	\$700,000		56%			Project has missed the RM2 3-year deadline. Sponsor now expects environmental approval in June 2010.
10	SMART Extension to Larkspur or San Quentin	SMART, TAM	CON	\$25,116,000	\$35,000,000	\$9,800,000		100%			Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate. Sonoma Marin Area Rail Transit District (SMART) Corridor Ferry Extension: Updated cost estimate exceeds funding and an implementation strategy needs to be developed.
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transp. Auth. Of Marin	PE/Environmental/CON	\$172,279,000	\$65,000,000	\$12,958,000		38%			U.S. 101 Greenbrae I/C: Total costs exceed funding: Sponsor and Caltrans need to develop consensus on an alternative that can be supported by the community. Sir Francis Drake Widening: Construction complete and operational. Cal Park Hill Tunnel : Phase A construction is complete. Bids for Phase B were received and low bid was 40% below Engineer's Estimate. Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera: Project alternative and phasing have been developed and environmental studies should be concluded in the summer 2010.
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	CCTA	Scoping	\$1,000,000	\$15,000,000	\$1,000,000		100%			Final report recommending design alternatives including direct HOV connector was provided in Sept 2009. Final project will also receive Measure J funds.
13	E-BART	BART	Design/ROW/CON	\$463,250,000	\$96,000,000	\$96,000,000	\$167,000,000	57%			e-BART / Rail Extension to East Contra Costa: Design is proceeding. Construction of Bay Point/Pittsburg Transfer Station to begin in 2010. City of Antioch is still seeking to move Hillcrest Station to the east. SR4 (e) Widening Project: Loveridge Rd to SR160 - ROW for Future Transit in Median: ROW acquisition and design for additional widening are ongoing. State budget shortfall may create cashflow issues.
14	Capital Corridor Station and Track Improvements in Solano County	CCJPA	PE/Environmental/CON	\$37,259,000	\$25,000,000	\$3,365,000	\$9,000,000	91%			Bahia Benicia Crossover Project: Construction for first crossover was completed in February 2009 and work on second crossover is ongoing. Fairfield/Vacaville Intermodal Train Station: Environmental document is under preparation. Consultant was hired to develop final design.
15	Central Contra Costa BART Crossover	BART	CON	\$38,000,000	\$25,000,000	\$25,000,000		66%			BART secured ARRA funds and project is under construction.
16	Benicia-Martinez Bridge: New Span (Fund Augmentation)	BATA	Completed	\$1,351,200,000	\$50,000,000	\$50,000,000	\$1,174,700,000	91%			Bridge opened in September 2007.
17	Express Bus North	MTC	PE/Environmental/Design/CON	\$15,842,742	\$20,000,000	\$2,832,000		N/A			Pacheco Transit Center: Design was completed and is being refined. Bidding is on hold pending identification of funding sources for maintenance. Diablo Valley College Transit Center: Construction work is ongoing. RM2 funds were used to leverage ARRA funds.
18	TransLink®	TransLink® Consortium	PE/Environmental/Design/CON	\$27,354,000	\$22,000,000	\$20,739,000		80%			Deployment of new Translink-enabled ticket vending machines are ongoing on various transit systems. Software and cross-system issues continue to result in delay and possible cost increases
19	Real Time Transit	Various	PE/Environmental/Design/CON	\$53,923,000	\$20,000,000	\$19,681,000		37%			Installation of real-time display units for Muni, AC transit and WestCAT vehicles is ongoing. Individual systems are being deployed as they are being completed.
20	Safe Routes to Transit	Various	PE/Environmental/Design/CON	\$20,158,127	\$22,500,000	\$8,690,364		100%			Projects progressing on schedule.
21	BART Tube Seismic Retrofit	BART	CON	\$329,300,000	\$33,801,000	\$33,801,000		10%			The SF Tube seismic joint upgrade is in progress. Final recommendations for tube retrofit near the Port of Oakland to be available in summer 2010
