



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, June 30, 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.</i> (1:35 – 1:40 p.m.)	
A. Minutes of the TAC Meeting of May 26, 2010 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of May 26, 2010.</i> Pg. 1	Johanna Masielat
B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010 <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A.</i> Pg. 9	Elizabeth Richards
C. Commute Profile_2010 Study – Solano and Napa Counties <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the Commute Profile 2010 Study – Solano and Napa Counties.</i> Pg. 13	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

- D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Article 3 Bicycle Projects** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to approve the attached FY 2010-11 TDA Article 3 Resolution No. 2010-07.
Pg. 15
- E. Eastern Congestion Mitigation Air Quality Improvement (CMAQ): SNCI Climate Initiatives Funding** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.
Pg. 31
- F. Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to adopt a resolution approving the following TFCA funding amounts for FY 2010-11:
- 1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and*
 - 2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.*
- Pg. 33**
- G. Solano Bicycle and Pedestrian Project Funding Amendment** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to amend the City of Fairfield's Linear park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.
Pg. 39
- H. Countywide Bicycle Plan Project List Amendment: West B Street Undercrossing** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to amend the Solano Bicycle Plan Project List to include the Dixon West B Street Undercrossing as shown in Attachment A.
Pg. 43

- I. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Fairfield** Sara Woo
Recommendation:
Forward a recommendation to the STA Board to appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.
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VI. ACTION – FINANCIAL ITEMS

- A. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Programming Specifics** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to modify the STA's SR2S Program's FY 2010-11 and FY 2011-12 Final Workscope as specified.
(1:40 – 1:45 p.m.)
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VII. ACTION NON-FINANCIAL ITEMS

- A. Discussion of Vehicle Registration Fee (VRF) Expenditure Plan Categories** Daryl K. Halls
Recommendation:
Review and provide input regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.
(1:45 – 1:55 p.m.)
Pg. 73

- A.1 Vehicle Registration Fee (VRF) Expenditure Plan - Maintenance of Local Streets and Roads Expenditure Plan Options**
Recommendation:
Review and provide input regarding the "Maintenance for Local Streets and Roads" category for VRF expenditures and allocation options.
(1:55 – 2:10 p.m.)
Pg. 99

- A.2 Vehicle Registration Fee (VRF) Expenditure Plan - Maintenance of Safe Routes to Schools Expenditure Plan Options** Sam Shelton
Recommendation:
Review and provide input regarding the "Safe Routes to School" category for VRF expenditures and allocation options.
(2:10 – 2:25 p.m.)
Pg. 103

**A.3 Discussion of Vehicle Registration Fee (VRF)
Expenditure Plan – Senior and Disabled Mobility**

Liz Niedziela

Recommendation:

Review and provide input regarding the “Senior and Disabled Mobility” category for VRF expenditures and allocation options.

(2:25 – 2:40 p.m.)

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B. Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to inform Caltrans that STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

(2:40 – 2:50 p.m.)

Pg. 111

C. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Sara Woo

Recommendation:

Forward a recommendation to the STA Board to approve the release of the draft sections of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan for a 30-day public comment period.

(2:50 – 2:55 p.m.)

Pg. 159

D. STA Grant Proposals: MTC Climate Initiatives Grant Program

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the following two project applications for MTC’s Innovative Grant Program:

- 1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and*
- 2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.*

(2:55 – 3:00 p.m.)

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VIII. INFORMATIONAL – NO DISCUSSION

- | | | |
|----|---|------------------|
| A. | Regional Transportation Improvement Fee (RTIF) Update
<i>Informational</i>
Pg. 171 | Sam Shelton |
| B. | PM 2.5 Hotspot Analysis Follow-up
<i>Informational</i>
Pg. 173 | Sam Shelton |
| C. | MTC CMA Block Grant Project List
<i>Informational</i>
Pg. 189 | Robert Macaulay |
| D. | Solano Rail Accident Inventory
<i>Informational</i>
Pg. 199 | Robert Macaulay |
| E. | Legislative Update
<i>Informational</i>
Pg. 205 | Jayne Bauer |
| F. | Funding Opportunities Summary
<i>Informational</i>
Pg. 207 | Sara Woo |
| G. | STA Board Meeting Highlights of June 9, 2010
<i>Informational</i>
Pg. 211 | Johanna Masiclat |
| H. | STA Board and Advisory Committee Meeting Schedule for 2010
<i>Informational</i>
Pg. 217 | Johanna Masiclat |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 25, 2010.**

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TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
May 26, 2010

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Charlie Knox	City of Benicia
	Janet Koster	City of Dixon
	Gene Cortright	City of Fairfield
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Sam Shelton	STA
	Johanna Masielat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jeff Knowles	City of Vacaville
	Alysa Majer	City of Suisun City

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.

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None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams informed the TAC that staff will be presenting reports to the STA Board in June regarding Project Manager for Jepson Parkway, Redwood Parkway, and the Public, Private, and Partnership Feasibility Study.

Daryl Halls provided an update regarding the evaluation process of new revenue options being discussed and considered by the STA. The Solano Transportation Improvement Authority (STIA) will reconvene on June 9, 2010 to discuss the various options and specific recommendations to bring forward to the STA Board.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved Consent Calendar Items A, and B including minor edits made to Item A, Meeting Minutes of April 28, 2010. Items C, D, and E were pulled for discussion.

A. Minutes of the TAC Meeting of April 28, 2010

Recommendation:

Approve TAC Meeting Minutes of April 28, 2010.

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

Recommendation:

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

C. 2010 Commute Profile

Elizabeth Richards reviewed the surveys that were conducted and data collected by STA's Project Consultant, Valerie Brock Consulting, in early May for the 2010 Commute Profile for Solano and Napa Counties.

After discussion, the STA TAC voted to table this item to allow time for review and comment of the document at their June meeting.

On a motion by Dan Kasperson, and a second by Janet Koster, the STA TAC approved to table this item until the next meeting in June to allow time for review and comment on the document as needed.

D. State Transit Assistance Funds (STAF) Status

Elizabeth Richards reported that legislation (ABX8 6 and ABX8 9) was passed to start the flow of funds to the STAF. She cited that the legislation was passed and included in the budget package signed by the Governor in March 2010 was a one-time allocation of \$400 million in STAF funds.

At an earlier meeting, the Consortium recommended to add Phase I to the Intercity Taxi Program funding proposal which was originally proposed for just Phase II of the Solano STAF population-based FY 2011 project list. The TAC concurred.

Recommendation:

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

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

E. Lifeline Transportation Funding Program

Liz Niedziela reviewed staff's recommendation to program \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects.

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.

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

VI. ACTION FINANCIAL ITEMS

A. Transportation Planning and Land Use (T-PLUS) Planning Grants

Robert Macaulay outlined staff's recommendation to assist jurisdictions without a designated PDA in developing plans for TLC oriented projects. He cited that staff is proposing to allocate \$35,000 of T-PLUS funds to support similar planning activities in one of the jurisdictions that does not have a designated PDA. He cited that staff plans to have the grant criteria completed by no later than July 19, 2010.

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.

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

B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Funding

Sam Shelton stated that due to the lack of eligible engineering projects ready to spend federal air quality funds in FY 2010-11 and FY 2011-12, STA staff recommends programming \$300,000 to Suisun City's Grizzly Island Trail Project and redistributing the available funding to the STA's SR2S education and encouragement program. He noted that \$642,000 in MTC's SR2S CMAQ and ~~\$250,000~~ **\$215,000** in ECMAQ 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

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.

Dan Kasperson made the motion to approve the staff recommendation, including amending the ECMAQ amount from \$250,000 to \$215,000. Janet Koster seconded the motion.

Prior to voting, Charlie Knox noted that smaller SR2S projects could not achieve the Metropolitan Transportation Commission's \$250,000 project minimum and asked that STA staff look into the potential to create a programmatic or countywide request for smaller SR2S projects to work around this requirement. Daryl Halls stated that STA staff would follow up with Mr. Knox's request. Mr. Halls noted that the recommended opportunity to attempt to change funding policies would be during MTC's Cycle 2 federal funding program in 2012.

On a motion by Dan Kasperson, and a second by Janet Koster, the STA TAC approved the recommendation via 6 to 1 vote with the City of Benicia voting no.

C. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy

Robert Macaulay reviewed the recommended amendment of the bike funding approved for the City of Vacaville's Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000 and the reprogramming of 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.

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.

On a motion by Rod Moresco, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as indicated in Attachment A.

VII. ACTION NON-FINANCIAL ITEMS

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

Janet Adams cited that the draft SR 12 Rio Vista Bridge Study has been developed to document the current costs, funding opportunities, corridors and public input. The study is planned be released for a two-month (60-days) public review and comment period at the June 9, 2010 STA Board meeting. She noted that 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.

Recommendation:

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

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

B. 2011 Transportation Improvement Program (TIP)

Sam Shelton reviewed the Draft 2011 TIP produced with the following elements; Draft 2011 TIP Project Summary (Projects sorted by Agency and Overview of funding source by fiscal year and delivery phase (e.g., Preliminary Engineering, Environmental, Design, Right-of-Way, Construction) and Draft 2011 TIP listings for all projects, sorted by agency.

Based on input, the STA TAC modified the Draft 2011 TIP to include minor changes to the description of projects and their dollar amounts.

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.

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation to include changes made to the projects list and with a stipulation to verify dollar amounts on the Draft 2011 TIP.

C. 2010 Congestion Management Program (CMP)

Robert Macaulay provided an update in the development of the 2009 Solano CMP. He summarized staff's proposed amendments to several programs that impact the CMP. He listed them as the Napa-Solano Travel Model Demand, Safe Routes to School, and Senior and Disabled Transit.

Recommendation:

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

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

VIII. INFORMATIONAL ITEMS

A. Solano Rail Crossing Inventory

Robert Macaulay reviewed a list of all railroad and surface street crossings in Solano County, including public and private crossings, formally approved and illegal informal crossings, and at-grade and grade-separated crossings. He noted that staff is requesting local jurisdictions review, add or correct the information.

B. 2010 State Transportation Improvement Program (STIP) Update

Janet Adams provided an update to the 2010 STIP. She noted that the CTC did not allocate funds (\$2.4 M) to the Jepson Parkway Project due to the on-going State budget crisis. She added that CTC staff recommended that \$30.475 M 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.

C. Jepson Parkway Update

Janet Adams reported that the STA is planning to retain a Project Manager for the Jepson Parkway project as it gets ready to move through design and Right-of-Way acquisition. She added that actions to initiate the updated Jepson Parkway Concept Plan will be considered at a future 2010 STA Board meeting following a meeting of the Jepson Parkway Working Group. She noted that action to initiate the procurement of the Project Manager will be considered at the June 2010 STA Board meeting.

D. Highway Projects Status Report:

- 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)**

Janet Adams provided an update to major highway and reliever route projects in Solano County as listed above.

E. Regional Measure 2 (RM 2) Update

Janet Adams provided an update to Solano County capital RM 2 projects.

NO DISCUSSION

F. Legislative Update

G. Funding Opportunities Summary

H. STA Board Meeting Highlights of May 12, 2010

**I. STA Board and Advisory Committee Meeting Schedule
for 2010**

IX. ADJOURNMENT

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

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DATE: June 21, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 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 revenues have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

The TDA matrix is developed and updated 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 and the multiple operators’ TDA shares for the new intercity taxi program. In June, the TDA matrix was updated to include the City of Vacaville’s FY 2010-11 TDA claims for operating and capital.

Discussion:

The TDA matrix is now being updated to include the County of Solano and the City of Vallejo/Vallejo Transit TDA claims. The County of Solano is claiming for the unincorporated area ADA paratransit service and transit administration for a total of \$65,000. In addition they are claiming \$328,000 for streets and roads. The County will be phasing out of the Unmet Needs process over the next few years.

The City of Vallejo plans to claim only \$176,765 for transit operations. Vallejo Transit has been able to utilize federal ARRA funds to reserve TDA funds for future years when ARRA funds are no longer available. Both the County of Solano and Vallejo claims are consistent with the TDA matrix. The balance of Vallejo's FY 2010-11 TDA funds will be put in reserve to cover future operating costs.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Recommend that the STA Board approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A for the County of Solano and Vallejo Transit.

Attachment:

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

FY2010-11 TDA Matrix -July 2010 version

062310 - v6

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 /local taxi	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST		FAST		Vjo T		Vjo T		FAST			FAST		VJO T		
													Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal			STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	
2/24/2010	2/24/2010	FY 10-11			(4)							(5)	(5)	(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	53,317						0	\$ 14,908	\$ 36,238	\$ 28,249	\$ 79,785	\$ (18,354)	\$ (29,979)	\$ 20,477	\$ 99,872	\$ 31,452	\$ 103,222					\$ 495,823	5,156,036
Solano County	616,798	467,143	1,083,941	539,101	7,650	65,000							\$ 14,178	\$ 19,932	\$ 22,214	\$ 17,485	\$ 19,846	\$ 8,418	\$ 23,772	\$ 80,096	\$ 45,749	\$ 17,203				328,000	\$ 1,082,799	1,142
Total	13,058,425	7,047,076	20,105,501	2,795,547	246,143																						\$ 7,877,337	12,228,164

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: June 21, 2010
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Commute Profile 2010 Study – Solano and Napa Counties

Background:

From 1992 until 2005, the Metropolitan Transportation Commission (MTC) conducted annual Commute Profile reports through the regional rideshare program. These reports collected a variety of quantitative and qualitative data at county and regional level that was used for a range of purposes. Commute characteristics were captured: commute mode splits, average travel distance, time, speed, locations. Various commute attitudes were measured.

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 communication with the media. 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.

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 Solano Napa Commuter Information. Other priorities have deferred this intended plan these past few years until this year. In December, 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 with the survey design. The data is 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 could vary slightly between the two counties and STA staff coordinated with NCTPA staff during this process. The survey instrument is targeted at employed residents who work outside their home.

Discussion:

The surveys were conducted in late March. The data was compiled and a draft report was completed in late May. The Commute Profile report was presented at the May TAC meeting. To allow time for the review of the document, the TAC tabled action on the report. In addition to the hard copies distributed at the TAC meeting, an electronic version of the report was circulated for review and comments; no comments were received. The report (attached) is being returned for the TAC's action.

Fiscal Impact:

This survey was funded with \$26,000 of State Transit Assistance funds (STAF) that is in the FY 2009-10 budget. NCTPA will be contributing in funding to this study.

Recommendation:

Forward a recommendation to the STA Board to approve the Commute Profile 2010 Study – Solano and Napa Counties.

Attachments:

- A. Commute Profile 2010 (Provided to the TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: June 8, 2010
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA)
 Article 3 Bicycle Projects

Background:

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g., Solano Transportation Authority for Solano County). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

The TDA Article 3 funding is one of three primary bicycle and pedestrian fund sources for Solano County. The STA Board approved the following projects for TDA Article 3 funding on May 12, 2010 which included \$266,000 in TDA Article 3 funds for five priority projects:

FY 2008-09 TDA Article 3 Approved Projects			
Mode	Agency	Project	Approved Funding
Bike	City of Dixon	Vacaville-Dixon Bike Route (Phase 1): Adams Street	\$52,000
Bike	City of Dixon	Bicycle Racks at City Facilities	\$2,000
Bike	City of Fairfield	Linear Park Alternate Route: Nightingale Drive	\$29,000
Bike	Solano County	Vacaville-Dixon Bike Route (Phase 5): Hawkins Road	\$112,000
Bike/ Ped	Solano Transportation Authority (STA)	Safe Routes to School (SR2S) Program	\$71,000

Total Approved: \$266,000

Discussion:

MTC requires a resolution for projects that are approved for TDA Article 3 funds. Attachment A is a resolution that will satisfy this requirement by reiterating the STA Board's May 12th approval. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project.

Recommendation:

Forward a recommendation to the STA Board to approve the attached FY 2010-11 TDA Article 3 Resolution No. 2010-07.

Attachments:

- A. Solano Transportation Authority FY 2010-11 TDA Article 3 Resolution No. 2010-07
- B. TDA Article 3 Applications/Resolutions of Local Support from Project Sponsors

RESOLUTION 2010-07

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED CLAIM
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE
ALLOCATION OF FISCAL YEAR 2010-11 TDA ARTICLE 3 PEDESTRIAN/BICYCLE
PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of TDA Article 3 projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of TDA Article 3 projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2010-11 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 14, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

Attachment A

	Short Title Description of Project	TDA Article 3 Amount
1.	City of Dixon Vacaville-Dixon Bicycle Route (Phase 1): Adams Street	\$52,000
2.	City of Dixon Bicycle Racks at City Facilities	\$2,000
3.	City of Fairfield Linear Park Alternate Route: Nightingale Drive*	\$29,000
4.	Solano County Vacaville-Dixon Bicycle Route (Phase 5): Hawkins Road	\$112,000
5.	STA Safe Route to School (SR2S)	\$71,000
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	Totals	\$266,000

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Resolution No. 10-095

RE: REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE NORTH ADAMS STREET BIKE LANE (PHASE 1 VACAVILLE-DIXON BIKE LANE) AND BIKE RACKS AT CITY FACILITIES

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Dixon desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that the City of Dixon declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the City of Dixon to carry out the project; and furthermore, be it

RESOLVED, that the City of Dixon attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

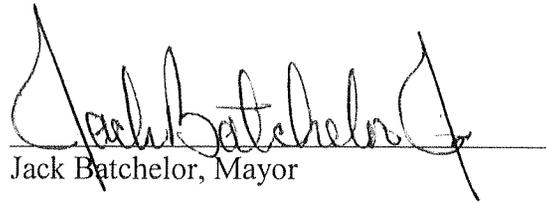
The City of Dixon City Council passed and adopted this resolution on June 8, 2010 by the following vote:

AYES: Cayler, Fuller, Batchelor

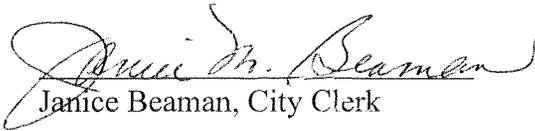
NAYS: Besneatte, Ceremello

ABSENT: None

ABSTAIN: None


Jack Batchelor, Mayor

Attest:


Janice Beaman, City Clerk

Attachment A

RE: REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE NORTH ADAMS STREET BIKE LANE (PHASE 1 VACAVILLE-DIXON BIKE LANE) AND BIKE RACKS AT CITY FACILITIES

Findings

Page 1 of 1

1. That the City of Dixon is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the City of Dixon legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That the City of Dixon has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the City of Dixon within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That any project described in Attachment B that is a “Class I Bikeway,” meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
11. That the City of Dixon agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

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TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: City of Dixon

Contact person: Janet Koster

Mailing Address: 600 East A Street

E-Mail Address: jkoster@ci.dixon.ca.us Telephone: 707-678-7031 x 304

Secondary Contact (in event primary not available) Jason Riley

E-Mail Address: jriley@ci.dixon.ca.us Telephone: 707-678-7031 x 311

Short Title Description of Project: North Adams Street Bike Lane

Amount of claim: \$52,000

Functional Description of Project:

Vacaville – Dixon Bike Lane Phase 1: North Adams Street Bike Lane between West A Street and West H Streets.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Engineering/Design- \$4,000; Construction - \$44,000; Inspection/Construction Management- \$4,000.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$52,000			\$52,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals		\$52,000			\$52,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 30, 2011</u>	YES

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: City of Dixon

Contact person: Janet Koster

Mailing Address: 600 East A Street

E-Mail Address: jkoster@ci.dixon.ca.us Telephone: 707-678-7031 x 304

Secondary Contact (in event primary not available) Jason Riley

E-Mail Address: jriley@ci.dixon.ca.us Telephone: 707-678-7031 x 311

Short Title Description of Project: Bike Racks at City Facilities

Amount of claim: \$2,000

Functional Description of Project:

Purchase and installation of bicycle racks at existing City facilities such as City Hall, Police Department Building, and Market Lane Park and Ride Lot.

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Purchase and install racks.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$2,000			\$2,000
list all other sources:					
1.					
2.					
3.					
4.					
Totals		\$2,000			\$2,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	YES
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>June 30, 2011</u>	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

RESOLUTION OF THE SOLANO COUNTY BOARD OF SUPERVISORS REQUESTING THE METROPOLITAN TRANSPORTATION COMMISSION TO ALLOCATE FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funding; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, Solano County desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists.

RESOLVED, the Solano County Board of Supervisors declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code.

RESOLVED, there is no pending or threatened litigation that might adversely affect the projects described in Attachment B to this resolution, or that might impair the ability of Solano County to carry out the projects.