22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA	ROW/CON	\$4,185,000,000	\$150,000,000	\$150,000,000	\$203,000,000	8%			Property acquisition is ongoing. Temporary terminal construction is completed and will be operational in Summer/Fall 2010 when the old terminal will be demolished. TIFIA loan and ARRA fund applications were both successful.
23	Oakland Airport Connector	BART	CON	\$492,185,000	\$115,199,000	\$115,199,000	\$31,000,000	30%			Design-build bids were received in September 2009. Fed Title VI finding resulted in loss of ARRA funding. BART is currently reviewing its funding options.
24	AC Transit Enhanced Bus	AC Transit		\$34,241,000	\$65,000,000	\$21,657,000		100%			BRT project is in ENV phase. All 15 buses placed into revenue service. Uptown Transit Center project substantially completed: canopy is being modified to improve rain protection. Estudillo Transit Center Construction complete. Signalization project substantially completed.
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WETA		\$3,000,000	\$12,000,000	\$3,000,000		N/A	N/A	N/A	
26	Commute Ferry Service for Berkeley/Albany	WETA			\$12,000,000	none		N/A	N/A	N/A	
27	Commute Ferry Service for South San Francisco	WETA	CON	\$17,763,000	\$12,000,000	\$12,000,000		68%			One ferry vessel was delivered and the second one will arrive in late April/ early May 2010. The dredging work for the terminal is complete and proposals for the terminal and docks are due in spring 2010.
28	Water Transit Facility Improvements	WETA	PE/Environmental/CON	\$27,525,000	\$48,000,000	\$27,525,000		100%			Environmental documents are completed. Site for Berkeley ferry terminal was determined.
29	Express Bus South	ACCMA & AC Transit	CON/Complete	\$36,184,000	\$22,000,000	\$21,988,882		61%			10 AC Transit buses delivered and in service. SR 84 Newark Blvd HOV On-ramp project suspended due to lack of funding. SR 84 WB HOV Lane Extension is complete and open to traffic in September 2008. Grand-MacArthur Express Bus construction was completed. Ardenwood PNR - construction complete.
30	I-880 North Safety Improvements	ACCMA	PE/Environmental	\$97,000,000	\$10,000,000	\$4,100,000		10%			Project Report/Environmental Document is under preparation.
31	BART Warm Springs Extension	BART	CON	\$1,000,986,000	\$186,000,000	\$153,907,000	\$118,000,000	30%			Fremont Grade Separation: Construction is over 95% complete and is partially open. Cost and schedule are on track. Warm Springs Extension Subway: Tunnel construction work is ongoing. BART is evaluating timing for advertising the line segment contract.
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMA	Design/CON	\$326,005,000	\$65,000,000	\$40,332,000	\$111,000,000	54%			EB I-580 Improvements: Phase I of Eastbound HOV construction is complete and Phase 2 work is ongoing. Design of aux lane is ongoing. I-580/I-680 Interchange Modification and WB I-580: Env document for the westbound HOV project was approved. Project scope to be revised to replace BART station bus ramp.
33	San Francisco Bay Area Rail Study	MTC	PE/Scoping	\$7,075,000	\$6,500,000	\$6,465,108		92%			Forecast Study Report completed in September 2007. Transit Connectivity Plan adopted in April 2008: project completed. Regional Rail Plan Study completed in September 2007; the regional rail ROW study is progressing on schedule.
34	Integrated Fare Structure Program	TransLink Consortium/SFMTA	Completed	\$1,500,000	\$1,500,000	\$1,000,000		100%			
35	Transit Commute Benefits Promotion	MTC	Scoping	\$5,000,000	\$5,000,000	\$3,220,000		100%			Program to be rolled out to Bay Area employers.
36	Caldecott Tunnel Improvements - Fourth Bore	CCTA	CON	\$420,500,000	\$50,500,000	\$50,500,000		12%			Three construction contracts were awarded below Engineer's Estimate. Main tunnel contract has commenced. Project contingency is on the low side.
37	BART Transit Capital Rehabilitation	BART	CON	\$210,152,000	\$24,000,000	\$24,000,000		11%			Various projects ongoing.
Total				\$11,375,427,869	\$1,515,000,000	\$1,128,491,660	\$1,913,700,000	30%			