RESOLVED, that Solano County attests to the accuracy of and approves the statements in Attachment A to this resolution.

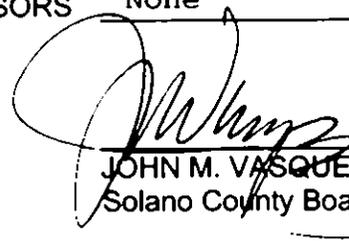
RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the Solano Transportation Authority for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

Passed and adopted by the Solano County Board of Supervisors on June 1, 2010, by the following vote:

AYES: SUPERVISORS Kondylis, Reagan, Seifert,
Spering, and Chair Vasquez

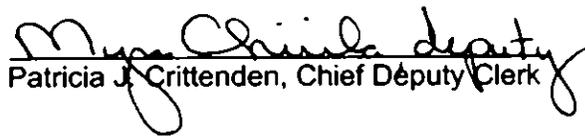
NOES: SUPERVISORS None

EXCUSED: SUPERVISORS None



JOHN M. VASQUEZ, Chair
Solano County Board of Supervisors

ATTEST:
Michael D. Johnson, Clerk
Solano County Board of Supervisors

By: 
Patricia J. Crittenden, Chief Deputy Clerk

Attachment A

FINDINGS OF THE SOLANO COUNTY BOARD OF SUPERVISORS

REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2010-11 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING

1. That Solano County is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is Solano County legally impeded from undertaking the projects described in Attachment B of this resolution.
2. That Solano County has committed adequate staffing resources to complete the projects described in Attachment B.
3. A review of the projects described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the projects.
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the projects described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description of the projects in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the projects.
7. That the projects described in Attachment B are for design engineering and environmental clearance, and an allocation of TDA Article 3 funding for such a plan has not been received by Solano County within the prior five fiscal years.
8. That the projects described in Attachment B have been included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.).
9. That the projects described in Attachment B are ready to commence implementation during the fiscal year of the requested allocation.
10. That Solano County agrees to maintain, or provide for the maintenance of, the projects and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2010-11 Applicant: Solano County

Contact person: Paul Wiese

Mailing Address: 675 Texas Street, Suite 5500, Fairfield CA 94533

E-Mail Address: pwiese@solanocounty.com Telephone: (707) 784-6072

Secondary Contact (in event primary not available) Matt Tuggle

E-Mail Address: mrtuggle@solanocounty.com Telephone: (707) 784-2797

Short Title Description of Project: Vacaville – Dixon Bikeway (Phase 5)

Amount of claim: \$112,000

Functional Description of Project:

Class 2 bike path along Hawkins Road from Pitt School Road to Leisure Town Road

Financial Plan:

List the project elements for which TDA funding is being requested (e.g., planning, environmental, engineering, right-of-way, construction, inspection, contingency, audit). Use the table below to show the project budget. Include prior and proposed future funding of the project. If the project is a segment of a larger project, include prior and proposed funding sources for the other segments.

Project Elements: Environmental clearance, design and right-of-way will be paid for by TDA Article 3 funds.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3 FY 10/11		\$112,000			\$112,000
List all other sources:					
1. CMAQ FY 10/11		\$250,000			\$250,000
2.					
3.					
4.					
Totals		\$362,000			\$362,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	Yes
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an explanation).	Yes
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June 30, 2013	Yes
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes



DATE: June 25, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Eastern Congestion Mitigation Air Quality Improvement (CMAQ):
SNCI Climate Initiatives Funding

Background:

The Metropolitan Transportation Commission (MTC) created a program called Climate Initiatives as part of their overall Cycle 1 Congestion Mitigation Air Quality Improvement (CMAQ) Program. This included an allocation of \$3 million of CMAQ funds for eastern Solano County (i.e. ECMAQ). MTC's Climate Initiatives Program is a separate, but related program to the STA's Block Grants. The Block Grants are discussed in more detail in a separate staff report. In summary, the STA was required to submit a Block Grant Strategy for Cycle 1 CMAQ/STP funding; this included the Solano Napa Commuter Information (SNCI) Program as part of the Climate Initiatives.

Discussion:

The Cycle 1 CMAQ funding involved several separate steps to approve the allocation of local streets and roads, as well as bicycle and pedestrian projects. The remaining formal allocation action needed is the ECMAQ approval of SNCI's Rideshare Program.

SNCI's Rideshare Incentives Program continues to be a cost effective and successful program in terms of clean air emission and climate action initiatives. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge). SNCI continues to be successful in recruiting more participants in the Bike to Work campaign, as well as recruiting large employers and their employees to participate in the Solano Commute Challenge. SNCI also took the lead in being the primary support for vanpools in Solano County and Napa County with more than 230 vanpools currently travelling to or from both counties.

The SNCI program traditionally receives the majority of its program funding through a combination of Transportation Fund for Clean Air Funds (TFCA), Clean Air Program funds and ECMAQ funds. The TFCA and Clean Air grants are not as reliable as ECMAQ; for example, Clean Air Funds provided by the Yolo Solano Air Quality Management District are expected to be reduced significantly in future years. In addition, as indicated in a separate staff report for the FY 2010-11 TFCA Program, a deficit of \$54,071 currently exists from a reduced TFCA estimate.

In order to be close to maintaining the SNCI program at its current level of service, STA staff is recommending an approval of \$445,000 from ECMAQ. SNCI relies on an ECMAQ allocation each cycle to augment grants from TFCA and Clean Air funds, typically \$150,000-200,000 and \$50-\$100,000 respectively.

Fiscal Impact:

A total of \$445,000 is recommended from Cycle 1 ECMAQ for SNCI's Program. The ECMAQ funds will augment TFCA and Clean Air Funds. A deficit of \$54,071 still exists for the program. STA staff is reviewing funding options to fully fund the SNCI the program. Options include State Transportation Assistance Funds and/or future commitments from the TFCA and Clean Air Program.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.



DATE: June 21, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). The Solano Transportation Authority is the CMA for Solano County. Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually.

The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds) for the remaining cities and the County unincorporated area within the Yolo-Solano Air Basin.

Discussion:

The TFCA funds were originally estimated at \$348,000 for FY 2010-11. On March 10, 2010, the STA Board approved the Solano Napa Commuter Information's (SNCI) Incentives Program as a priority for TFCA Program Manager Funds FY 2010-11 Program and approved up to \$260,000. The estimated remaining balance of funding was \$88,000. Two related events occurred since the STA Board action in March: 1) Solano Bikeway Extension/McGary Road Gap Closure Opportunity and 2) a reduction in this year's TFCA estimate.

McGary Road Gap Closure Opportunity

STA staff worked to find eligible TFCA projects for the remaining \$88,000 since the March 10th Board Action. After considering options, STA staff recommends funding the final segment of the McGary Road Class II Gap Closure Opportunity. McGary Road is a frontage road paralleling I-80 from Hiddenbrooke Parkway in the City of Vallejo to Red Top Road in the City of Fairfield. The majority of McGary Road is within the City of Fairfield; however, the County of Solano and the City of Vallejo also have small

segments of McGary Road within their jurisdiction. The City of Fairfield closed McGary road to motorists and bicycle travelers for approximately 10 years due to safety issues. This created a significant barrier to the countywide bicycle network, and fixing and re-opening McGary Road became a priority project for the STA at the recommendation of the STA's Bicycle Advisory Committee.

In coordination with the City of Fairfield and the County of Solano over the last year and half, STA staff worked to find options to fully fund the City of Fairfield's segment of McGary Road. As a result of all three agencies effort, the City of Fairfield was able to obtain several fund sources to fully fund the reconstruction of the McGary Road, including paving of Class II bike lanes. Completion of the project is anticipated by the September 2010.

In anticipation of Fairfield's segment being completed, the County of Solano and the City of Vallejo planned to rehabilitate each of their segments of McGary Road, including paving a Class II bicycle lane. There is an opportunity for cost savings if the two segments are completed together. The total project cost to complete both segments together is \$686,467. Rehabilitation of both segments separately could amount to slightly less than \$1 million.

The County of Solano and the City of Vallejo staff requested TFCA funding to take advantage of this cost savings opportunity. The City of Vallejo and the County of Solano indicated that they can complete the project with a minimum contribution of \$88,000 from TFCA funding if available. The project could be delivered by the end of summer if it is approved for funding. It will complete the final gap of McGary Road and provide a seamless transition between each jurisdiction from a user perspective. The BAAQMD indicated that this project was eligible and cost-effective.

TFCA Estimate Reduction

The original estimate of TFCA funds was reduced to \$293,929, a difference of \$54,071. STA staff is recommending a reduction to SNCI's allocation from \$260,000 to \$205,929 to absorb the difference. This is necessary to accommodate the \$88,000 recommended for the McGary Road project described above. There are other opportunities for SNCI to make up the loss of the \$54,071. These opportunities potentially include STAF funding and/or future commitments of TFCA and Congestion Mitigation Air Quality Program funds. STA staff will provide a recommendation on these options at the August TAC meeting.

STA staff is recommending that the STA Board adopt a resolution approving the recommended reduction in funding for SNCI and the approval of the Solano Bikeway Extension/McGary Road Gap Closure Project. The resolution is necessary for completing a fund package submittal to the BAAQMD. The draft resolution is included as Attachment A.

Fiscal Impact:

1. Solano County and the City of Vallejo will receive \$88,000 in TFCA funding to match \$598,467 to rehabilitate their segments of McGary Road. This is the minimal amount that the project needs, anything less will jeopardize the project.
2. The original FY 2010-11 TFCA fund allocation for SNCI program will be reduced by \$54,071 as a result of a lower estimate of TFCA funding.

Recommendation:

Forward a recommendation to the STA Board to adopt a resolution approving the following TFCA funding amounts for FY 2010-11:

1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.

Attachment:

- A. Draft Fiscal Solano County Fiscal Year 2010-11 TFCA 40% Program Manager Resolution

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2010-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVAL OF TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FY 2010-11
40% PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation balance for FY 2010-11 is \$293,929; and

WHEREAS, the STA prioritized and approved the SNCI Program for TFCA 40% Program Manager funds for FY 2010-11 at their March 10, 2010 meeting; and

WHEREAS, the City of Vallejo and the County of Solano, through a joint partnership, have requested TFCA funding to complete the Solano Bikeway Extension/McGary Road Gap Closure Project; and

WHEREAS, the City of Vallejo will be the lead coordinator for the TFCA funding; and

WHEREAS, the Solano Bikeway Extension/McGary Road Gap Closure Project is an eligible cost-effective clean air project; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions.

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors approve the following projects for the Fiscal Year 2010-11 Solano TFCA 40% Program Manager funds: Solano Napa Commuter Incentives Program for \$205,929 and the City of Vallejo's Solano Bikeway Extension/McGary Road Gap Closure Project for \$88,000.

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of July, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of July, 2010 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat
Clerk of the Board

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DATE: June 11, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Bicycle and Pedestrian Project Funding Amendment

Background:

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

Since the Board approval of these projects and funding amounts, administrative amendments have been identified through the programming process.

Discussion:

The City of Fairfield's Linear Park Alternate Route: Nightingale Drive was one of seven bicycle projects approved by the Board for Cycle 1 funding. The Linear Park Alternate Route: Nightingale Drive was approved for \$221,000 in Congestion Mitigation for Air Quality (CMAQ) Improvement Program funds for construction. The project was also approved for \$29,000 in Transportation Development Act (TDA) Article 3 funds for the design phase and also to serve as the local match for the \$221,000 for construction.

However, local match funding for federal fund sources is required to be programmed in the same project phase as the federal funds which it is matching. The City of Fairfield's Nightingale Drive project had to be adjusted to meet this requirement since the local match was placed in a separate phase.

As a result, STA staff and the City of Fairfield coordinated a solution to shift the \$29,000 TDA Article 3 from the PE phase to the construction phase. By doing this, the total need for the construction phase is subsequently met. To expedite the accomplishment of the preliminary engineering phase, City of Fairfield staff has opted to complete the work in-house.

Attachment A provides a summary of the bicycle and pedestrian project funding amendments that have taken place as part of the programming process since the May 12, 2010 Board action, including this report's proposed amendment. The changes include the following:

- Vacaville Ulatis Creek Bicycle and Pedestrian Path: \$915,000 reduced by \$105,000 to new amount of \$810,000 (adopted by STA Board on June 9, 2010); reprogram \$105,000 to Solano Vacaville-Dixon Bicycle Route project in Cycle 2
- Dixon West B Street Bicycle and Pedestrian Undercrossing: \$1,220,000 reduced by \$45,000 to new amount of \$1,175,000; proposed for reprogramming to implement the SNCI program (included in a separate report)
- Fairfield Linear Park Alternate Route – Nightingale Drive: Reprogram \$29,000 of TDA Article 3 in the PE phase to the construction phase of the project.

Fiscal Impact:

No impact to the STA general fund. The \$29,000 from the recommended amendment of the City of Fairfield’s Linear Park Alternate Route project will be reprogrammed from the design phase to the construction phase. The source of the funding is Transportation Development Act (TDA) Article 3 and the federal Congestion Mitigation Air Quality (CMAQ) Improvement Program.

Recommendation:

Forward a recommendation to the STA Board to amend the City of Fairfield’s Linear Park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.

Attachments:

- A. Cycle 1 Bicycle and Pedestrian Project Funding Summary

Cycle 1 Bicycle and Pedestrian Project Funding Summary

Attachment A

Mode	Bike (120 pts. max)	Ped (132 pts. max)	Sponsor	Project	Env/Design Cost	ROW/Construction Cost	Total Project Cost	Status	TDA Bike Share (\$266k FY 10-11; \$266k FY 11-12)	CMAQ: MTC Regional Bike or TLC Program	ECMAQ	Local Match	Total STA Staff Recommended Funding	Notes
Available Funding:									\$532,000	\$2,312,000	\$2,340,000	\$900,000	\$5,184,000	
Bike/Ped	81	75	Vacaville	Ulatis Creek Bicycle/Pedestrian Class I Path (Phase I) - Ulatis Drive to Leisure Town Road	\$61,000	\$854,000	\$915,000	\$61,000 needed for Env/Design. Environmental clearance expected October 2010. Construction-Ready by Spring 2011.	\$0	\$0	\$810,000	\$0.00	\$810,000	FY2010-11; local match needed
Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0	\$0	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
Bike	77	N/A	Dixon	Vacaville-Dixon Bike Route (Phase I) - Adams Street: SR 113 to Porter Road	\$6,000	\$46,000	\$52,000	\$52,000 needed to complete Env/Design and Construction. Environmentally cleared.	\$52,000	\$0	\$0	\$0.00	\$52,000	FY2010-11; Fully funded
Bike/Ped	77	77	Suisun City	Grizzly Island Trail (Class I)	\$300,000	\$2,100,000	\$2,400,000	\$300,000 needed for Env/Design. Environmental clearance expected September 2010. If selected for funding in Cycle I, anticipated to be construction-ready by Summer 2011.	\$0	\$814,000	\$0	\$900,000	\$814,000	FY 2011-12; Regional Bike ; eligible for approx. \$300,000 SR2S
Bike	73	N/A	Dixon	Bicycle Racks at City Facilities	\$0	\$2,000	\$2,000	Construction-Ready.	\$2,000	\$0	\$0	\$0.00	\$2,000	FY2010-11; Fully funded
Bike	67	N/A	Solano County	Vacaville-Dixon Bike Route (Class II) - Hawkins Road: Pitt School Road to Leisure Town Road	\$450,000	\$3,800,000	\$4,250,000	\$300,000 needed for prelim. Env/Design. \$1M needed for env/design and construction of first phase.	\$112,000	\$0	\$250,000	\$0.00	\$362,000	Eligible for YSAQMD CAF and ECMAQ
Bike	66	N/A	Fairfield	Fairfield Linear Park Alternate Route (CII or CIII) - Nightingale Drive: Dover Avenue to Air Base Pkwy	\$45,000	\$250,000	\$250,000	\$45,000 needed for Env/Design	\$29,000	\$221,000	\$0	\$0.00	\$250,000	FY 2010-11; Regional Bike construction phase funded
Ped	N/A	99	Vallejo	Downtown Vallejo Renaissance Project (TLC/PDA eligible)	\$0	\$7,000,000	\$7,000,000	\$7,000,000 needed to complete construction. Environmentally cleared. Construction-ready.	\$0.00	\$1,277,000	\$0.00	\$0.00	\$1,277,000	FY2010-11; TLC ; local match needed
Ped	N/A	97	Dixon	West B Street Pedestrian Undercrossing	\$0	\$6,100,000	\$6,100,000	\$6.1 million needed to complete construction. Environmentally cleared as part of the Dixon Transportation Center CEQA and NEPA docs. Design completion anticipated July 2010. Construction-ready by July 2010.	\$195,000	\$0.00	\$1,175,000	\$0.00	\$1,370,000	Construction cannot be phased; Funding proposed for deferment to Cycle 2
Bike/Ped	78	78	STA	SR2S Program Projects	N/A	N/A	\$120,000	Projects TBD; Note: The amount of \$142,000 is the local match needed to leverage \$1,000,000 MTC SR2S grant	\$71,000	\$0.00	\$0.00	\$0.00	\$71,000	\$35.5k FY2010-11; \$35.5k FY2011-12
Total:									\$532,000	\$2,312,000	\$2,235,000		\$5,079,000	

Cost Assumptions
2010 \$'s

Remainder: \$0.00 \$0.00 \$105,000.00

\$105,000 ECMAQ will be deferred to Cycle 2 for Solano Vacaville-Dixon Bike Route Project; \$1,175k ECMAQ will be deferred to Cycle 2 for Dixon West B Street BikePed Undercrossing

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DATE: June 25, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Countywide Bicycle Plan Project List Amendment: West B Street Undercrossing

Background:

The Solano Bicycle Master Plan project list and the Solano Pedestrian Master Plan project lists were adopted by the STA Board on May 12, 2010, after six months of extensive development work. During the subsequent discussion of funding priorities, it was noted that the West B Street Undercrossing project in Dixon will carry both pedestrian and bicycle traffic, but that it is only listed as a project in the Pedestrian Master Plan.

Discussion:

The West B Street railroad crossing is an existing at-grade crossing of the Union Pacific railroad tracks in downtown Dixon. It receives substantial use by students traveling to nearby elementary and middle school campuses. The at-grade crossing is proposed for replacement with a grade-separated undercrossing, which can also serve as platform access for the future Dixon rail station.

The undercrossing project is only listed as a project in the Solano Pedestrian Master Plan. As such, it is only eligible for funding from pedestrian-focused sources. However, the STA BAC reviewed the project and also recommended that the project be included in the Countywide Bicycle Plan. The recommendation stemmed from the crossing carrying a number of bicycle riders, particularly school children. The West B Street Undercrossing project would be eligible for a larger number of fund sources by including this project in the Countywide Bicycle Plan.

The Countywide Bicycle Plan project list is included as Attachment A.

Fiscal Impact:

None. Listing the West B Street undercrossing as a bicycle project will not impact the current prioritized fund list for either pedestrian or bicycle projects, though it may impact future funding decisions.

Recommendation:

Forward a recommendation to the STA Board to amend the Solano Bicycle Plan Project List to include the Dixon West B Street Undercrossing as shown in Attachment A.