Notes: 1. Total allocations through December 2009 are reported on this table. Remarks include information that reflects activities through April 2010.
2. Total project costs are estimated escalated costs.
3. Schedule shown is for Transbay Terminal only. Downtown rail extension is currently scheduled to be completed in 2020 if funding can be secured.



DATE: May 17, 2010
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix. Attachments B and C are legislative updates from our state and federal legislative advocates, respectively.

Discussion:

On May 14th, the Governor released his May Revision to the State Budget for Fiscal Year 2010-11. The State must close a \$19.1 billion budget deficit. The most significant impact to transportation is the Governor's proposal to borrow \$650 million from the excite tax on gasoline that was to be divided between the State Transportation Improvement Program (STIP), the State Highway Operations and Protection Program (SHOPP), and cities/counties. Gus Khouri's State Legislative Update – May Revision (Attachment B) includes more details regarding the proposed budget.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update - May Revision (Shaw/Yoder/Antwih)
- C. Federal Legislative Update - April (Akin Gump)

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 <p>STra Solano Transportation Authority</p>	<p>LEGISLATIVE MATRIX 2009-2010 State and Federal Legislative Session <i>May 20, 2010</i></p>	<p>Solano Transportation Authority One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 http://www.solanolinks.com/programs.html#lp</p>
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AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<p>AB 744 Torrico (D)</p> <p>Transportation: Bay Area high-occupancy vehicle network.</p>	<p>SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.</p>	<p>This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.</p> <p>Last Amended on 7/15/2009</p>	<p>Support</p>
<p>AB 2620 Eng D</p> <p>Transportation: toll facilities.</p>	<p>ASMBLY APPR. 5/12/10 – Referred to Appr. Suspense file.</p>	<p>Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The most recent amendments clarify that current jurisdictions with HOT lane authority are exempted from the provisions of the bill, <i>that net revenues be used in the corridor which collected the fees, but do not clearly define “net revenues” or “corridor” and prioritization of funds usage.</i></p> <p>Last Amended on 5/6/2010</p>	<p>Oppose (05/12/10)</p>
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASMBLY TRANS. 2/11/10 - To Com. on TRANS.</p>	<p>Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions.</p>	<p>Support with Amendments (05/12/10)</p>

Bill Number/Topic	Location	Summary	Position
SB 1348 Steinberg D California Transportation Commission: guidelines.	SEN. Approp. 5/17/10 - Set for hearing	<p>Last Amended on 1/26/2010</p> Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws. <p>Last Amended on 4/14/2010</p>	<p>Watch <i>(05/12/10)</i></p>
SB 1418 Wiggins D Transportation: motorist aid services.	SEN. Approp 5/17/10 - Set for third reading	<p>Last Amended on 4/26/10</p> Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system. <p>Last Amended on 4/26/10</p>	<p>Watch <i>(05/12/10)</i></p>
SB 1445 DeSaulnier D Planning.	SEN. Approp. 5/17/10 - Set for third reading	<p>Last Amended on 5/13/2010</p> Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws. <p>Last Amended on 5/13/2010</p>	<p>Watch <i>(05/12/10)</i></p>

FEDERAL Legislation:

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

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

May 14, 2010

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

RE: STATE LEGISLATIVE UPDATE- MAY REVISION

On May 14th, the Governor released his May Revision to the Governor's 2010-11 State Budget. The Governor estimates that the state's budget gap is \$19.1 billion (only \$800 million less than what the Governor stated in January), which includes a current year (FY 09-10) shortfall of \$7.7 billion, a budget year (FY 10-11) shortfall of \$10.2 billion and a modest reserve of \$1.2 billion. Citing lower than anticipated revenues, the Governor proposes to eliminate the California Work Opportunity and Responsibility to Kids Program, (CalWORKs) program, and to reduce funding for local mental health services by approximately 60 percent to help balance the budget. In addition, the Governor proposes to borrow \$650 million from the excise tax on gasoline (additional revenue generated from gas tax swap that was to be divided between STIP, SHOPP, and cities/counties), and account for \$3.4 billion in federal funding. Spending reductions account for \$12.4 billion of his proposed solutions.

Impact on Transportation

In March, the legislature adopted the "gas tax swap" which eliminated the sales tax on gasoline (Proposition 42) and replace it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional \$650 million to what the sales tax generated as was to be split 44/44/12 between the State Transportation Improvement Program (STIP), and cities and counties, and State Highway Operation and Protection Program (SHOPP), respectively.

The Governor proposes to borrow this amount and repay it in 2013. This funding is available on a one-time only basis, as specified in Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

Impact on Transit

In March, the legislature captured a total of \$1.586 billion in traditional sources of funding through the "gas tax swap" from public transportation for FY 10-11. Public transportation received a \$400 million appropriation to the State Transit Assistance program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a \$129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive \$348 million as a result of the 75% allocation to the State Transit Assistance program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds which are derived from the sale of documents and miscellaneous services to the public were also dedicated to the intercity rail program to ensure full funding.