Attachment:

- A. Bicycle Plan Projects List

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

PURPOSE STATEMENT, GOALS, AND OBJECTIVES

PURPOSE STATEMENT:

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

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

GOALS:

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

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

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

OBJECTIVES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ATTACHMENT A

BICYCLE PLAN PROJECTS LIST
(Last Adopted by STA Board on March 15, 2010)

ID	Agency	Project/Segment	From/To	Description	Project Status
1.	Benicia	East West Corridor Bicycle Connection: Military East Street/ East L Street/Adams Street – Priority #1	Park Road to First Street	Plan, design, and construct class II bike lanes and/or Bicycle Boulevard/sharrows in the East L Street/Military East/Adams Street corridor from Park Road to First Street to improve safety for cyclists entering the City from the Benicia Bridge.	Planned
2.	Benicia	Park Road/Industrial Way Bike Route – Priority #2	Benicia Bridge Bikeway to Lake Herman Road	Phase I: Construct Class III Bike Route on Park Road from the Benicia Bridge Bikeway to Industrial Way. Phase II: Construct Class III Bike Route on Industrial Way from Park Road to Lake Herman Road.	Planned
3.	Benicia	East H Street Bicycle Connection to Benicia Historic Arsenal District – Priority #3	Second Street to Lower Arsenal	Plan, design, and install a Class III facility on East H Street from East Second Street to East Sixth Street, then to and along either East J Street or East K Street, and then into the Lower Arsenal as a Class I facility to Jackson Street. This project would improve overall accessibility of residents and visitors to the Arsenal District (as would a future route extending from East H Street directly into the Lower Arsenal).	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
4.	Benicia	Lake Herman Road	Industrial Way to Benicia City Limit	Construct a class II bicycle lane on Lake Herman Road from Industrial Way to the Benicia City Limit in both directions. Note: This project is developer funded	Planned
5.	Benicia	Columbus Parkway	Benicia Road to Rose Drive	0.2 mile Class II bicycle lane on Columbus Parkway from Benicia Road to Rose Drive in both directions Note: This project is developer funded	Planned
6.	Dixon	Parkway Blvd – Priority #1*	Valley Glen Rd to Pitt School Rd	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Road to Pitt School Road in both directions	Planned
7.	Dixon	Vaca-Dixon Bike Route: North Adams Street – Priority #2	SR 113 to Porter Road A Street to Pitt School Road	Phase 1: Striping for a Class II pathway on Adams Street from SR 113 to Porter Road in both directions Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road in both directions	Planned
8.	Dixon	Bicycle Racks at City Facilities – Priority #3	Various Locations	Construction of bicycle racks, lockers, and other related amenities for bicyclists at City facilities	Planned
9.	Dixon	West B Street Bicycle and Pedestrian Undercrossing	West B Street/Union Pacific Railroad	Construction of a grade separated undercrossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Bike and Pedestrian Under-Crossing Project).	Planned
10.	Dixon	Pedrick Road Overcrossing (OC)*	Pedrick Rd RR OC	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
11.	Fairfield	Linear Park Path Alternative Route: Nightingale Drive – Priority #1	Dover Avenue to Air Base Parkway	Construction of 0.5 miles of Class II or Class III improvements on Nightingale Drive from Dover Avenue to Air Base Parkway Pedestrian Bridge (near Swan Way). The improvements would remain even if the Linear Park is extended. This project also includes other project components such as: including enhancements to the existing Laurel Creek multiuse trail, signage, lighting, and signage north of Airbase Parkway	Planned
12.	Fairfield	Specified North Connector Connections – Priority #2	Projects TBD	Construction of specified local connections to the STA North Connector project (projects to be determined)	Planned
13.	Fairfield*	Linear Park Path	Dover Avenue to Cement Hill Road	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
14.	Fairfield*	Laurel & Ledge-wood Creek Bike Paths	Rockville Road to SR12	Extension of the Ledge-wood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
15.	Fairfield	Red Top Road	Lopes to McGary	1 mile Class II bicycle lane on McGary Road from Lopes Road to McGary Road in both directions.	Planned
16.	Fairfield	Dover Avenue	Paradise Valley Drive to Fairfield Linear Park	1.8 mile Class II bicycle lane on Dover Avenue from Paradise Valley Drive to Fairfield Linear Park in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
17.	Fairfield	Peabody Road	Vanden Road to Air Base Parkway	1 mile Class I bicycle/pedestrian path on Peabody Road from Vanden Road to Airbase Parkway in both directions.	Planned
18.	Fairfield	Walters Road	Cement Hill Road to Air Base Parkway	1.1 mile Class I bicycle/pedestrian path on Walters Road from Cement Hill Road to Air Base Parkway.	Planned
19.	Fairfield	Walters Road	Air Base Parkway to East Tabor Ave	0.5 Class II bicycle lane on Walters Road from Air Base Parkway to East Tabor Avenue in both directions.	Planned
20.	Rio Vista	Rio Vista Loop: Church Road – Priority #1	Airport Road to Harris Road (about 50 feet past Harris Road)	0.3 mile Class I off-street bicycle/pedestrian path on Church Road from Airport Road to Harris Road in both directions.	Planned
21.	Rio Vista	Rio Vista Loop: Airport Road – Priority #2	Saint Francis Way to Church Road	1 mile Class I off-street bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road in both directions.	Planned
22.	Rio Vista	Rio Vista Loop: Liberty Island Road – Priority #3	Airport Road to Summerset Road	1.2 mile Class I off-street bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road in both directions.	Planned
23.	Rio Vista*	Sacramento River Waterfront	First Street to SR 12	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
24.	Rio Vista*	Citywide Trail System	Various Routes	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
25.	Rio Vista	Rio Vista Loop: Gardiner Way	SR12 to Saint Francis Way	0.1 mile Class I off-street bicycle/pedestrian path on Gardiner Way from SR12 to Saint Francis Way in both directions.	Planned
26.	Rio Vista	Rio Vista Loop: Saint Francis Way	Gardiner Way to Airport Road	0.9 mile Class I off-street bicycle/pedestrian path on Saint Francis Way from Gardiner Way to Airport Road in both directions.	Planned
27.	Rio Vista	Rio Vista Loop: Summerset Road	SR12 to Liberty Island Road	400 feet Class II bicycle lane on Summerset Road from SR 12 to Liberty Island Road in both directions.	Planned
28.	Rio Vista	Rio Vista Loop: Unnamed road	Saint Francis Way to River Road/SR84	0.3 mile Class I off-street bicycle/pedestrian path on Unknown road parallel to Poppy House Rd (south)	Planned
29.	Rio Vista	Suisun City to Rio Vista (Central County Bikeway): SR12	Azevedo Road to Rio Vista Bridge	3.2 mile Class I off-street bicycle/pedestrian path on SR12 from Azevedo Road to the Rio Vista Bridge in both directions.	Planned
30.	Solano County*	Dixon to Vacaville Bike Route: Hawkins Road – Priority #1	Pitt School Road to Leisure Town Road	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
31.	Solano County	Lake Herman Road	Benicia City Limit to Vallejo City Limit	Class II bicycle lane on Lake Herman Road from Benicia City Limit to Vallejo City Limit in both directions. *This project is supported by the STA BAC as a priority long-term project	Planned
32.	Solano County	Suisun Valley Road	Mangels Boulevard to Mankas Corner Road	4.4 miles of Class II bicycle lane on Suisun Valley Road from Mangels Boulevard to Mankas Corner Road in both directions. *This project is supported by the STA BAC as a priority long term project	Planned
33.	Solano County*	Green Valley	Various locations	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
34.	Solano County*	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Various bridge locations	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
35.	Solano County*	Support Cordelia Hills Sky Valley open space and trail project	McGary Road to regional open space	Connect open space to McGary Road or other segment of the regional bike network.	Planned
36.	Solano County	Abernathy/Mankas Corner Route: Mankas Corner Road	Suisun Valley Road to Abernathy Road	2.1 mile class II bicycle lane on Mankas Corner Road from Suisun Valley Road to Abernathy Road in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
37.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Mankas Corner Road to Rockville Road	1.9 mile class II bicycle lane on Abernathy Road from Mankas Corner Road to Rockville Road in both directions.	Planned
38.	Solano County	Abernathy/Mankas Corner Route: Abernathy Road	Rockville Road to Fairfield Linear Park	0.2 mile class II bicycle lane on Abernathy Road from Rockville Road to Fairfield Linear Park in both directions.	Planned
39.	Solano County	Pleasants Valley Road	Cherry Glen Road to Yolo County Line	13 mile class II bicycle lane on Pleasants Valley Road from Cherry Glen Road to Yolo County Line in both directions.	Planned
40.	Solano County; STA	SR 12: Bicycle-Pedestrian Overcrossing	Red Top Road to North Connector	0.1 mile bike/ped overcrossing	Planned
41.	Solano County	SR 12 Shoulder Improvements	Rio Vista Bridge/Sac County Line to Walters Road (various locations)	20 mile class II bicycle lane or class III bicycle route	Planned
42.	Solano County; Fairfield	Lopes Road	Second Street (Benicia) to Mangels Blvd	9.8 mile Class III bicycle route on Lopes Road from Second Street in City of Benicia to Mangels Boulevard in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
43.	Solano County	Jameson Canyon Route – Alternative A: Class I improvements in Jameson Canyon Corridor	Red Top Road to Napa County Line	3 miles Class I bicycle-pedestrian path in Jameson Canyon Corridor from Red Top Road to Napa County Line. Note: the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections plan will consider collaborative alignment alternatives between Solano County and Napa County.	Planned
44.	Solano County	Jameson Canyon Road Route – Alternative B: Class II Improvements (SR12)	Red Top Road to Napa County Line	Class II bicycle lanes included as part of SR 12 Jameson Canyon Road Widening Project	Designed
45.	Solano County	Gibson Canyon Road/Dobbins Street	East Monte Vista Avenue to Cantelow Road	4.3 mile class II bicycle lane on Gibson Canyon Road/Dobbins Street from East Monte Vista to Cantelow Road in both directions.	Planned
46.	Solano County	Cherry Glen Road	Nelson Road to Pleasants Valley Road	1.1 mile class II bicycle lane on Cherry Glen Road from Nelson Road to Pleasants Valley Road in both directions.	Planned
47.	Solano County	Nelson Road	Pena Adobe Road to Paradise Valley Road	2.1 mile Class I bike/ped path on Nelson Road from Pena Adobe Road to Paradise Valley Road	Planned
48.	Solano County	Leisure Town Road (Jepson Parkway)	Hawkins Road to Vanden Road	1.6 mile class I on Leisure Town Road from Hawkins Road to Vanden Road in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
49.	Solano County; Caltrans; Vallejo	SR 37	SR29/Mini Drive to Sonoma County Line	2.1 mile class I bike/ped path or class II bicycle lane on SR 37 from SR 29 to Sonoma County Line in both directions.	Planned
50.	Suisun City*	Grizzly Island Trail – Priority #1	Grizzly Island Road to Mariana Boulevard	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
51.	Suisun City*	Petersen Road Bike Path – Priority #2	Walters Road to Suisun City sports Complex	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance.	Planned
52.	Suisun City*	McCoy Creek Pedestrian/Bike Path – Priority #3	Pintail Drive to Railroad Ave	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
53.	Suisun City*	SR 12 Pedestrian/Bike Gap Closure Path	Marina Blvd and Capitol Corridor Train Station	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u>Under Construction</u>

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
54.	Vacaville*	Ulatis Creek Bike Facilities – Priority #1	Phase I: Ulatis Dr to Leisure Town Rd; Phase II: Allison Drive to I-80	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). Phase 1: Ulatis Drive to Leisure Town Road Phase 2: Allison Drive to I-80.	Planned
55.	Vacaville*	Elmira Road Bike Path – Priority #2	Leisure Town Road to Edwin Dr	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
56.	Vacaville*	Alamo Creek Bike Facilities	TBD	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location).	Planned
57.	Vacaville	Leisure Town Road (Jepson Parkway)	I-80 to Ulatis Creek	1.5 mile class I bike/ped path on Leisure Town Road from I-80 to Ulatis Creek in both directions.	Planned
58.	Vacaville	Leisure Town Road (Jepson Parkway)	Ulatis Creek to Alamo Drive	2 mile class I bike/ped path on Leisure Town Road from Ulatis Creek to Alamo Drive in both directions.	Planned
59.	Vallejo	McGary Road – Priority #1	Vallejo City Limit to Hiddenbrook e Parkway	0.25 mile class II bicycle lane on McGary Road from Vallejo City Limit to Hiddenbrooke Parkway in both directions.	Planned
60.	Vallejo	Georgia Street Corridor Bicycle Improvements – Priority #2	Columbus Parkway to Mare Island Way	Identify alignment along the 3.4 mile Georgia Street corridor for class II bicycle lanes to provide a direct thru-route from Columbus Parkway to Mare Island Way in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
61.	Vallejo	SR 29 – Priority #3	Georgia Street to Carquinez Bridge	2.1 mile of class II bicycle lane on SR 29 from Georgia Street to the Carquinez Bridge in both directions.	Planned
62.	Vallejo	McGary Road	Hiddenbrook e Parkway	Improve pavement condition on Hiddenbrooke Parkway leading to class II bicycle lane on McGary Road to Vallejo City Limit.	Planned
63.	Vallejo*	Bay Trail Completion	Various	Complete segments of the Bay Trail.	Planned
64.	Vallejo*	Blue Rock Springs Hans Park Pedestrian/Bike Path	Undefined	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
65.	Vallejo*	Columbus Parkway Pedestrian/Bike Path	I-80 to Georgia Street	Construct a Class 1 bike/ped path along Columbus Pkwy from I-80 to Georgia Street in both directions.	Planned
66.	Vallejo	Broadway Street	Alameda Street to Napa County Line	3.8 mile class II bicycle lane on Broadway Street from Alameda Street to Napa County line in both directions.	Planned
67.	Vallejo	Sacramento Street	Valle Vista to SR 37	0.9 class II bicycle lane on Sacramento Street from Valle Vista Street to SR 37 in both directions.	Planned
68.	Vallejo	Mare Island Way	Vallejo Ferry Terminal to Curtola Parkway	0.4 class II bicycle lane on Mare Island Way from Vallejo Ferry /Terminal to Curtola Parkway in both directions.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
69.	Vallejo	Solano Avenue	Benicia Road to Sonoma Boulevard	0.5 class III bicycle route on Solano Avenue from Benicia Road to Sonoma Boulevard in both directions.	Planned
70.	Vallejo	Solano Avenue	Mariposa Street to Sonoma Boulevard	1 mile class II bicycle lane on Solano Avenue from Mariposa Street to Sonoma Boulevard in both directions.	Planned
71.	Vallejo	Mariposa Street	Redwood Boulevard to Solano Ave	1.1 class II bicycle lane on Mariposa Street from Redwood Boulevard to Solano Avenue in both directions.	Planned
72.	Vallejo*	I-780 Pedestrian/Bike Grade Separation	I-780 OC	Replace existing structure	Planned
73.	Vallejo*	Fairgrounds Drive Pedestrian/Bike Path	Marine World Parkway to Redwood Street	Construct a Class 1 bike/ped path along Fairgrounds Drive from Marine World Parkway to Redwood Street.	Planned
74.	Vallejo	SR 29	Curtola Parkway to Maritime Academy Drive	2.3 mile class II bicycle lane from SR 29 from Curtola Parkway to Maritime Academy Drive in both directions.	Planned
75.	Vallejo*	Broadway to 4 lanes and Pedestrian/Bike Path	Napa County Line to Curtola Parkway	Construct a bike/ped path along Broadway Street.	Planned

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

** in CTP list*

ID	Agency	Project/Segment	From/To	Description	Project Status
76.	Vallejo*	Mare Island Pedestrian & Bike System	Various	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
77.	STA*	Solano Bike and Ped Wayfinding Signage	Various Locations TBD	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
78.	STA*	Safe Routes to School Projects and Programs	Various Projects	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
79.	STA*	Safe Routes to Transit Plan	Various Projects To Be Identified	Conduct a study and develop a Solano Safe Routes to Transit Plan. This plan would identify connections/gaps in accessibility for cyclists to transit. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
80.	STA	North Connector Bicycle Connections	North of I-80 between SR 12 West to Abernathy Road and SR 12 East	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Planned
81.	STA	Jepson Parkway Bicycle Segments	Jepson Parkway in Fairfield, Suisun City, and Vacaville	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycle and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Planned

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DATE: June 11, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Member Appointment Representing
the City of Fairfield

Background:

The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues and for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the seven (7) cities, the County, and a member-at-large appointment by the STA Board. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Attachment A shows the BAC membership including the current nominations.

Discussion:

The City of Fairfield has nominated David Pyle to continue to participate as its representative on the STA BAC. The City Council resolution confirming this appointment is shown on Attachment B.

Upon approval by the STA Board, this applicant will be appointed for a three-year term (from July 2010 through July 2013).

Fiscal Impact:

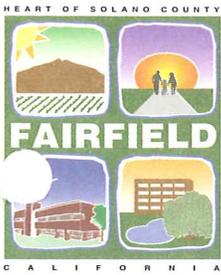
None.

Recommendation:

Forward a recommendation to the STA Board to appoint David Pyle as City of Fairfield's representative to the STA Bicycle Advisory Committee for a three-year term.

Attachments:

- A. City of Fairfield Nomination Letter
- B. Nomination Form for David Pyle
- C. STA Bicycle Advisory Committee Membership/Terms



Mayor Harry T. Price

Attachment A

RECEIVED

MAY - 4 2010

SOLANO TRANSPORTATION AUTHORITY

COUNCIL

Mayor Harry T. Price 707.428.7395

Vice-Mayor Chuck Timm 707.429.6298

Councilmembers 707.429.6298

Catherine Moy

John Mraz

Rick Vaccaro

•••

City Manager Sean P. Quinn 707.428.7400

•••

City Attorney Gregory W. Stepanicich 707.428.7419

•••

City Clerk Arletta K. Cortright 707.428.7384

City Treasurer Oscar G. Reyes, Jr. 707.428.7496

DEPARTMENTS

Community Development 707.428.7461

•••

Community Resources 707.428.7465

•••

Finance 707.428.7496

•••

Fire 707.428.7375

•••

Human Resources 707.428.7394

•••

Police 707.428.7551

•••

Public Works 707.428.7485

May 3, 2010

Johanna Masiclat Clerk of the Board Solano Transportation Authority One Harbor Center, Suite 130 Suisun, CA 94585

Re: Appointment of Fairfield City Council Representative to the Solano Bicycle Advisory Committee

Dear Johanna:

This letter is to confirm that I have appointed David Pyle as Fairfield's representative to the Solano Bicycle Advisory Committee. Mr. Pyle has the following contact information:

David Pyle [Redacted] Fairfield, CA 94533 [Redacted]

If you have any questions, please contact me.

Very truly yours,

[Handwritten signature of Harry T. Price]

Harry T. Price Mayor

HTP/cma



BICYCLE ADVISORY COMMITTEE (BAC)
NOMINATION/STATEMENT OF INTEREST FORM

Nominee: David Pyle

Address: [Redacted] Fairfield

Phone: [Redacted]

E-mail: [Redacted]

Please provide a brief statement regarding the nominee's interest in participating with the BAC:

I am interested improving bicycling in Solano County
last year I rode over 5,000 miles & commuted
to & from work

Nomination Submitted by: STA staff, Sara Woo, (707) 399-3214, swoo@sta-snci.com

STA Bicycle Advisory Committee (BAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Barbara Wood	Feb-2013
Benicia	J.B. Davis	Apr-2013
Dixon	Jim Fisk	Apr-2013
Fairfield	David Pyle	Jul-2013*
Suisun City	Jane Day	Feb-2013
Rio Vista	Larry Mork	Feb-2013
Vacaville	Ray Posey	Feb-2013
Vallejo	Mick Weninger	Feb-2010
Solano County	Michael Segala	Feb-2013

* Nominated for Appointment or Reappointment



DATE: June 18, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S)
Programming Specifics

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:

Final Workscope for FY 2010-11 and FY 2011-12

On June 9, 2010, the STA Board recommended a total of \$1.064 M for the STA's SR2S Program for FY 2010-11 and FY 2011-12. The next step to receive this funding is to request that MTC program these funds into their Transportation Improvement Program (TIP). In general, the TIP is a listing of all federal transportation projects and programs that have received federal funding. On June 4, 2010, MTC staff requested a detailed description of the use of these funds (Attachment A) as part of the "final workscope":

1. Project Description (contact info, goals, objectives)
2. Scope of Work & Schedule (tasks, products, completion dates, partners)
3. Approach to Project Evaluation (surveys)
4. Project Cost and Funding (budget table of tasks and funds showing local match)
5. Schedule (milestones, grant obligations, contract advertisements, etc.)

TAC Member \$250,000 Minimum Project Concerns

On May 26, 2010, the STA Technical Advisory Committee (TAC) discussed the engineering project programming limitations of MTC's SR2S CMAQ funds. As part of MTC's Resolution 3925 for Cycle 1 Surface Transportation Program (STP)/CMAQ funds, project grants cannot be below a minimum grant size of \$250,000 for Solano County (\$500,000 for counties with populations over one million). The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration (FHWA) staff.

Individual TAC members were concerned that MTC's \$250,000 project minimum policy was too restrictive for smaller agencies and smaller SR2S projects. The Benicia TAC member, with the concurrence of the TAC, asked STA staff to review the potential to program the MTC SR2S

CMAQ funding in a more programmatic nature by lumping smaller projects together under a single countywide program for over \$250,000. The TAC voted to approve the staff recommendation with the exception of the City of Benicia TAC representative who voted no.

STA staff discussed this proposal with MTC staff and receive the following comments:

1. MTC has already discussed the potential for this option with Caltrans and recommends against programming projects countywide with multiple agencies. This approach does not alleviate the administrative burdens on MTC, Caltrans and FHWA.
2. However, MTC does recommend programming projects that have multiple similar improvements within a single agency, such as programming various street rehabilitation segments as one project for at least \$250,000.

Based on MTC's response, STA staff recommends pursuing SR2S planning for multiple segment SR2S projects for MTC's Cycle 2 SR2S funding, should MTC make these funds available in FY 2012-13. This planning will also benefit other SR2S grants currently available, such as Caltrans's State SR2S grant, which has a grant maximum of \$450,000, and future Federal SR2S grants, which have had a grant maximum of \$1 M.

Swapping Program Funding for Planning Funding

In addition to this request for further program details, MTC has given the STA some flexibility with the source of funding for this \$642,000. The primary source of this funding comes from the Federal Congestion Mitigation and Air Quality Program (CMAQ), which is eligible for education/ encouragement programs and bicycle/pedestrian projects. However, MTC has made a limited amount of Surface Transportation Program (STP) funding available to be swapped with shares for CMAQ funding. STP funding can be spent on a wider variety of transportation projects and planning, including funding for additional school site walking audits and plans as well as engineering project design. This new flexibility being extended by MTC is the result of many Bay Area counties requesting planning funds to begin their SR2S Programs. To date, only Marin, Alameda, and Solano County have countywide SR2S Programs.

In 2007, the STA spent approximately \$122,300 on the 2008 STA SR2S Plan using STP funding and local gas tax funds. Consultant supported walking audits can cost between \$2,000 to \$5,000 per school, which includes time spent on the walking audit, an evening planning event, a narrative of issues and solutions, maps of the area, and conceptual designs of engineering improvements. The original vision of the STA SR2S planning process in 2007 was to hold seven "training audits" for city and school district staff at pilot schools in each Solano city, as selected by local SR2S task forces, so local agency staff could carry on additional SR2S planning. City of Benicia Public Works staff were able to create plans for the six remaining schools in their district. However, not all of these training audits were attended by city and school district staff. Having attended seven of these training audits, sixteen additional schools were added to the plan by STA staff leading additional SR2S planning. Fifty-six schools across the county still require SR2S planning.

STA staff recommends applying the same model of "training audits" in the fall of 2010 for seven additional schools countywide at a cost of \$35,000. As the STA's SR2S Program has gained additional attention, these training audits may receive better attendance by local agency staff, allowing them to continue this work at more schools. This will require swapping SR2S CMAQ funding for STP funding, meaning that the SR2S Program's Education and

Encouragement activities will be reduced by \$35,000 over the next two years, which is approximately 2-3 schools.

Fiscal Impact:

SR2S Program's Education and Encouragement activities will be reduced by \$35,000 over the next two years in exchange for funding \$35,000 in SR2S planning activities.

Recommendation:

Forward a recommendation to the STA Board to modify the STA's SR2S Program's FY 2010-11 and FY 2011-12 Final Workslope as specified.

Attachment:

- A. MTC Update on the County Safe Routes to School Program, 06-04-10

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: CMA Staff

June 4, 2010

FR: Craig Goldblatt

W. I.

RE: Update on the County Safe Routes to School Program

The congestion management agencies have been making significant headway in developing their Safe Routes to School (SR2S) Programs. Based on a number of questions I have received and upcoming deadlines, I would like to bring to your attention a number of issues:

1. CMAQ eligibility: FHWA has clarified that a number of SR2S activities are not eligible under the CMAQ program. A walking audit is considered to be a general planning activity, which is ineligible. *In response MTC is pleased to announce that there is now a limited amount of STP funds available that can be requested in place of CMAQ funds for SR2S planning activities only including walk audits. If interested, CMAs should request STP funding in their workscope submittal (#3 below) and the use of these funds for MTC consideration.* Alternatively, CMAs may elect to incur costs immediately using their CMA Planning Program funds (STP), which is available to underwrite any planning activities needed to implement their Safe Routes to School programs. Caltrans authorization and a MTC contracts are already in place to access CMA Planning Program funds.

Crossing guards and mobile radar trailers are also ineligible for CMAQ funding as they specifically address safety but do not result in changes to travel behavior, resulting in air quality improvement.

2. School Rideshare Matching Software: Some CMAs have expressed an interest in funding ridesharing programs which directly address students and school employees. MTC offers tools through the regional 511 Rideshare program, which includes a matching system that could also be used for school pool matching. If any of you are considering projects that include carpool matching, please get in touch with the 511 Rideshare program manager to discuss using this free tool first. Contact Susan Heinrich at 510.817.5822 or sheinr@mtc.ca.gov.

3. Submittal of Workscope to MTC: The next milestone for the SR2S Program is a submittal of a final workscope from each CMA no later than July 30, 2010 outlining its SR2S program concept. Please include the following components:

- a. **Project Description:** Identify the project title, project manager(s), and contact information. State the specific goals and objectives of the SR2s program for the County as a result of the funding provided by MTC.
- b. **Scope of Work and Schedule:** Detail the actions/tasks, work products, estimated completion dates and key partners.

- c. **Approach to Project Evaluation:** Describe an evaluation approach for your program and include it as a line item in your budget. There is also a MTC budget for the Climate Initiatives Evaluation Program, which potentially could offset some of the SR2S program evaluation costs, which is to be determined. However, at a minimum direct data collection in the classrooms, schools, etc. would be covered by your budget. MTC is in the process of hiring consultants to develop study approaches to evaluate the overall Climate Initiatives Program. Ultimately, this fall MTC will develop one set of evaluation metrics to be used for all nine SR2S programs, before projects/programs are implemented. An objective will be to use standard tools already being used in the field to the greatest extent possible.
- d. **Project Cost and Funding:** Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, design, construction, etc.) Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of grant funds requested, amount of local match, and funding source for local match.
- e. **Schedule:** Discuss the milestones, including grant obligations, contract advertisements, and implementation milestones.

4. Availability of Funding and the TIP: MTC has already processed a generic 2009 TIP amendment which includes the County SR2S program in all nine counties for PE activities only. Final approval of this amendment will take place in mid-July. This provides an earlier opportunity for a CMA wishing to begin implementing their programs using SR2S funds. To do so, CMAs can apply to Caltrans for an E-76 (obligation) starting immediately; and after the TIP amendment is approved in July Caltrans may issue the E-76 allowing program costs to be incurred and reimbursed. Any obligations during the present FY 2009-10 (through September 30, 2010) are dependent on obligation authority being available after April 30, 2010. Please call me to discuss this further, if you are interested.

The standard approach will be to rely on the development of the 2011 TIP which will be tailored to your program submittal. The 2011 TIP will be approved in mid-December 2010. For details please refer to the programming instructions and template which were previously provided to the CMAs for the CMA Block Grant and Safe Routes to School programs. They are attached for your information.

5. Caltrans Review: Caltrans has noted that there have been a number of challenges administering and delivering federal and State SR2S projects, with respect to sub-grantees. If applicable, Caltrans will be requiring and reviewing agreements between CMAs and subgrantees, clearly outlining implementation responsibilities as a condition of authorizing your fund requests.

If you have any questions, please contact me at (510) 817-5837 or cgolddb@mtc.ca.gov.



DATE: June 23, 2010
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Discussion of Vehicle Registration Fee (VRF) Expenditure Plan
Categories

Background:

In 2009, the State Legislature approved and the Governor signed Senate Bill (SB) 83 (Hancock) which authorizes Congestion Management Agencies (CMAs) to place a countywide measure before the county's voters to propose raising the motor vehicle registration up to \$10 to fund projects benefitting or mitigating the effects of the automobile. For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year or up to \$3.2 million per year if a \$10 fee was enacted. SB 83 requires a majority vote for passage.

At the STA Board meeting of April 14, 2010, the STA Board acted on a recommendation by the State Transportation Improvement Authority (STIA) Board to authorize staff to collect additional data and/or initiate feasibility studies for several new revenue options. One of the recommended revenue options was to evaluate the feasibility of Solano County voter receptivity to a motor vehicle registration fee (VRF) as authorized by the passage of SB 83. As part of this action, the Board directed staff to focus the potential expenditure plan on three categories and public opinion polling on the following: maintenance of local streets and roads (fixing potholes), safe routes to school, and senior and disabled mobility.

Discussion:

On June 15, 2010, the Solano Transportation Improvement Authority (STIA) Board was presented the summary results of a public opinion poll of 804 likely Solano County voters conducted by EMC Research. Alex Evans of EMC Research presented the results and responded to questions. A copy of the results presented to the STIA Board has been included as Attachment A.

In order to prepare a potential SB 83 expenditure plan in a timely manner, STA has retained the consultant firm of Gray-Bowen to assist in this effort. Gray-Bowen is currently assisting the Alameda CMA and the Contra Costa Transportation Authority (CCTA) in the development of their Counties' SB 83 expenditure plans. At the Board meeting, Bill Gray of Gray-Bowen described some of the potential options and types of projects and programs that are eligible to be funded through an SB 83 expenditure plan.

These options were focused on the three expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

A copy of the presentation provided to the Board is attached (Attachment B). At the Board meeting, the STIA recommended the development of an expenditure plan based on option #1 of the proposed options regarding the development of an Expenditure Plan. This consists of preparing a plan for \$10 that addresses all three priorities. The Board also requested staff prepare options for allocating the funds from the proposed fee for each of the three categories and options for flexibility within and between the categories based on local community needs. This item is to be presented for input to the TAC, Transit Consortium, Paratransit Coordinating Council (PCC), Senior and Disabled Advisory Committee, Safe Routes to School Advisory Committee and other advisory committees over the course of the next month prior to the STA Board making a decision on an expenditure plan and whether to place on the ballot for consideration by the voters on the November 2010 election. Public input is scheduled to occur at the STA Board meeting of July 14, 2010.

As part of this agenda item, staff has separately agendized a discussion of all three proposed elements of the Expenditure Plan. The TAC is being requested to review and provide input regarding the eligible categories for VRF expenditures and the options for allocation of VRF funds for each category. This information will be provided to the STA Board at their meeting of July 14, 2010.

Recommendation:

Review and provide input regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.

Attachments:

- A. STIA Board (June 15, 2010) Powerpoint – Presentation of Poll Results
- B. STIA Board (June 15, 2010) Powerpoint: Expenditure Plan Categories

TELEPHONE SURVEY OF LIKELY
SOLANO COUNTY NOVEMBER 2010 VOTERS

Presentation of Results

Presented to:
SOLANO TRANSPORTATION IMPROVEMENT AUTHORITY
JUNE 15, 2010



EMC Research, Inc.

436 14th Street, Suite 820
Oakland, CA 94612
(510) 844-0680
EMC 10-4272



Methodology

- ▶ Telephone Survey of likely November 2010 voters in Solano County
- ▶ 804 completed interviews
- ▶ Margin of error ± 3.5 percentage points
- ▶ Conducted May 9-13, 2010
- ▶ Interviews conducted by trained, professional interviewers

As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Please note that due to rounding, percentages may not add up to exactly 100%

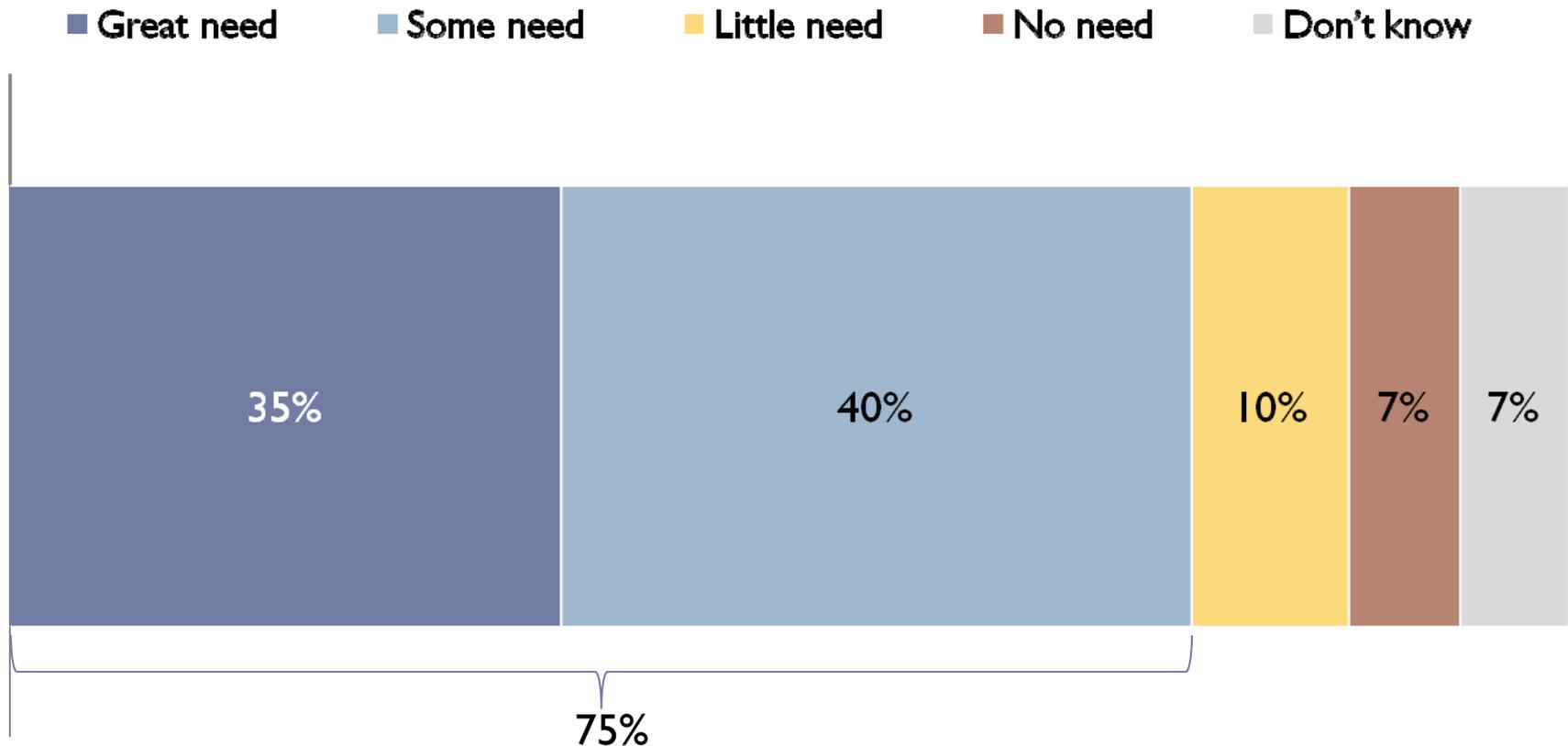
City	Number of Respondents	Margin of Error for Sub-Group
Fairfield	194 (24%)	+/-7.0%
Vallejo	185 (23%)	+/-7.2%
Vacaville	177 (22%)	+/-7.4%
Benicia	73 (9%)	+/-11.5%
Suisun	60 (7%)	+/-12.7%
Dixon	38 (5%)	+/-15.9%
Rio Vista	22 (3%)	+/-20.9%
Unincorporated	55 (7%)	+/-13.2%

Conclusions

- ▶ **Initial vote on a \$10 vehicle registration fee ballot measure is right at 50%.**
 - ▶ Women, Democrats, and younger voters are the most supportive. The measure sees the most support in Vallejo and Fairfield.
 - ▶ Vacaville and unincorporated areas of the county are the least supportive.
- ▶ **While a 20 year sunset is not appealing to voters, reducing the fee attracts slightly more supporters.**
 - ▶ A \$5 fee boosts support slightly, to 54% in favor.
- ▶ **Creating safe routes to school for children and repairing and maintaining local streets and roads are the top transportation expenditure priorities for Solano County voters.**
 - ▶ Other programs that are supported include: fixing potholes and transportation programs for seniors and disabled persons.
- ▶ **Voters see a need for increased funding for transportation.**
 - ▶ Three out of four voters believe there is some need for transportation funding.

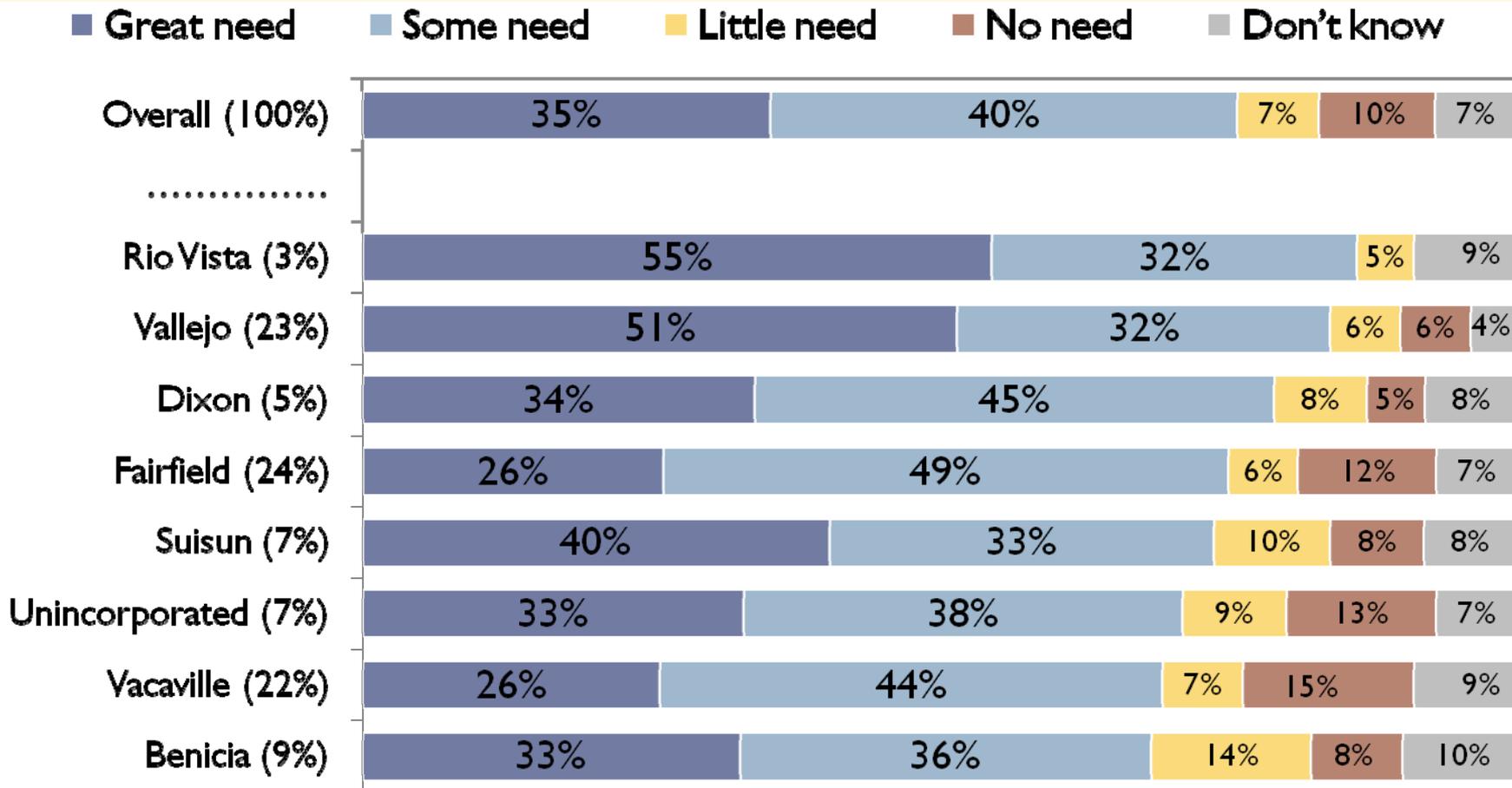
Three-quarters think that additional transportation funding is needed in Solano County

Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)



Voters in Rio Vista, Vallejo, and Dixon see the greatest need for additional transportation funding