The May Revision proposes to transfer the \$72.2 million of Non-Article XIX funds that have materialized for FY 10-11 from the Motor Vehicle Account to the General Fund. This should not have an impact on the intercity rail program in the budget year.

Additional proposals include:

- Extending the repayment date for \$230 million in loans from the State Highway Account and other transportation funds from June 2011 to June 2012. The projects planned for 2010 do not require this cash.
- Loaning up to \$250 million from the Motor Vehicle Account to the General Fund. • This funding depends in large part on the adoption of reductions in state staffing costs as proposed in the Governor's Budget.
- After adjusting for workload increases reflecting the need to deliver more projects with funds freed up from bid savings, the Governor proposes a net decrease of \$42.3 million and 498 position-equivalents for engineering workload in the Department of Transportation Capital Outlay Support Program, including a reduction of 750 positions and 102 overtime position-equivalents, and an increase of 69 contract staff. These funding levels reflect greater efficiencies in project delivery that the Department has achieved over the past several years. The savings of State Highway Account funds have been redirected to fund highway maintenance activities.

High-Speed Rail

The Governor proposes an increase of \$100.2 million for Caltrans to use American Recovery and Reinvestment Act (ARRA) funding it has received for high-speed intercity rail projects. Of this, \$349,000 will be for 4 positions to manage and oversee projects, administer the funding, and meet federal reporting requirements.

Proposition 1B

The Governor proposes a \$350 million appropriation to transit capital projects from the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) and \$101.3 million for the Transit System Security Safety and Disaster Response Account (TSSSDRA).

On May 13th, the Senate Budget subcommittee #2 approved an accelerated appropriation of \$1.15 billion to the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA). The additional appropriation, if approved by the Legislature and the Governor later this year, would make a total of \$1.5 billion available for Prop 1B PTMISEA allocations. While the appropriation would occur in 2010-11, the \$1.5 billion would incorporate three years of expenditures as provided by PTMISEA recipients to Caltrans Division of Mass Transportation (DMT). While the requested amount for expenditures by PTMISEA recipients is over \$700 million for FY 10-11, this action allows more projects to advance ahead of schedule. Any unallocated portion would carry over to 2011-12.

The additional appropriation has yet to be considered by the Assembly. If there is discrepancy on the measure by the two houses, the proposal would be heard in budget conference committee.

MEMORANDUM

April 28, 2010

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

We have continued monitoring efforts in Congress to enact multiyear surface transportation legislation, the fiscal year 2011 appropriations process, and climate change legislation as well as potential grant opportunities.

SAFETEA-LU Reauthorization

The Senate Environment and Public Works Committee has completed hearings on the reauthorization of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU)*, but has not set a date for marking-up the bill. The Senate Banking Committee, which has jurisdiction over the transit title, has been focused on financial reform legislation, which the Leadership is attempting to bring to the Senate floor. The Banking Committee is in the process of drafting the transit title, but has not scheduled any hearings or set a date for a mark-up. Under the recently enacted *HIRE Act*, Public Law No. 111-147, Congress has until December 31, 2010 to enact a multi-year program, or adopt another extension.

Fiscal Year 2011 Appropriations

Congress is considering different options for financing transportation projects, including expanded use of loans, loan guarantees, public private partnerships, private activity bonds and congestion pricing. At a hearing before the House Subcommittee on Highways and Transit on April 14, DOT Assistant Secretary for Budget and Chief Financial Officer Chris Bertram spoke in support of the Administration's budget request for \$4 billion in the fiscal year 2011 appropriations bill to finance the Administration's National Infrastructure Finance and Innovation Fund. The President's Budget proposed to capitalize the fund at \$25 billion over five years to support high-value projects of regional or national significance through a combination of loans, lines-of-credit and targeted grants. In response to questions from Members as to whether increased funding should be used for existing programs, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) or Grant Anticipation Revenue Vehicle (GARVEE) bonds, Bertram explained that the Administration's long term plans include expanding the Infrastructure Fund to incorporate existing loan and loan guarantee programs under a single program. The Fund would provide a one-stop source within DOT to design financing packages that would provide loans, loan guarantees or targeted grants for projects. Members of both political parties

expressed reservations about the proposal, arguing that the recommended funding levels would be insufficient to support national infrastructure needs.

Both the Senate and House Appropriations Committee are holding hearings on the fiscal year 2011 appropriations bills and have not announced a date for mark-up of the bills. Last year, the House considered and passed all 12 appropriations bills by the August recess. This year, there is speculation that the House may take up noncontroversial bills, such as Defense, Military Construction-Veterans Affairs and Homeland Security, but postpone action on bills likely to require further debate until after the November elections.

TIGER II Program

The Department of Transportation released its criteria for awarding \$600 million in infrastructure grants authorized in the Fiscal Year 2010 Appropriations Act (Public Law No. 111-117) on April 23. The grant program is similar, but not identical to the Transportation Investment Generating Economic Recovery (TIGER) program authorized under the American Recovery and Reinvestment Act, and is being referred to as TIGER II. Funds for the TIGER II program will be awarded on a competitive basis to projects that will have a significant impact on the nation, a metropolitan area or a region. Applicants must provide a 20 percent match, although DOT has said that it may favor projects that provide a greater non-federal match and are looking for funding to close the gap on a project. No more than 25 percent of the funds can be awarded to projects in any one state.

Under the notice, DOT can award up to \$35 million for planning and design work. In addition, DOT may combine the funds with an additional \$40 million in grants from the Department of Housing and Urban Development as part of the Administration's Partnership for Sustainable Communities. The joint solicitation is intended to encourage and reward more holistic planning efforts and to better align transportation, housing, economic development, and land use planning.

Applicants must submit a pre-application by July 16 and final applications are due on August 23. Applicants must have commenced NEPA before submitting the pre-application. There likely will be significant competition for the funding.

The Administration's initiative to promote sustainable and livable communities has received some criticism from senators and representatives from rural communities who place a high value on the investment in interstates and rural roads. Both Sen. Kit Bond (R-MO) and Rep. Tom Latham (R-IA), Ranking Minority Members of the Senate and House THUD Appropriations Subcommittees, has been critical of statements by DOT Secretary Ray LaHood stating that the needs of pedestrians and cyclists will be considered along with those of motorists as an important component for livable communities. Members have requested clarification on how the

Administration will implement the livable communities program in rural communities. This uncertainty may lead to an attempt to include language in the fiscal year 2011 appropriations bill instructing DOT regarding awards under the program.

Federal Transit Administration Grants

On April 13, the Federal Transit Administration issued its Notice of Funding Availability for its Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) and Clean Fuels Grant programs. There is \$81.2 million available for the Clean Fuel program and \$75 million available for the TIGGER program. The Clean Fuel Bus applications are due on June 14 and the TIGGER applications are due on August 11. Matt Welbes, the Executive Director of the FTA, mentioned these programs during our meeting in D.C. The notice states that they are looking for the most innovative proposals. FTA will issue a notice of funding availability for its bus and bus facilities program shortly. We have learned from FTA that the next solicitation will focus on state of good repair, including replacing buses that exceed their useful life and rehabilitating facilities.

Climate Change

A provision has been dropped from the latest version of the Senate's climate change bill that would have established a fee linked to the carbon content of fuel to control emissions from the transportation sector. The proposal would have directed revenue from the fee to reduce the impact of the bill on consumers and industry.

The bill is a compromise proposal, drafted by Senators John Kerry (D-MA), Joseph Lieberman (D-CT) and Lindsey Graham (R-SC). Sen. Graham opposed the fee as a tax on gasoline. A coalition from the transportation industry, including the American Trucking Association (ATA), the American Association of State and Highway Transportation Officials (AASHTO), the American Highway Users Alliance, and the AFL-CIO Transportation Trades Department, also objected to the fee out of concern that it would prevent an increase to the gasoline tax in the next surface transportation bill. They argued that Congress should retain the long-standing principle of dedicating revenue derived from transportation motor fuels to improving the nation's highway and public transportation systems.

Under the latest version of the bill, the "linked fee" has been abandoned. Instead, oil companies would be issued "pollution allowances." To blunt accusations that the provision constitutes a gas tax increase, the Congressional Budget Office would issue a document stating the allowances do not constitute a tax. All revenue from the sale of diesel oil fuel allowances would be dedicated to the Highway Trust Fund.

The fate of the bill remains uncertain. The legislation was expected to follow the financial reform legislation to the Senate floor. However, Majority Leader Harry Reid (D-NV) pulled it from the Senate agenda in favor of consideration of an immigration bill. Sen. Graham has objected to the change in priority and threatened to withdraw his support from the climate bill.