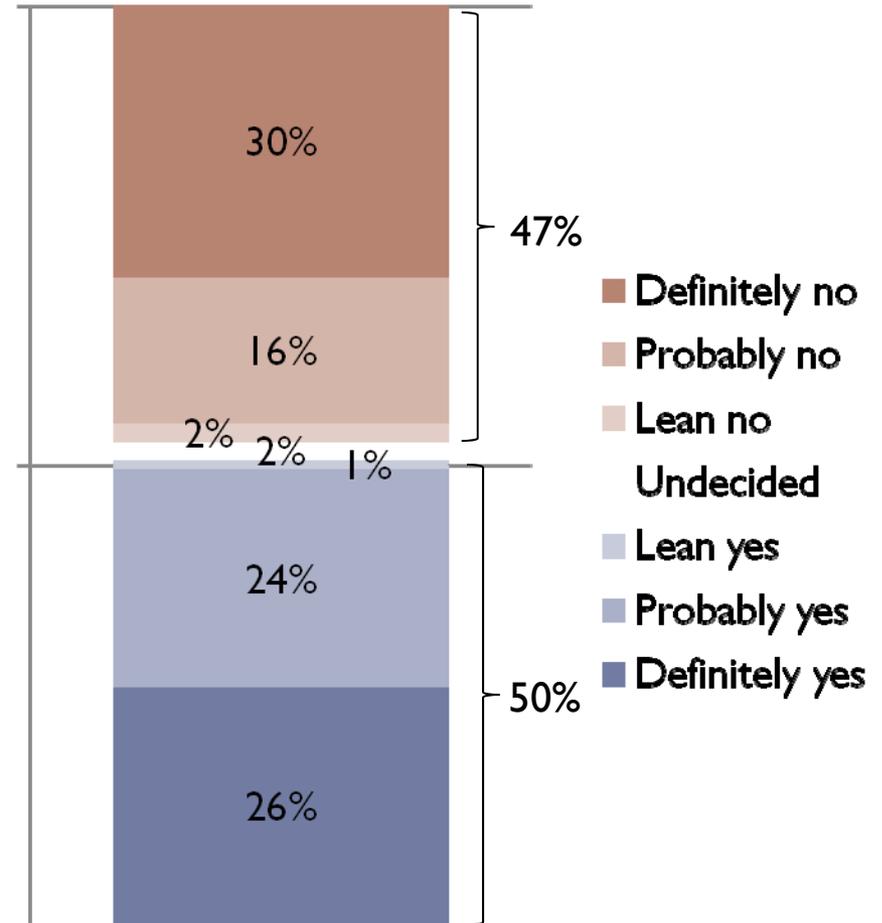
Thinking about Solano County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q14)



Initial support for the measure as asked is right at 50%

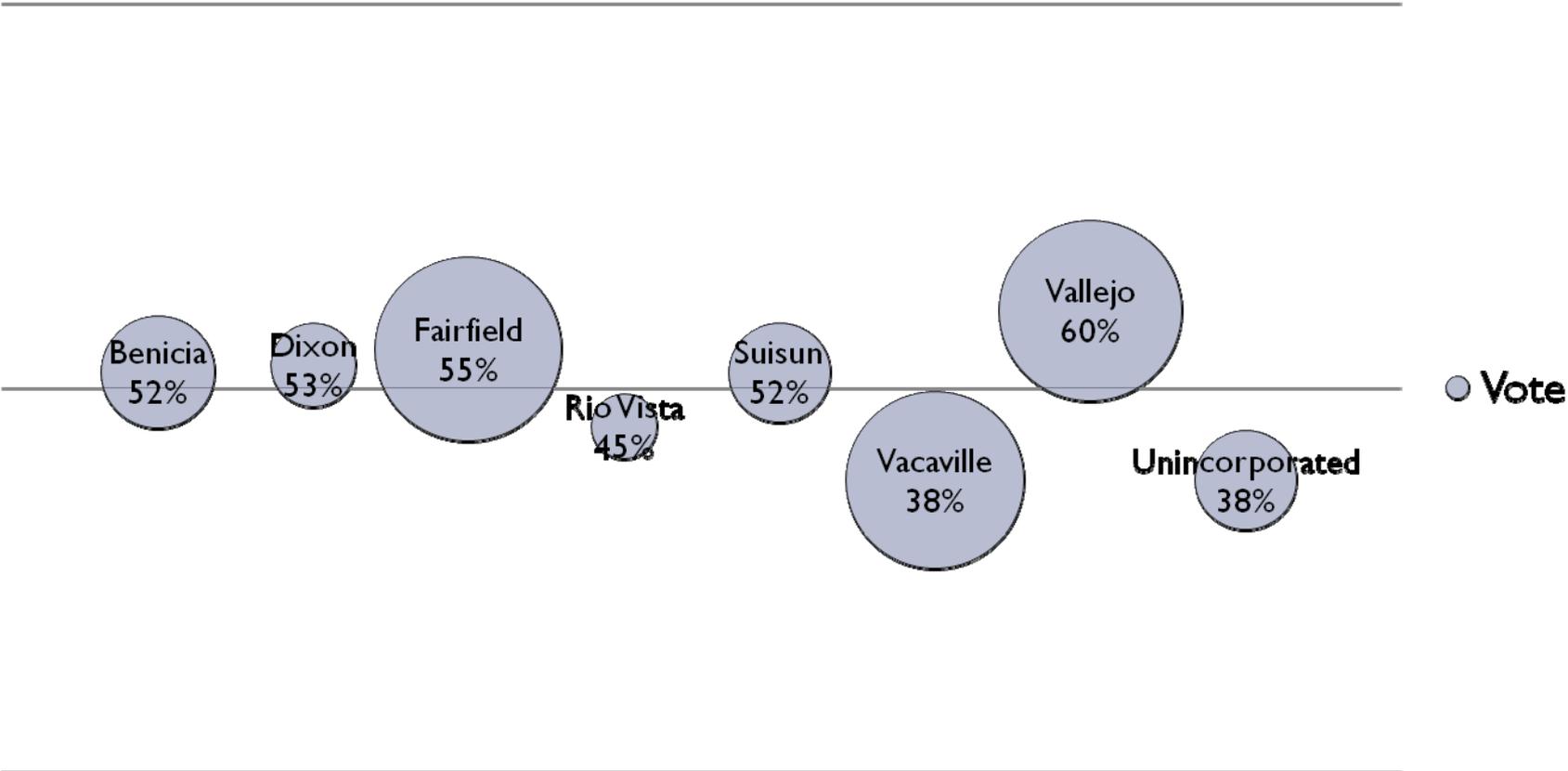
*Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to fixing potholes, providing more and easier transportation options for seniors and the disabled, and creating safe routes to school; with expenditures subject to strict monitoring and with all revenues staying in Solano County?*

Would you vote “Yes” to approve this measure, or “No” to reject it? (Q16)



The measure sees the highest support in Fairfield and Vallejo, and the lowest support in Vacaville and unincorporated areas

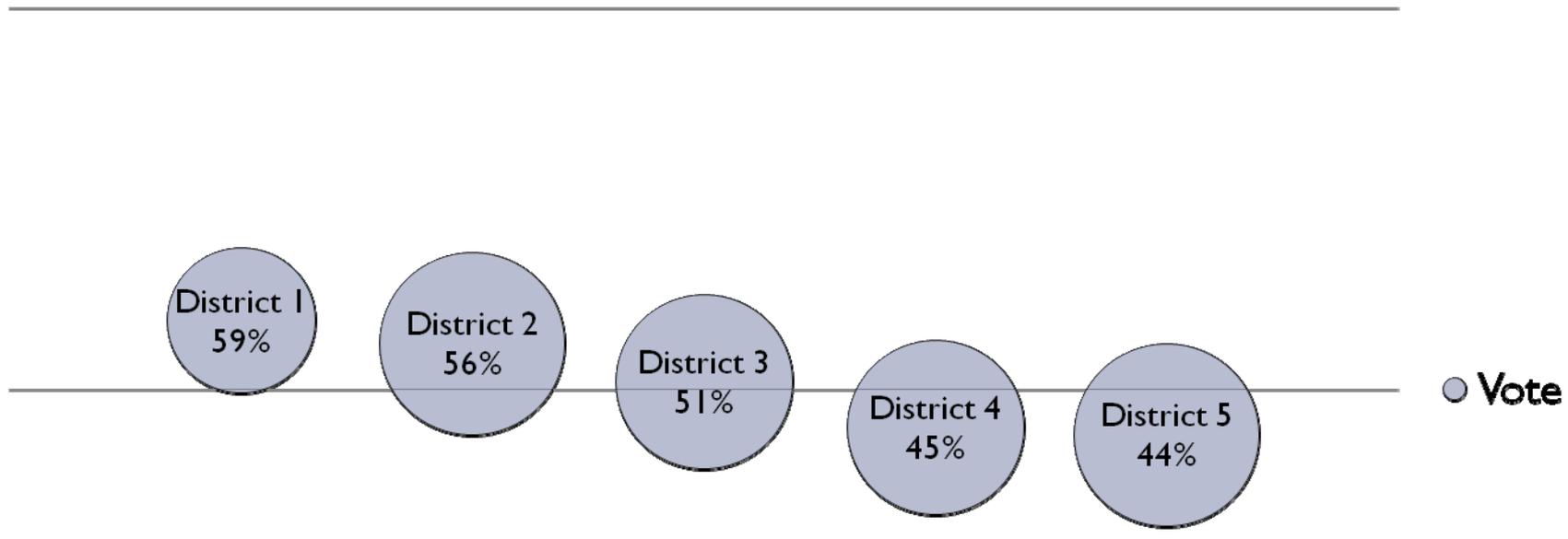
If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q16)



Bubble size represents proportion of demographic group

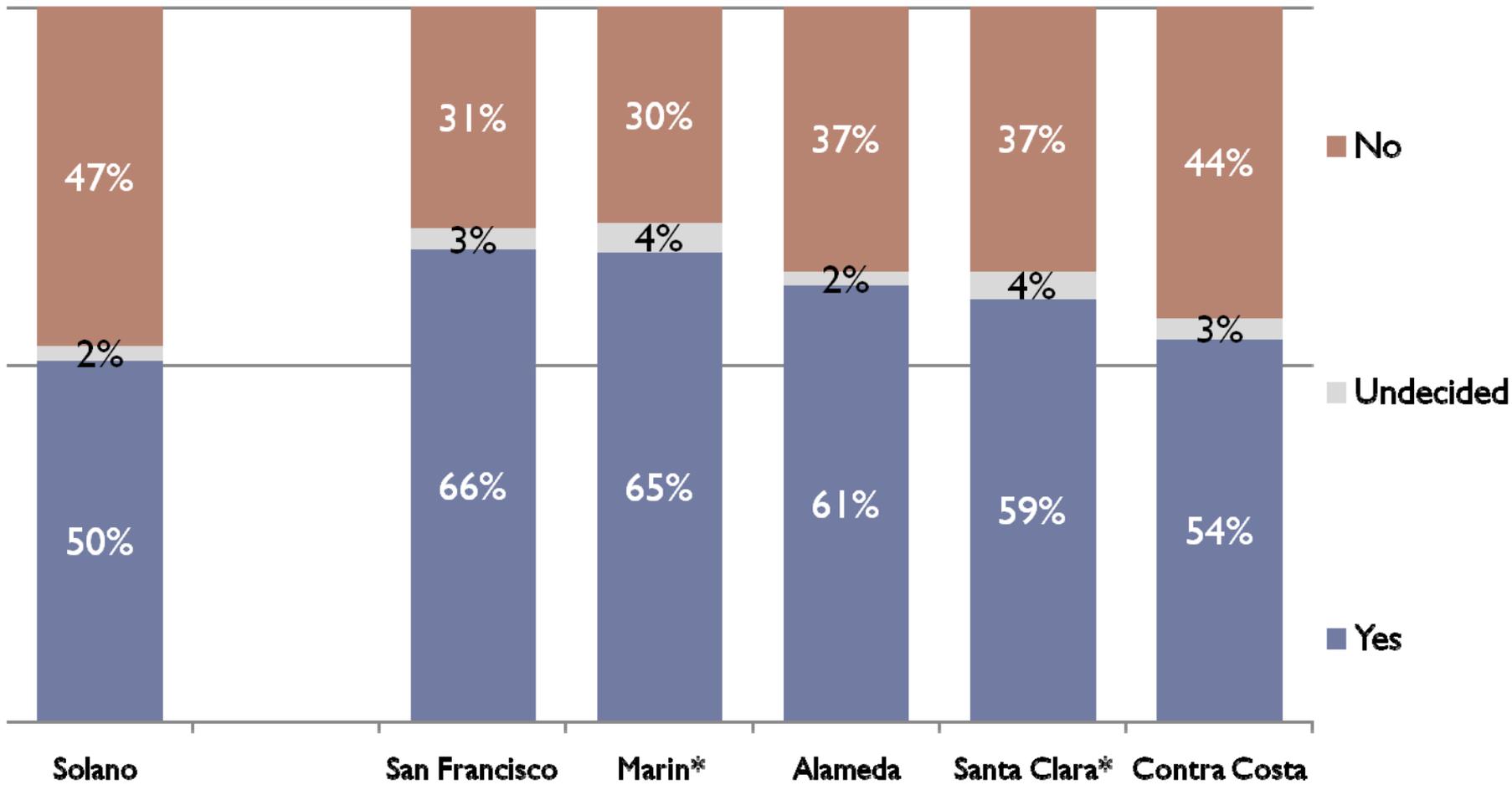
Support for the measure is highest in Supervisorial Districts 1 and 2, and support is lowest in Districts 4 and 5

If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote “Yes” to approve this measure, or “No” to reject it? (Q16)

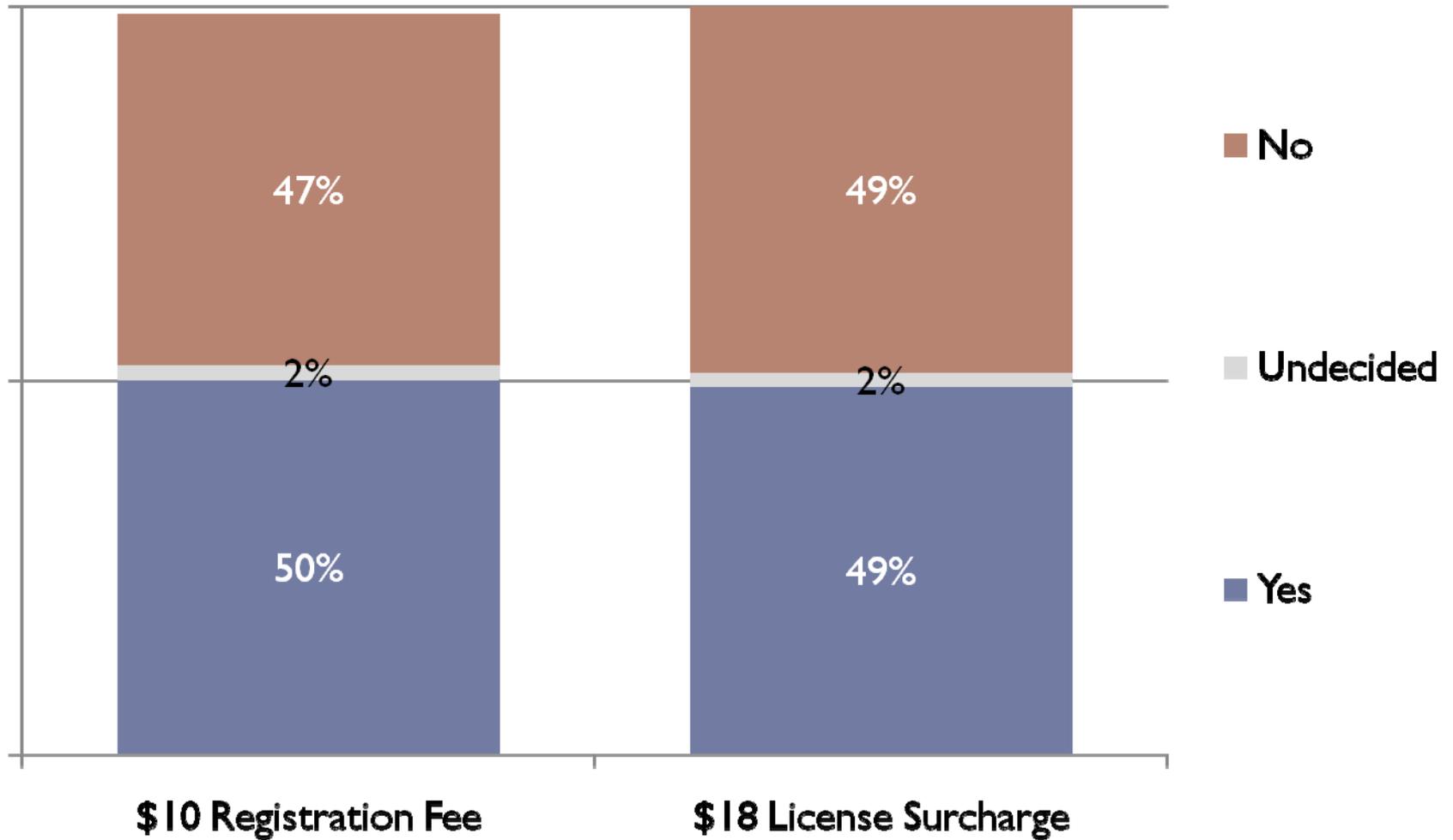


Bubble size represents proportion of demographic group

Comparison of \$10 VRF measures



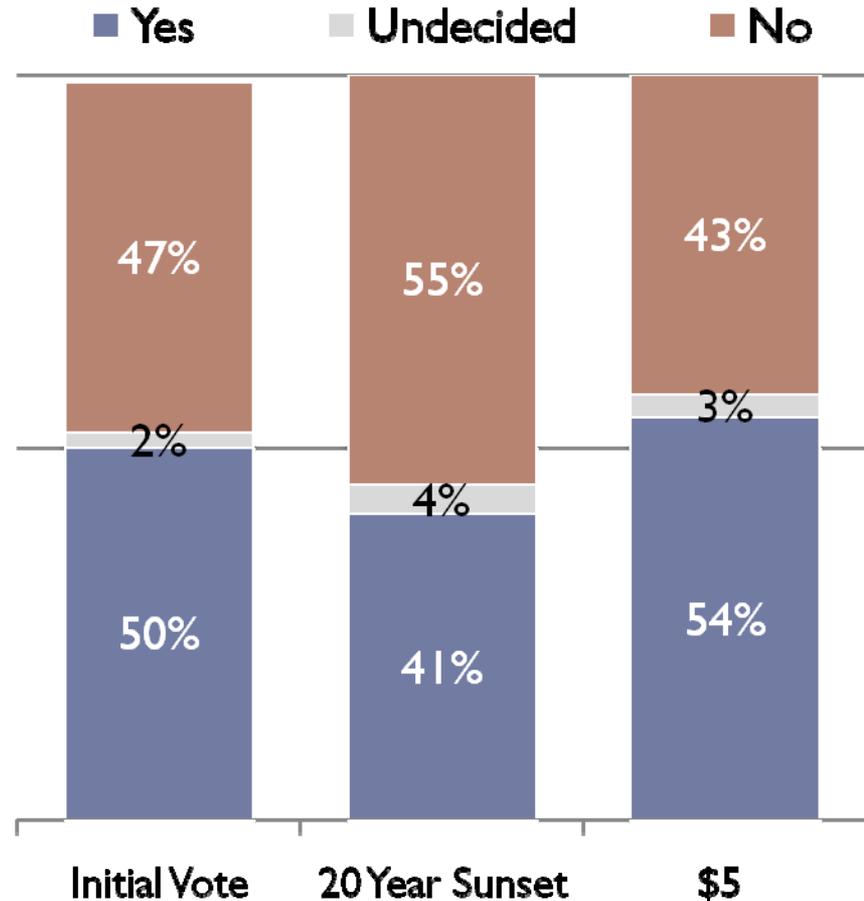
Voter support for the \$18 parks surcharge and the \$10 registration fee is nearly identical



The sunset provision does not attract more support, while reducing the fee to \$5 increases support only marginally

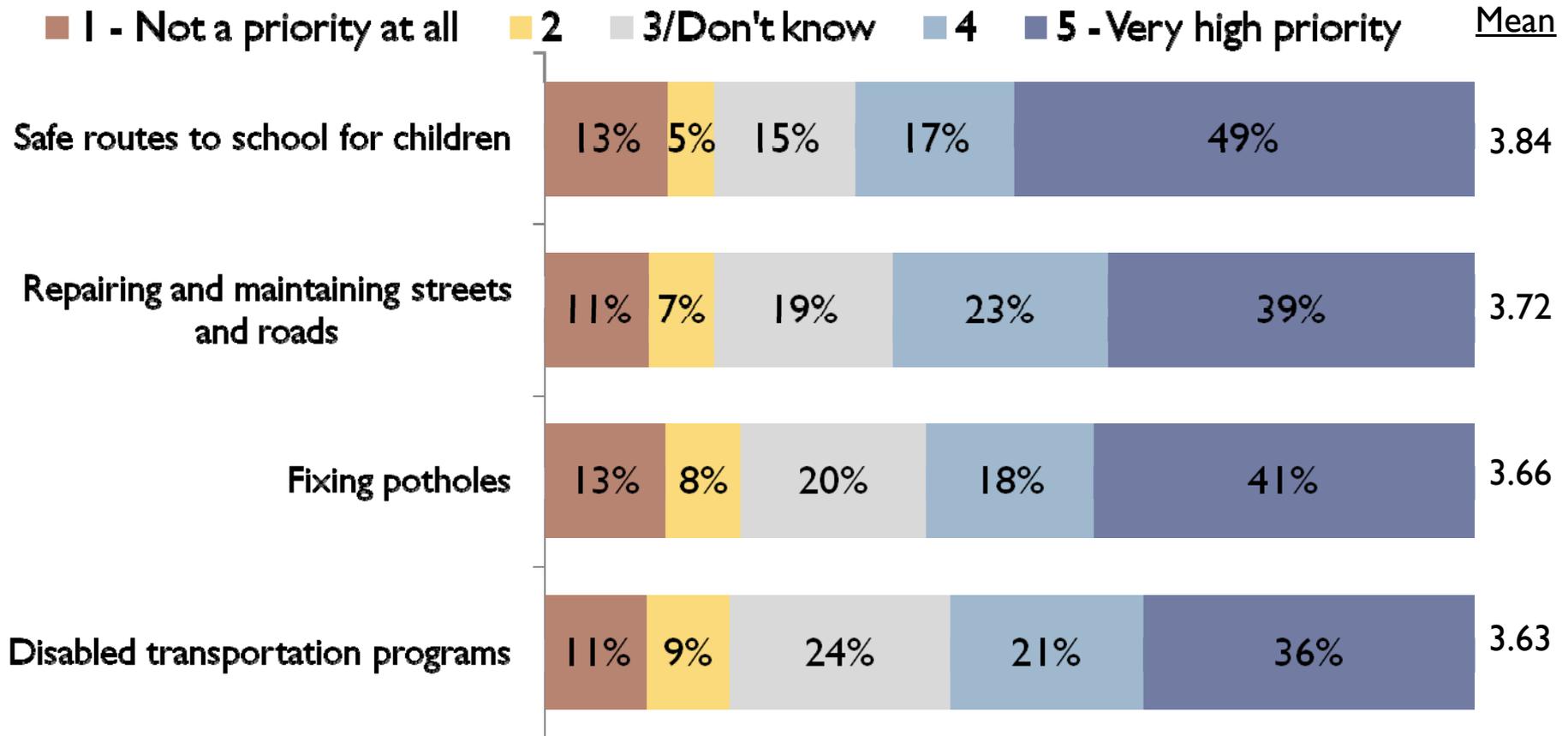
Thinking about the second measure I just read, the county vehicle registration fee measure, what if the county vehicle registration fee measure expired after twenty years and could not be continued without another vote on the fee and the expenditure plan? (Q17)

Instead of ten dollars, what if the fee was five dollars? (Q18)



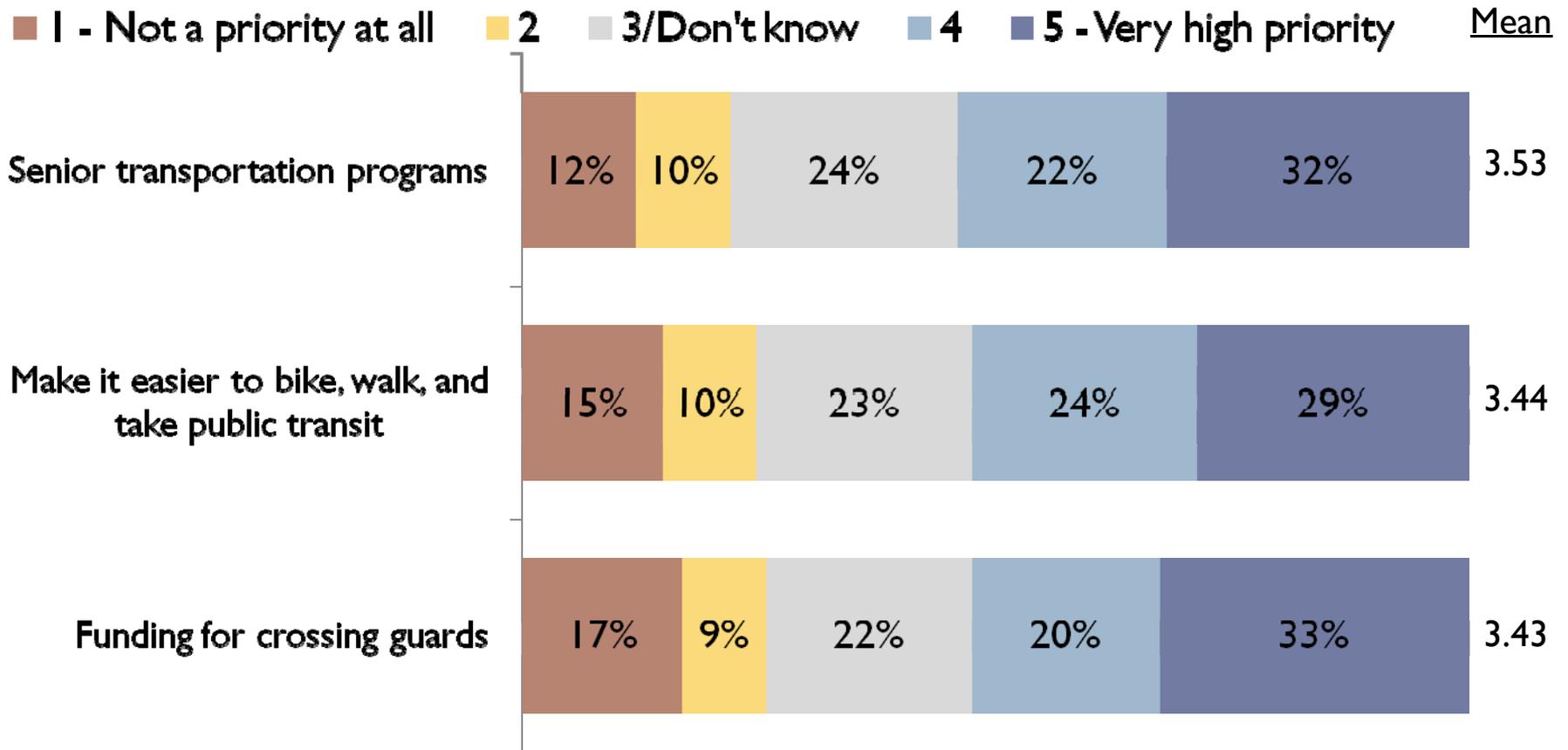
Safe routes to school for children and repairing local streets and roads are the top expenditure priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



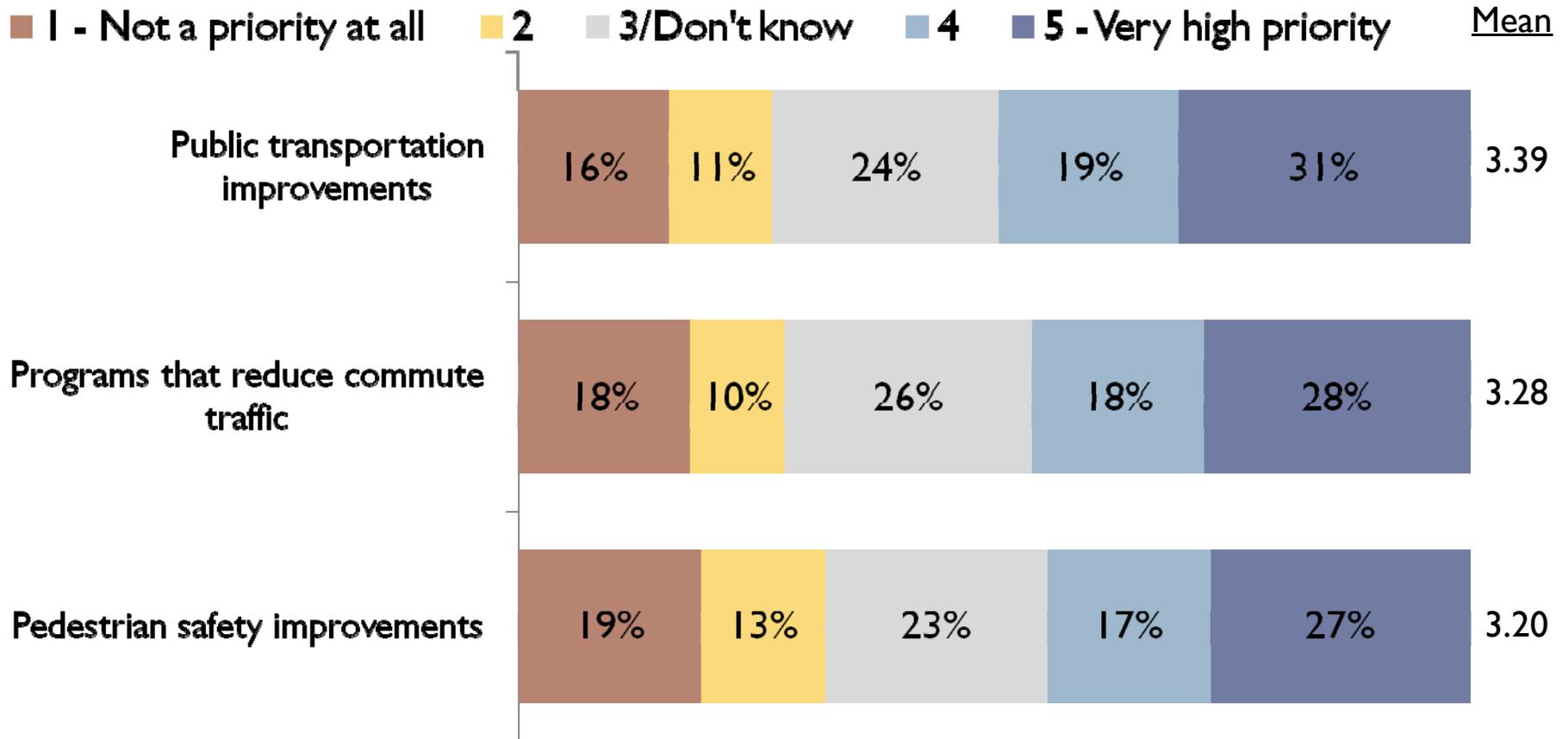
Mid-level transportation expenditure priorities for Solano County voters

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



Pedestrian safety improvements and reducing commute traffic are not voter priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q20-29)



Overview of Expenditure Priorities

By City

15

Voter Priorities	Overall	Vallejo	Fairfield	Vacaville	Benicia	Suisun	Dixon	Rio Vista	Unincorp
Safe routes to school for children	3.84	3.90	3.95	3.71	3.82	3.95	3.95	3.81	3.58
Repairing and maintaining local streets and roads	3.72	3.98	3.82	3.43	3.55	3.81	3.51	3.81	3.63
Fixing Potholes	3.66	3.93	3.77	3.29	3.64	3.58	3.35	4.00	3.73
Disabled Transportation Programs	3.63	3.79	3.64	3.61	3.45	3.76	3.35	3.71	3.35
Senior Transportation Programs	3.53	3.55	3.59	3.51	3.40	3.69	3.55	3.38	3.38
Make it easier to bike, walk, and take public transit	3.44	3.64	3.59	3.28	3.44	3.39	3.16	3.33	3.09
Funding for crossing guards	3.43	3.47	3.46	3.41	3.37	3.59	3.51	3.45	3.15
Public transportation improvements	3.39	3.52	3.49	3.17	3.53	3.41	3.49	3.41	2.98
Reduce commute traffic	3.28	3.30	3.41	3.18	3.45	3.41	2.87	3.18	3.09
Pedestrian safety improvements	3.20	3.52	3.33	2.99	3.15	3.34	3.13	3.10	2.98

Options for next step

	OPTION 1 \$10 Registration Fee	OPTION 2 \$10 Registration Fee	OPTION 3 \$10 Registration Fee	OPTION 4 \$5 Registration Fee	OPTION 5 \$5 Registration Fee	OPTION 6 Do not place measure on ballot
Funds Generated	\$3.2 Million annually	\$3.2 Million annually	\$3.2 Million annually	\$1.6 Million annually	\$1.6 Million annually	n/a
Safe Routes to Schools <ul style="list-style-type: none"> • Crossing Guards • Radar speed detection signs • Improved bike and pedestrian paths near schools • Improved rail, highway, and road crossing signs near schools • School shuttle programs • Bicycle and pedestrian safety programs • Education and encouragement programs 						
Senior and Disabled Transportation <ul style="list-style-type: none"> • Intercity and local subsidized taxi services for ambulatory and non-ambulatory transit • Reduced-price senior and disabled passes • Purchase of paratransit vehicles • Senior shuttles • Non-profit mobility programs assisting the disabled and seniors 						
Maintenance of Local Streets and Roads <ul style="list-style-type: none"> • Street repaving and rehabilitation • Traffic signal maintenance and upgrades • Signing and striping on roadways • Fixing potholes 						



Solano Transportation Improvement Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Tel: 707.424.6075

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Expenditure Plan Categories

STIA Board Meeting, June 15, 2010



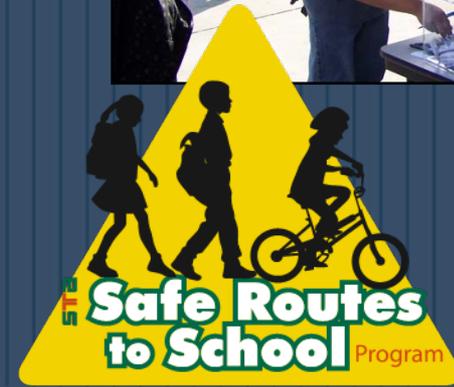
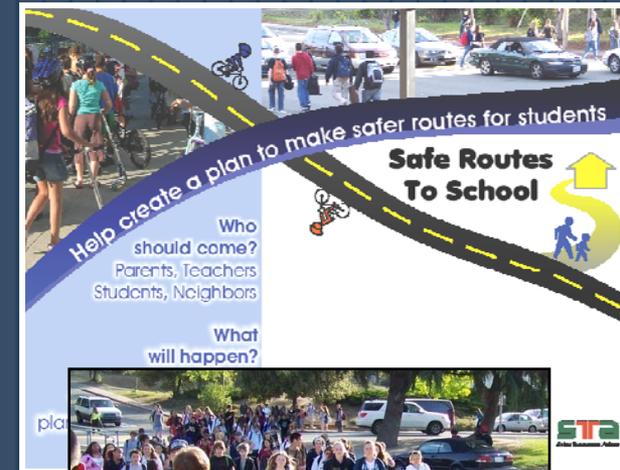
Maintenance of Local Streets and Roads

- ▣ Street repaving and rehabilitation
- ▣ Traffic signal maintenance and upgrades
- ▣ Signing and striping on roadways
- ▣ Fixing potholes



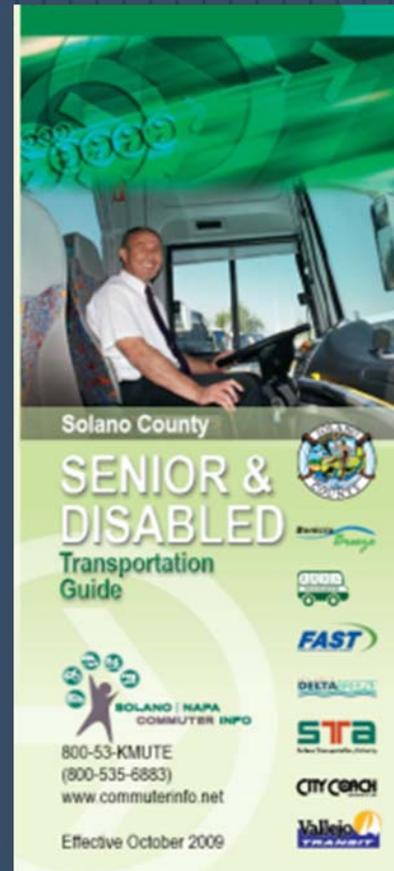
Safe Routes to School

- ❑ Crossing Guards
- ❑ Radar speed detection signs
- ❑ Improved bike and pedestrian paths near schools
- ❑ Improved rail, highway, and road crossing signs near schools
- ❑ Increased traffic enforcement near schools
- ❑ Bicycle & pedestrian safety programs
- ❑ Education and encouragement programs



Senior & Disabled Transportation

- ▣ Intercity and local subsidized taxis services for ambulatory and non-ambulatory transit
- ▣ Reduced-price senior & disabled passes
- ▣ Purchase of paratransit vehicles
- ▣ Senior shuttles
- ▣ Non-profit mobility programs assisting the disabled & seniors



Options

	Option 1 \$10 Fee	Option 2 \$10 Fee	Option 3 \$10 Fee	Option 4 \$5 Fee	Option 5 \$5 Fee	Option 6 No Fee
Funds Generated	\$3.2 M annually	\$3.2 M annually	\$3.2 M annually	\$1.6 M annually	\$1.6 M annually	\$0
Maintenance of Local Streets and Roads 						
Safe Routes to School 						
Senior and Disabled Transportation 						

Proposed Public Input Process

- June 24 Senior & Disabled Transportation Advisory Committee
- June 30 STA Technical Advisory Committee
- June 30 STA Transit Consortium
- July 8 Bicycle Advisory Committee
- July 8 or 13 Countywide Safe Routes to School Advisory Committee
- July 14 STA Board Public Workshop
- July 15 Paratransit Coordinating Council
- Prior to August 6 STA Board Action





DATE: June 23, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Vehicle Registration Fee (VRF) - Maintenance of Local Streets and Roads Expenditure Plan Options

Background:

As part of STA TAC agenda item VII.A, staff has separately agendized a discussion of proposed elements of the Expenditure Plan. At the June 15, 2010 STIA Board meeting, Bill Gray of Gray-Bowen described some of the potential options and types of projects and programs that are eligible to be funded through an SB 83 expenditure plan.

These options were focused on the three expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This report discusses the first category: Maintenance of Local Streets and Roads.

Discussion:

Pavements Conditions are Dropping Countywide

Since 2000, Solano's countywide average Pavement Condition Index (PCI) has dropped about 6 points from almost "good" to "fair". Pavement that is in very poor condition is more expensive to rehabilitate. If these trends continue, Solano County's PCI will reach "at-risk" status, potentially multiplying current street rehabilitation costs by five times. Cities with low PCI averages, such as Rio Vista (47, Poor), Suisun City (53, At-Risk), and Vallejo (54, At-Risk) have already reached expensive road rehabilitation stages.

50% VRF for Local Streets and Roads

For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year or up to \$3.2 M per year if a \$10 fee was enacted. If half of this estimated amount were dedicated to the maintenance of local streets and roads projects, this category's share would be about \$1.6 M per year.

Two Options for the Allocation of \$1.6 M per year

Attachment A illustrates two options to distribute \$1.6 M between local agencies.

Option 1 uses the Metropolitan Transportation Commission (MTC) Local Streets and Roads formula to distribute funding between agencies: (25% population, 25% lane-miles, 25% agency street rehabilitation funding shortfalls, and 25% preventative maintenance spending). However, under option 1, several smaller cities would only receive between \$22,000 to \$57,000 per year. For example, it could take the City of Rio Vista over 13 years to build up \$300,000 for a meaningful road rehabilitation project.

Option 2 sets a \$75,000 per year allocation minimum for all agencies, speeding up the delivery of road rehabilitation projects countywide. This reduces larger city shares by less than a percent, while increasing smaller city shares to meaningful amounts. For example, under Option 2, the cities of Benicia, Dixon, and Rio Vista can build up \$300,000 in just 4 years for a meaningful road rehabilitation project.