DATE: May 03, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

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.	MTC Innovative Grants Program*	Up to \$31 million	Letters of Interest Due June 1, 2010
5.	MTC Safe Routes to School Creative Grants Program*	Up to \$2 million	Letters of Interest Due June 1, 2010
6.	HUD Sustainable Communities Planning Grant Program*	Approximately \$150 million	June 5, 2010
7.	Caltrans State-legislated Safe Routes to School (SR2S) Program	Up to \$450,000	July 15, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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.

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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.

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
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Deadline for Letters of Interest Due June 1 @ 4pm 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	Deadline for Letters of Interest Due June 1 @ 4pm 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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
HUD Sustainable Communities Planning Grant Program	None Available At This Time. Please contact STA staff, Sara Woo, (707) 399-3214 swoo@sta-snci.com	June 5, 2010 Eligible Applicants: Public agencies	Approximately \$150 million	The goal of the program is to support multi-jurisdictional regional planning efforts that integrate housing, economic development and transportation decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, social equity and environmental impact simultaneously.	Eligible Projects: Preparation of Regional Plans for Sustainable Development; Implementation incentives for plans already in place; Preparation of more detailed execution plans and programs to implement existing regional sustainable development plans. http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities/grant_program
Caltrans State-legislated Safe Routes to School (SR2S) Program	Sylvia Fung Caltrans (510) 286-5226 sylvia_fung@dot.ca.gov	July 15, 2010 Eligible Applicants: City and County agencies only	Up to \$450,000; 10% local match for a total project cost of \$500,000	The program is for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.	Eligible Projects: Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities and public outreach/education/enforcement. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

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**Solano Transportation Authority
Board Meeting Highlights
May 12, 2010
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the May 12, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of May 12, 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
Harry Price, Vice-Chair	City of Fairfield
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

BOARD MEMBERS ABSENT:

Jim Spering	County of Solano
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ACTION – FINANCIAL ITEMS

A. Solano Countywide Bicycle Plan Priority Projects – Cycle 1 Funding

Recommendation:

Approve Cycle 1 Bicycle Projects and funding amounts as specified in Attachment A.

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

B. Countywide Pedestrian Plan Priority Projects: Cycle 1 Funding Recommendation
Recommendation:

Approve the following:

1. Incorporate a 50/50 split in allocating TDA Article 3 funds with Cycle 1 TLC and ECMAQ funding for priority pedestrian projects in the amount specified in Attachment A; and
2. Cycle 1 Pedestrian Projects and funding amounts as specified in Attachment B.

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

ACTION – NON-FINANCIAL

A. Gordon Water Line Relocation Project, Final Environmental Impact Report (EIR)

Chairman Sanchez opened the Public Hearing at 6:30 p.m.

There being no speakers, the Chair closed the Public Hearing at 6:31 p.m. and referred the matter to the Board for action.

Recommendation:

CONDUCT a public hearing to consider:

1. **CERTIFICATION** of the Final Environmental Impact Report (FEIR) for the Gordon Water Line Relocation Project;

Then:

2. **APPROVE** Resolution No. 2010-01, including certification of the Environmental Impact Report for the Gordon Water Line Relocation Project, Exhibit A: Findings of Fact and Exhibit B: Mitigation Monitoring Reporting Program; and
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

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

B. Project Technical Report for the Gordon Water Line Relocation Project

Recommendation:

Approve the following:

1. Project Technical Report for the Gordon Water Line Relocation Project;
2. The Gordon Water Line Relocation Project; and
3. Authorize the Executive Director to advertise one or more construction contracts for the Gordon Water Line Relocation Project for a total amount not to exceed \$2.9 million, including construction management services.

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

C. Agreements for Gordon Water Line Relocation Project

Recommendation:

Authorize the Executive Director to finalize and execute separate agreements between STA and the City of Vallejo, USBR and SID as required.

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

D. Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2010-11 and 2011-12

Recommendation:

Approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

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

E. Intercity Transit Ridership Study

Recommendation:

Approve the 2009 Intercity Transit Ridership Study Reports as shown in Attachments A, B, and C.