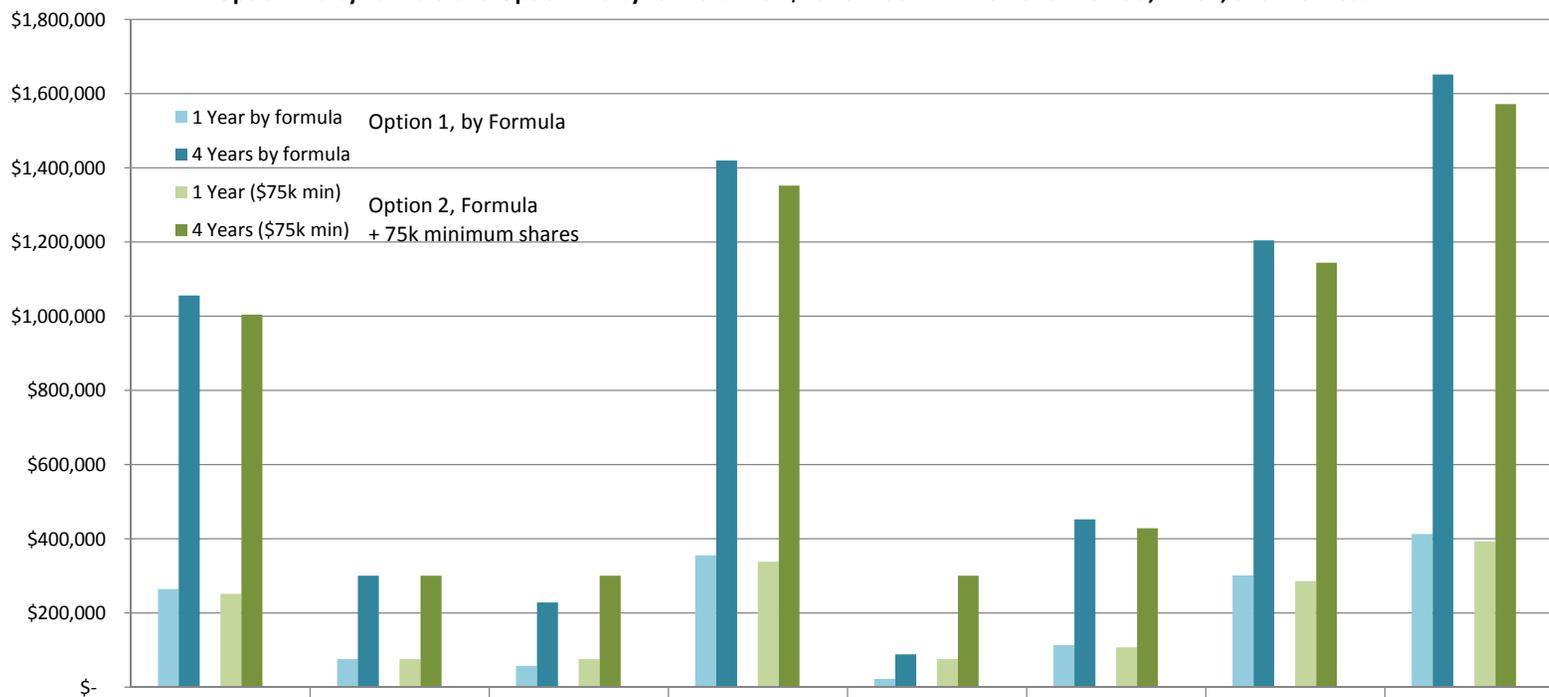
Recommendation:

Review and provide input regarding the “Maintenance for Local Streets and Roads” category for VRF expenditures and allocation options.

Attachments:

- A. SB 83, 50% for Local Streets and Roads: Two Options

SB 83, 50% for Local Streets and Roads
Two Options to distribute Agency Shares of \$1.6 M (1 year & 4 years projections)
Option 1 is by formula and Option 2 is by formula with \$75k annual minimums for Benicia, Dixon, and Rio Vista



	County of Solano	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
1 Year by formula	\$264,000	\$75,000	\$57,000	\$355,000	\$22,000	\$113,000	\$301,000	\$413,000
4 Years by formula	\$1,056,000	\$300,000	\$228,000	\$1,420,000	\$88,000	\$452,000	\$1,204,000	\$1,652,000
% Share	16.52%	4.66%	3.56%	22.17%	1.38%	7.07%	18.82%	25.82%
1 Year (\$75k min)	\$251,000	\$75,000	\$75,000	\$338,000	\$75,000	\$107,000	\$286,000	\$393,000
4 Years (\$75k min)	\$1,004,000	\$300,000	\$300,000	\$1,352,000	\$300,000	\$428,000	\$1,144,000	\$1,572,000
% share with 75k min	15.69%	4.69%	4.69%	21.13%	4.69%	6.69%	17.88%	24.56%

* Formula used for distribution of funding is the Metropolitan Transportation Commission's (MTC) Local Streets & Roads Formula: 25% Population, 25% Lane-miles, 25% agency street rehabilitation funding shortfall, 25% preventative maintenance spending.

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DATE: June 23, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Vehicle Registration Fee (VRF) Expenditure Plan
Maintenance of Safe Routes to Schools Expenditure Plan Options

Background:

As part of STA TAC agenda item VII.A, staff has separately agendized a discussion of proposed elements of the Expenditure Plan. At the June 15, 2010 STIA Board meeting, Bill Gray of Gray-Bowen, described some of the potential options and types of projects and programs that are eligible to be funded through a SB 83 expenditure plan.

These options were focused on the three expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This report discusses the second category: Safe Routes to School (SR2S).

Discussion:

Solano County School District Cuts Make Getting to School More Difficult

Since the 2008 SR2S Plan was adopted by the STA, the financial conditions in various school districts have become worse. The Dixon Unified School District and the Vacaville Unified School District have eliminated their school bus programs for regular students. Many school districts have also closed schools and expanded school boundaries which has resulted in increasing travel distances to schools.

Safe Routes to School Grant Funds Run Out in 2012

The STA currently has over \$1.3 M in grant funding for the STA's SR2S Program for the next two years. However, all of this funding is grant based and will be depleted by FY 2011-12. STA staff estimates that the STA's SR2S Program will be reduced to 20% of planned capacity by FY 2012-13 without new revenue sources.

These grant funds also place limitations on the eligibility of priority safety programs and projects as identified in the STA's SR2S Plan. For example, radar speed signs and crossing guards are ineligible for the majority of the STA's remaining grant funding.

25% VRF for Safe Routes to School Projects & Programs

For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year or up to \$3.2 M per year if a \$10 fee was enacted. If one quarter of this estimated amount were dedicated to the SR2S Program, this category's share would be about \$800,000 per year.

Two Options for the Allocation of \$800,000 per year

Attachment A highlights two options to distribute \$800,000 between local agencies.

Option 1 distributes funding using enrollment figures from the 2008-09 school year (the 2009-10 enrollment figures are expected to be available next month) and sets aside \$110,000 for a countywide crossing guard equipment, training, and funding program and \$240,000 for the STA's SR2S Education and Encouragement Program.

Option 2 sets a school district share minimum at \$40,000, leaving \$100,000 for a countywide crossing program and \$232,000 for the STA's SR2S Education and Encouragement Program. It is the intention that this minimum amount of funding will aid local agencies in building smaller projects currently ineligible for federal air quality funds within a realistic timeframe.

Under both options, STA staff recommends that these funds should be only be accessible if local agencies submit project and program improvement plans through partnerships between Cities and school districts.

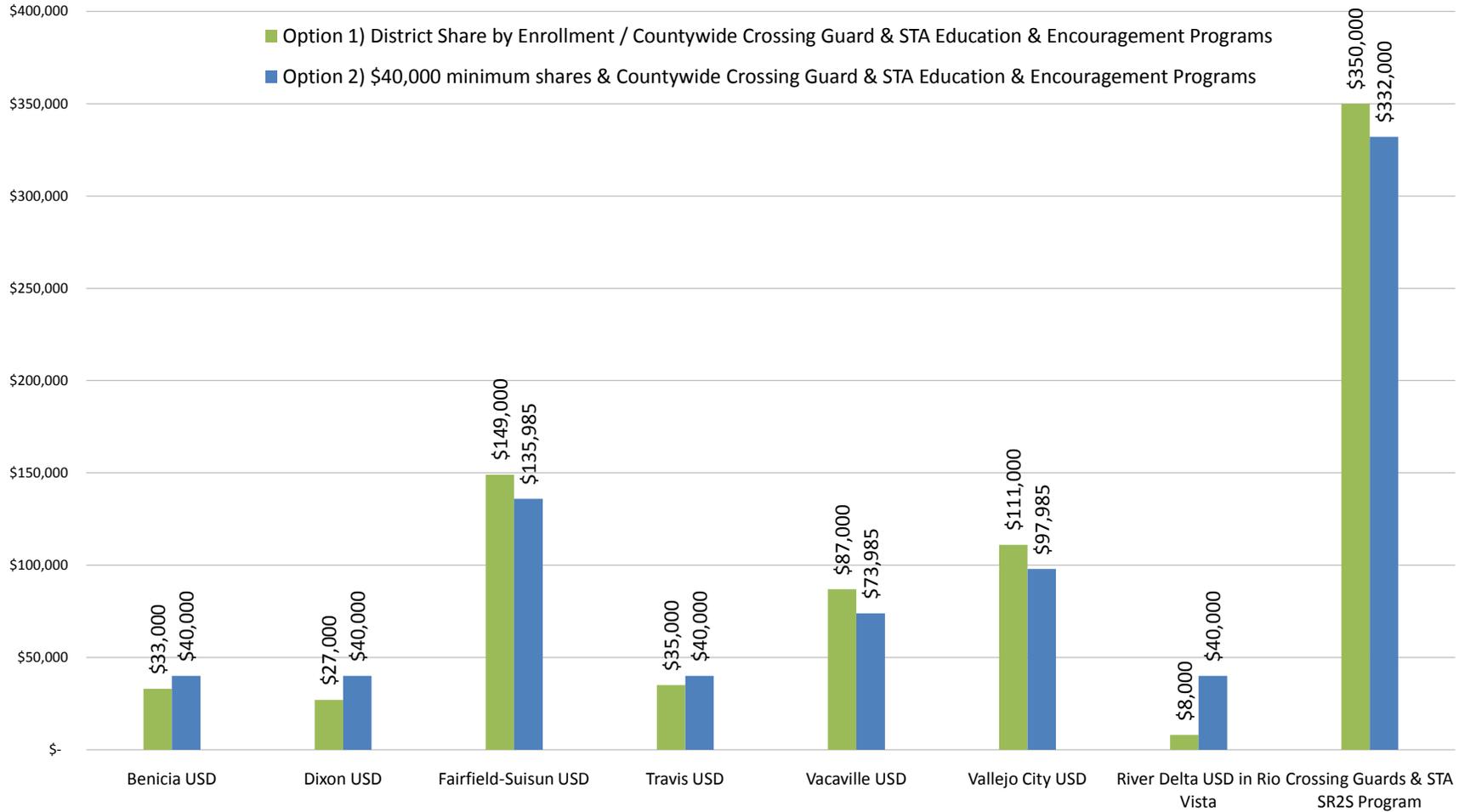
Recommendation:

Review and provide input regarding the "Safe Routes to School" category for VRF expenditures and allocation options.

Attachments:

- A. SB 83, 25% for Safe Routes to School / Safety Projects & Programs

SB 83, 25% for Safe Routes to School / Safety Projects & Programs
 School District Annual Shares of \$0.8 M compared to K-12 school district student enrollment



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DATE: June 23, 2010
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Discussion of Vehicle Registration Fee (VRF) Expenditure Plan –
Senior and Disabled Mobility

Background:

As part of STA TAC agenda item VII.A, staff has separately agendized a discussion of proposed elements of the Expenditure Plan. At the June 15, 2010 STIA Board meeting, Bill Gray of Gray-Bowen described some of the potential options and types of projects and programs that are eligible to be funded through an SB 83 expenditure plan.

These options were focused on the three expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This report discusses the third category: Senior and Disabled Mobility

Discussion:

This staff report presents the three different options for the distribution of estimated \$640,000 of funding for the Senior and Disabled Mobility section (Attachment A).

Option 1: Population Formula to Transit Operators

This option distributes the funds based on the share of population of seniors and disabled by city to the transit operators.

Option 2: Population Formula to Transit Operators with \$50,000 Minimum

This option distributes the funding for a minimum amount of \$50,000 for each of the smaller/rural cities such as Benicia, County of Solano, Dixon, and Rio Vista and then distributed the remaining amount based on the share of population of senior and disabled by city for Fairfield, Suisun City, Vacaville, and Vallejo.

Option 3: Countywide Taxi Scrip and Reduced Fares

This option will fund the intercity taxi scrip program and the reduced price senior and disabled fare program. The amounts for each of these countywide programs would be determined through an application process.

Option 4: Countywide Taxi Scrip and Population Formula to Transit Operators

This option will take 50% of the available funding and dedicate it to the Intercity Taxi Scrip Program and the Reduced Senior and Disabled Fare and the remaining 50% of funding will be distributed for a minimum amount of \$25,000 for each of the smaller/rural cities such as Benicia, County of Solano, Dixon, and Rio Vista and then distribute the remaining amount based on the share of population of senior and disabled by city for Fairfield, Suisun City, Vacaville, and Vallejo.

Under all four options, to qualify for the funding, the agency must be out of the Unmet Transit Needs Process. The agency will need to submit an application outlining their proposed senior and disabled project. The project must support one of the following five elements:

- Intercity and/or local subsidized taxis services for ambulatory and/or non-ambulatory passenger
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior Shuttles
- Mobility programs (public and non-profit) to assist the disabled and seniors

This source is not expected to fund 100% of project costs. Some local match is anticipated to be necessary.

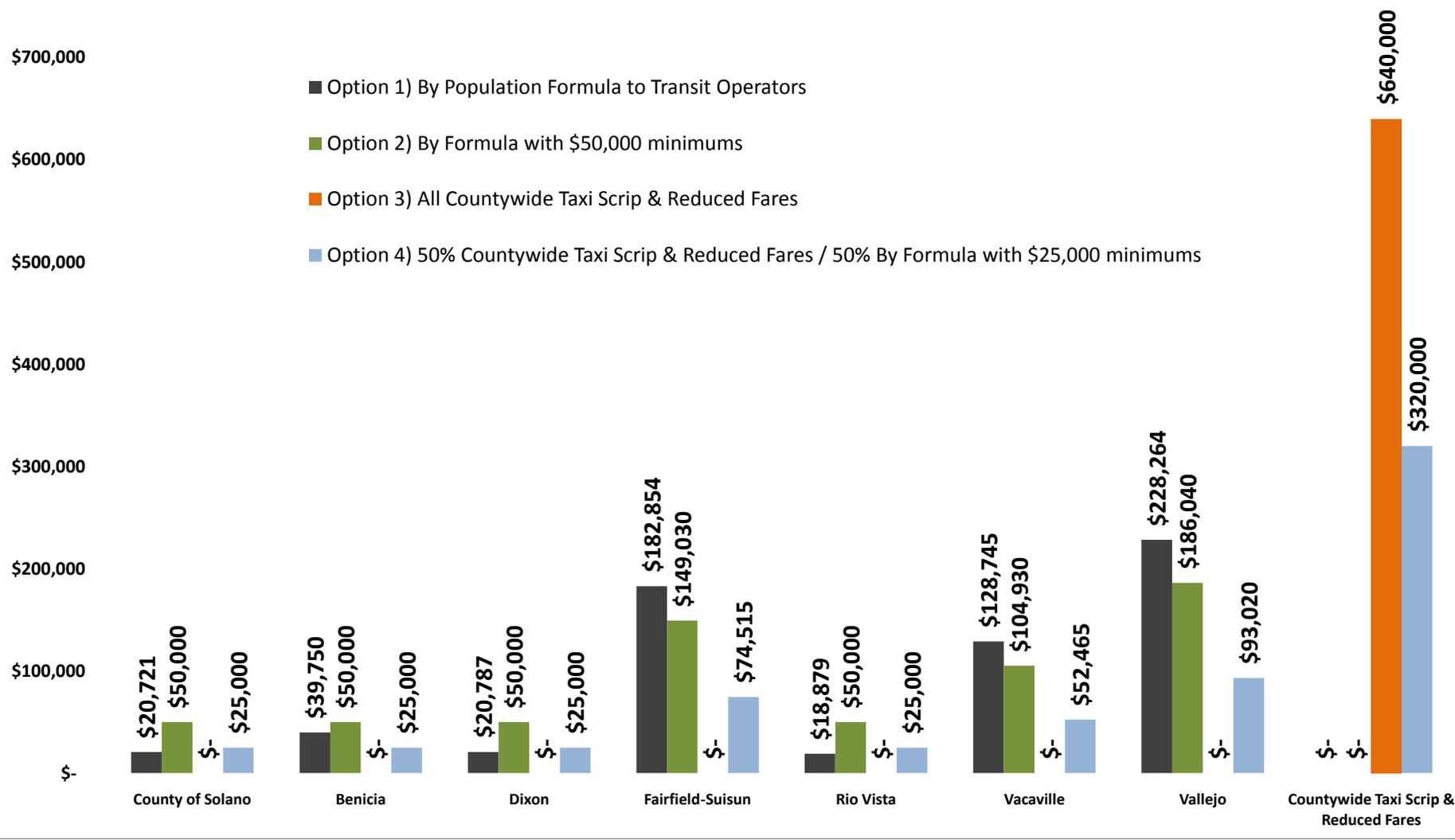
Recommendation:

Review and provide input regarding the “Senior and Disabled Mobility” category for VRF expenditures and allocation options.

Attachment:

- A. SB 83 Senior and Disabled Mobility Options

SB 83, 20% for Senior and Disabled Mobility
 Four Options to distribute \$640,000



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DATE: June 17, 2010
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project

Background:

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The I-80/I-680/SR 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. The MIS was completed in 2004 and identified several areas of concern within the corridor, including:

- Increasing traffic volumes exceeding current capacity
- Increasing traffic delays
- Deteriorating level of service
- Increasing traffic conflicts at key merging areas
- Increasing need for park-and-ride facilities
- Doubling of the truck traffic and associated demand for trucking facilities

These issues formed the basis for the I-80/I-680/SR 12 Interchange Project; Attachment A is the Project Area Map. To resolve the issues, the following key improvements were recommended:

- Modify or construct new interchanges;
- Add freeway capacity, High Occupancy Vehicle (HOV) and auxiliary lanes;
- Construct a local roadway parallel to I-80 to connect SR 12 East to SR 12 West (evolved into the North Connector Project, now known as the Suisun Parkway); and
- Reconfigure or relocate and expand of the truck scales.

Based on the needs identified in the MIS and with input from the public, Caltrans, in cooperation with STA staff, began development of alternatives that would address these needs.

Initial Alternatives Identification

In early 2003, even before the MIS was completed, STA initiated a series of public meetings to identify possible alternatives to address the needs of the I-80/I-680/SR12 Interchange complex. An informational Open House was held in March 2003, followed in May 2003 by a public scoping meeting to receive input on issues of concern and the scope of the analysis to be conducted as part of the environmental process. Attendees at the scoping meeting also identified numerous potential alignments and issues of interest. This public input was also used by Caltrans and STA to further develop and refine the criteria that would be used to evaluate various alternatives and refine the project Purpose and Need.

Project Purpose and Need

Out of the MIS and public input process, Caltrans and STA prepared a Purpose and Need statement for the I-80/I-680/SR 12 Interchange Project. Developing the Purpose and Need statement is the first step in the environmental processes and is one of the key factors in evaluating and screening alternatives.

The project's Purpose and Need statement was developed in a collaborative effort with the cities of Fairfield and Suisun City, Solano County, and in consultation with various resource agencies including the US Fish and Wildlife Service, California Department of Fish and Game, and the Environmental Protection Agency, among others. The Purpose and Need of the project was defined as the following:

- Reduce congestion through the I-80/I-680/SR 12 interchange to accommodate current and future traffic volumes.
- Reduce the amount of cut-through traffic on local roads attempting to avoid congestion on the freeway system.
- Establish logical and adequate access to and from the freeway system to accommodate existing and planned land uses in the project area.
- Accommodate current and future truck volumes using the I-80, I-680 and SR 12 corridors for goods movement.
- Accommodate current and future truck volumes accessing the truck scales facility within the interchange area.
- Improve safety conditions within the project limits.
- Increase the use of High Occupancy Vehicle (HOV) lanes and ridesharing through the project area.

Alternatives Evaluation Process

Based on the MIS and input gathered from the public and key stakeholder agencies, twelve (12) alternatives were developed and evaluated using a two-tier screening process.

Tier 1 Screening

The alternatives evaluation process began with 12 alternatives. These alternatives were evaluated for:

- The ability to fulfill project purpose and need.

- General feasibility or the presence of an obvious “fatal flaw”.
- The effect on traffic operations and major environmental issues.
- Any substantial local opposition.

Tier 1 Screening Results: Eight alternatives were withdrawn and four (A, B, C, D) were advanced for in-depth study. (Attachment B)

Tier 2 Screening

The Tier 2 Screening of Alternatives A, B, C and D included evaluation of:

- The alternative’s ability to fulfill project purpose and need.
- Detailed environmental analysis.
- Traffic operations.
- Engineering considerations.