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

F. 2030 Napa-Solano Travel Demand Model Update

Recommendation:

Adopt the Napa Solano Travel Demand Model with the revisions specified in the Fehr & Peers technical memorandum dated April 19, 2010, subject to the following amendments:

1. Future use of the model for projects that use select link analysis or develop origin and destination projections, such as the RTIF, shall be reviewed by the MTAC for a determination that these projections are reasonable and defensible prior to public release of the information; and
2. Standard model industry practices of reasonableness shall be applied to project-specific uses of the model through model user agreements. Specifically, that where the calibrated base year model volumes differ from the actual road counts, the model user will consider whether adjustments to the model and/or the forecasts are appropriate, and if they are, explain and document the adjustments and the reasoning behind them.

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

G. Legislative Update

Recommendation:

Approve the following positions:

- AB 2620 (Eng) - Oppose
- SB 409 (Ducheny) – Support with amendments
- SB 1348 (Steinberg) - Watch
- SB 1418 (Wiggins) – Watch
- SB 1445 (DeSaulnier) – Watch

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

CONSENT CALENDAR ITEMS

On a motion by Vice-Chair Price, and a second by Board Member Spring, the STA Board approved Consent Calendar Items A to L. Since he was not at the March 10th Board meeting, STA Board Alternate Member Ioakimedes abstained from the vote of Item A, STA Board Meeting Minutes of March 10, 2010.

A. STA Board Meeting Minutes of April 14, 2010

Recommendation:

Approve STA Board Meeting Minutes of April 14, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of April 28, 2010

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010

Recommendation:

Approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

D. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Recommendation:

Approve the following:

1. Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

E. Unmet Transit Needs Comments for FY 2010-11

Recommendation:

Approve the following:

1. FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

F. Safe Routes to Transit Plan Scope of Work

Recommendation:

Authorize the Executive Director to issue a Request for Proposals and enter into a Consultant Contract for an amount not-to-exceed \$30,000 for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

G. Regional Transportation Impact Fee (RTIF) Project List

Recommendation:

Approve the RTIF Project List, as shown in Attachment A, for use in the RTIF Nexus Study Analysis.

H. On-Call Model Service Contract

Recommendation:

Authorize the Executive Director to enter an agreement with Cambridge Systematics for On-Call Modeling Service as specified in Attachment A for an amount not-to-exceed \$32,000.

I. Interim Executive Director for Solano County Transit MOU/JPA

Recommendation:

Contingent upon the approval by the Solano County Transit Coordinating Committee, authorize the Executive Director to execute a contract with Paratransit, Inc. in an amount not-to-exceed \$75,000 for staff services in accordance with the attached scope of work and schedule.

J. Resolution Determining STA Board to Hear Resolution's of Necessity for I-80 Eastbound Cordelia Truck Scales Relocation Project

Recommendation:

Approve Resolution No. 2010-04 determining that STA Board will hear Resolutions of Necessity for the I-80 Eastbound Cordelia Truck Scales Relocation Project in Solano County.

K. State Route (SR) 12 Jameson Canyon Co-Project Manager - Contract Amendment

Recommendation:

Authorize the Executive Director to amend the contract with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon Project in an amount not-to-exceed \$265,000 for an additional three year term.

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

A. MTC Report:

None presented.

B. Caltrans Report:

Janet Adams reported that on February 24, 2010, the California Transportation Commission (CTC) approved the 2010 SHOPP which included the \$50 million rehabilitation project on I-80 from Vacaville to Dixon (Meridian Road to East of Route 113 South to Dixon).

C. STA Reports:

1. Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks

2. Directors Reports:

a. Planning:

Robert Macaulay reported that the Congestion Management Program (CMP) will be updated for purposes related to SB 83.

b. Projects

Janet Adams reported CTC staff recommended a STIP funding delay for the Jepson Parkway project construction funding by 2 additional years to FY 2014-15.

c. Transit and Rideshare

Elizabeth Richards reported on the survey and field work regarding the car/vanpool operations at Curtola Park and Ride in Vallejo and Fairfield Transportation Center (FTC).

INFORMATIONAL – NO DISCUSSION

- A. Senior, Elderly and Disabled Transportation Advisory Committee Status**
- B. 2011 Transportation Improvement Program (TIP)**
- C. STA Safe Routes to School (SR2S) Update**
- D. Funding Opportunities Summary**
- E. STA Board Meeting Schedule for 2010**

ADJOURNMENT

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 12, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: May 10, 2010
TO: STA TAC
FROM: Johanna Masielat, 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., 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