Tier 2 Screening Results: Alternatives A and D were eliminated because Alternative A would result in a higher overall cost and greater environmental right-of-way impacts than Alternative B, but with little added benefit and Alternative D would construct an elevated roadway system(viaduct), which would have created significant visual impact and alterations to highway access in commercial areas. (Attachment C)

During the course of evaluating and screening alternatives, several projects with independent utility were identified and pursued as separate projects. These projects include the I-80 HOV Lanes, the North Connector (Suisun Parkway) and the I-80 Eastbound Cordelia Truck Scales Relocation. The first project has been completed, the North Connector (Suisun Parkway) is under construction and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently in final design, with start of construction anticipated in 2011.

Upon completion of the Tier 2 screening, two Alternatives, B and C, were recommended to be advanced for further study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). These Alternatives (B and C) are considered “ultimate” or full-build alternatives to meet the long-term traffic and safety demands of the project area. In addition to the ultimate Alternatives, two fundable (or Phase 1) Alternatives for B and C have been developed and evaluated in the EIR/EIS. The two Phase 1 Alternatives evaluated in the EIR/EIS represent the fundable portions of the full-build alternatives. Phase 1 construction is expected to be complete by 2022. The key elements of Alternatives B and C (including Phase 1) are described below:

Alternative B (Attachment D)

- Retains the same basic alignments that exist today but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors, including HOV lanes, which would come into and out of the median of I-80.
- Local traffic and trucks would use new slip ramps from/to the freeway to freeway connectors that are connected to the Suisun Valley Road Interchange.

- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterial (Red Top Road).
- The westbound Truck Scales would be reconstructed and braided ramps on the east with the SR 12 East Interchange would be provided.
- Adds new access to downtown Suisun City and parallel roads and interchanges along SR 12 East.

Alternative B Phase 1 (Attachment E)

- Improved interchange at Suisun Valley Road
- Widening I-80 from west of Green Valley Road to Dan Wilson Creek
- Realignment of Neitzel Road
- Improved interchange at Green Valley Road
- I-680 connectors, including HOV lanes, which would come into and out of the median of I-80, along with the HOV connectors.
- Widening I-680 from Gold Hill Interchange to I-80
- New Beck Avenue/SR 12 East Interchange

Alternative C (Attachment F)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR12/I-80 Interchanges into a single interchange, with direct connectors for all movements, with the exception of direct connections between I-80 East and SR 12 (W) and the corresponding movement from SR 12 (W) and I-80 West.
- All I-80/I-680 connections would be freeway-to-freeway ramps, including HOV direct connectors.
- The Green Valley Road Interchange would have direct connections to I-80, with the west side ramps connecting further to the west and braided with the freeway connectors to eliminate any weave conflicts.
- Existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south would be converted to a local street.
- Adds new access to downtown Suisun City and removes one access point to downtown Fairfield.

Alternative C Phase 1 (Attachment G)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR 12/I-80 Interchanges into a single interchange, with the following direct connectors: 1) I-80 West to I-680 South, 2) I-680 North to I-80 East, and 3) I-80 West to SR12 West; and 4) SR12 West to I-80 East
- New direct HOV connectors between I-680 and I-80 to the east
- New interchange at SR 12West/Red Top Road
- New roadway connecting the I-80/Red Top Road Interchange with Business Center Drive
- Realigned connector from I-80 West to SR 12 West
- Improved interchange at Red Top Road and I-80
- Realigned and widened I-80 West
- New overcrossing and improved interchange at Green Valley Road
- New bridge over Green Valley Creek

- New interchange at I-680 and Red Top Road
- Realign Lopes and Fermi Roads (local)
- New lane on SR 12 East from I-80 to Pennsylvania

Public Participation

To ensure public awareness and involvement throughout the project development and environmental process, STA staff prepared and distributed four newsletters containing Project information and updates. Caltrans, in cooperation with STA, held public meetings, including two in April 2007 (a property owner meeting for owners and tenants in the vicinity of Alternative C and an informational open house to provide overall project updates and collect feedback) and an informational open house in Fairfield in March 2009.

In addition, the Project was also presented and discussed with the public at meetings held for the North Connector Project in December 2006 and October 2007.

Information about the Project has also been provided through STA's website including copies of all project newsletters, project studies and presentations made to the public and STA Board.

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

STA has worked closely with the Caltrans to prepare the Draft EIR/EIS for the Project. The Draft EIR/EIS is nearing completion and is anticipated to be published for public and agency review in July of this year. The Draft EIR/EIS will be made available for a 60-day review period during which a public hearing will be held within the project area.

Identification of the Preferred Alternative

The Draft EIR/EIS includes extensive study of both Alternatives B and C. The alternatives were compared to assess:

- The project's ability to fulfill project Purpose and Need
- Extent and level of significance of environmental impacts
- Effect on traffic operations and engineering considerations
- Constructability and phasing

Attachment H contains a comprehensive comparison of the Alternatives based on the evaluation contained in the Draft EIR/EIS. Based upon the analyses and consultation performed to date, staff recommends Alternative C (and Alternative C - Phase 1) be identified as the locally preferred Alternative for the following reasons:

1. Traffic operations of Alternative C would be superior to Alternative B. Alternative C would include all freeway to freeway movements between I-80 and I-680 via direct connectors, whereas Alternative B would not have a direct connector between I-680 North and I-80 West.
2. Alternative C would encourage regional traffic to stay off local roads by providing a high-capacity connection from I-680 to SR 12 West/I-80 West that would carry an acceptable level of traffic during peak hours (500 vehicles per hour in 2035). Without this connection, traffic making the same movement using

- Alternative B would more likely use Red Top Road which would pass by Rodriguez High School.
3. Alternative C would provide drivers on I-680 with standard, outside-lane entrances/exits to I-80. Alternative B would provide these entrances/exits in the median, potentially increasing driver confusion.
 4. Alternative C would create relatively less traffic friction (less merging on and off the freeway) in the area between Green Valley and Suisun Valley Roads. Alternative B would leave two partial interchanges (I-80/SR 12 West and I-80/I-680) that, together with the median-lane I-680 to I-80 merge and the outer lane braided traffic, could lead to greater traffic friction and driver confusion.
 5. Alternative C would move I-680 away from the residential areas in Cordelia, reducing noise impacts on an existing community and potential impacts to the Village of Cordelia Historic District.
 6. The environmental impacts of Alternatives B and C would be similar, including impacts to biology, farmland and other areas of environmental concern.
 7. Alternative C offers more favorable construction phasing and staging opportunities, as it will be constructed on a new alignment. Staging and construction for Alternative B would be more complicated because the improvements would be constructed essentially in the same alignment and existing traffic would need to be accommodated.
 8. The Alternative C alignment would impact light industrial areas that are relatively less difficult to relocate, whereas the Alternative B alignment would impact freeway commercial areas that are relatively more difficult to relocate.

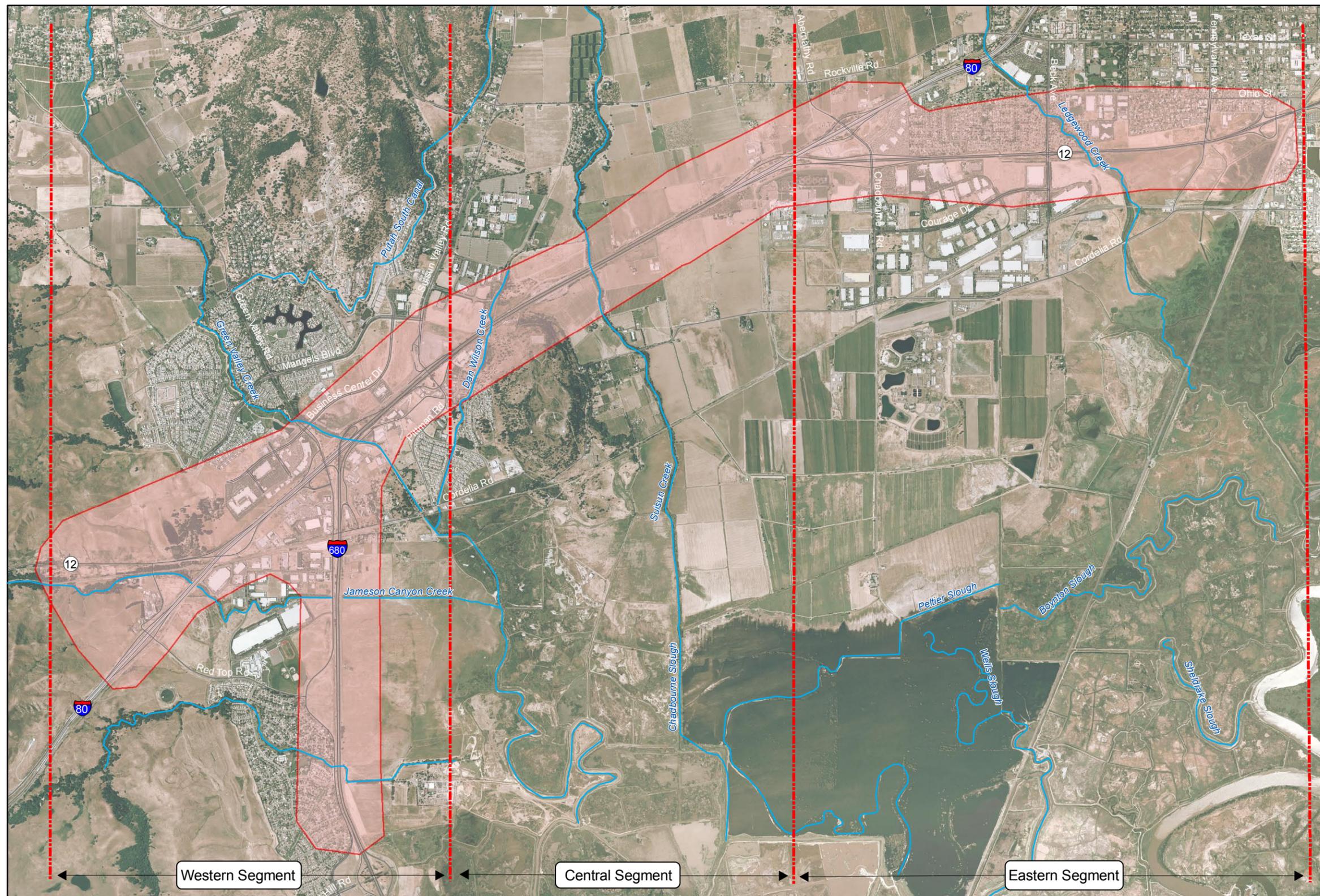
Under the National Environmental Protection Act (NEPA), a locally preferred alternative can be identified in the draft environmental document if one is known at the time of publication. In this case, staff believes that Alternative C (and Alternative C-1) should be identified in the Draft EIR/EIS as the locally preferred alternative for the reasons identified above. Staff further believes it is important the Draft EIR/EIS include this determination to allow full public disclosure and comment.

Recommendation:

Forward a recommendation to the STA Board to inform Caltrans that STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

Attachments:

- A. Project Area Map
- B. Tier 1 Screening
- C. Tier 2 Screening
- D. Alternative B Features
- E. Alternative B Phase 1 Features
- F. Alternative C Features
- G. Alternative C Phase 1 Features
- H. Alternatives Comparison Table



Legend

I680/I80/SR12 Interchange

-  Proposed Project Area
-  Segment Lines



1 inch equals 3,000 feet

0 750 1,500 Meters

0 3,100 6,200 Feet

Source: Nolte 2007, ESRI 2005, CirclePoint 2007, NAIP 2006.



Source: Circle Point 2008.

Figure 2-1
Project Area Map

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Summary of Tier 1 Screening Results

Tier 1 Screening Results - Alternatives Withdrawn From Further Study

During the initial development and screening of alternatives for the I-80/I-680/State Route (SR) 12 Interchange Project, twelve (12) alternatives were identified and evaluated for Tier 1 screening. Of these twelve (12) alternatives, eight (8) were withdrawn from further study for the reasons noted below.

1. Eliminate Green Valley Interchange

Proposed removal of the Green Valley Road Interchange, in lieu, route traffic through Suisun Valley Road and two proposed new Red Top Road Interchanges (on SR 12 and I-680) and one existing Red Top Road Interchange on I-80.

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

2. I-80 Viaduct

Proposed elevating of I-80 on a structure (or viaduct) through the Interchange Complex area for regional traffic in both directions.

Rejected due to extremely high cost without appreciable benefit over other alternatives, out-of-character visual impacts for a rural road segment, lack of regional traffic access from viaduct to freeway commercial businesses, and potential driver confusion.

3. Combined Green Valley and Suisun Valley Roads Interchanges

Proposed combining Green Valley Road and Suisun Valley Road Interchanges as a couplet by eliminating the ramps in between and routing traffic through frontage roads to the adjacent interchange.

Rejected based on preliminary traffic operations analyses.

4. I-680 Exit/Enter I-80 to the Outside

Proposed I-680 entering and exiting along the outside of I-80.

Rejected based on preliminary traffic operations analyses that indicated higher costs with similar or worse operations.

5. Eliminate Suisun Valley Road Interchange

Proposed removing the Suisun Valley Road Interchange and routing traffic through Green Valley Road Interchange and two proposed new Red Top Road Interchanges (on SR 12 and I-680).

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

6. South Parkway – 4-Lane Arterial

Proposed widening Cordelia Road to a 4-lane facility to connect I-680 and SR 12 East.

Rejected due to proposed use of the local road network for regional trips and impacts to the Primary Suisun Marsh.

7. South Parkway – Expressway/Freeway

Proposed a parallel route South of I-80 intended to connect I-680 and SR 12 East.

Rejected due to impacts on the Primary Suisun Marsh.

8. South Parkway – Frontage Alignment

Proposed routing a South Parkway along the east side of I-680 and the south side of I-80, to connect I-680 and SR 12 East.

Rejected due to impacts to historic resources and limited incentive to travel an arterial with multiple signals instead of a freeway segment of the same length.

Conclusion:

Based on the results of the Tier 1 screening, the eight (8) alternatives noted above were withdrawn from consideration for the reasons noted. Four (4) alternatives, A through D, were recommended for further detailed study and are described in Attachment B.

Summary of Tier 2 Screening Results

Tier 2 Screening Results - Alternatives withdrawn From Further Study

Following completion of the Tier 1 screening, four (4) alternatives were carried forward into the Tier 2 screening. Of the four (4) alternatives described below, two were withdrawn from further study and two were recommended for further detailed study in the Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the reasons noted below.

Alternative A

- This would retain the same basic alignments that exist today, but would separate the local interchanges from the mainline by using collector-distributor (C-D) roads. The State Route (SR) 12 West Interchange would be braided with C-D roads.
- The I-80/I-680 Interchange would be reconfigured to have the I-680 mixed-flow connectors come into and out of the median of I-80, along with the High Occupancy Vehicle (HOV) connectors.
- Local traffic and trucks would use a new slip ramp to access the C-D roads.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent interchange ramps.

Recommendation: This alternative would have a higher cost and greater environmental and right of way impacts than Alternative B, but with little added benefit. This alternative is not recommended for further study.

Alternative B

- This would retain the same basic alignments that exist today, but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors come into and out of the median of I-80, along with the HOV connectors (as in Alternative A). Local traffic and trucks would use new slip ramps braided with the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent SR 12 East Interchange ramps.

Recommendation: This alternative would provide similar congestion relief benefits as Alternative A, but with less environmental and right of way impacts. This alternative is recommended for further study.

Alternative C

- This would realign I-680 to curve to the northwest and connect to I-80 and SR 12 West (Jameson Canyon) near the existing SR 12 West/I-80 Interchange.
- The I-80/I-680 and SR 12/I-80 Interchanges would be combined, including a direct connection between SR 12 West and I-680.
- All I-80/I-680 movements would be freeway-to-freeway ramps, with HOV connections included.
- The west ramps to and from the Green Valley Road Interchange would connect to I-80 farther west than today, removing the weave between those and the I-80/SR 12 West freeway connectors.
- All other ramps would connect directly to the freeway, with the exception of the east ramps from the reconstructed Truck Scales, which would be braided with the SR 12 East Interchange.
- The existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south, would be converted to a local street.

Recommendation: This alternative would provide improved mainline flow along I-80. This alternative is recommended for further study.

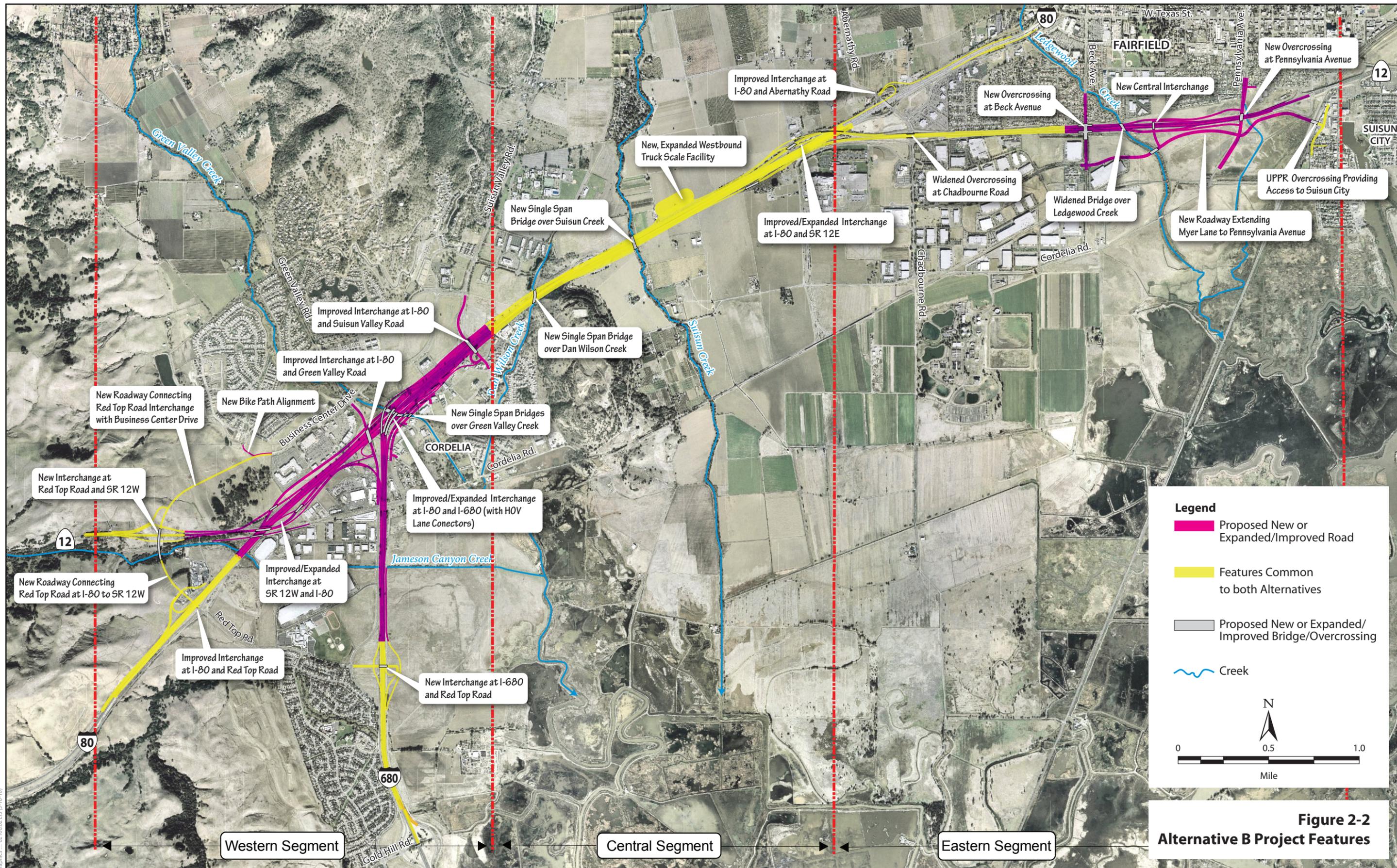
Alternative D

- The I-80/I-680 connectors would be relocated to the east by means of parallel viaducts running along the outsides of I-80.
- The viaducts would connect to I-80 near the relocated Truck Scales and would be braided with SR 12 East. Local traffic and trucks would use new slip ramps.
- No direct connections from I-680 northbound to I-80 West/SR 12 West. Traffic would need to use local arterial (most likely Red Top Road by Rodriguez High School).
- HOV connectors between I-680 and I-80 would be provided.
- The I-80 viaduct would be braided with the SR 12 east connector ramps.
- The Truck Scales would be reconstructed and have braided ramps on the east. SR 12 West would be braided with the Green Valley Road Interchange and the slip ramps braided with the Suisun Valley Road Interchange.

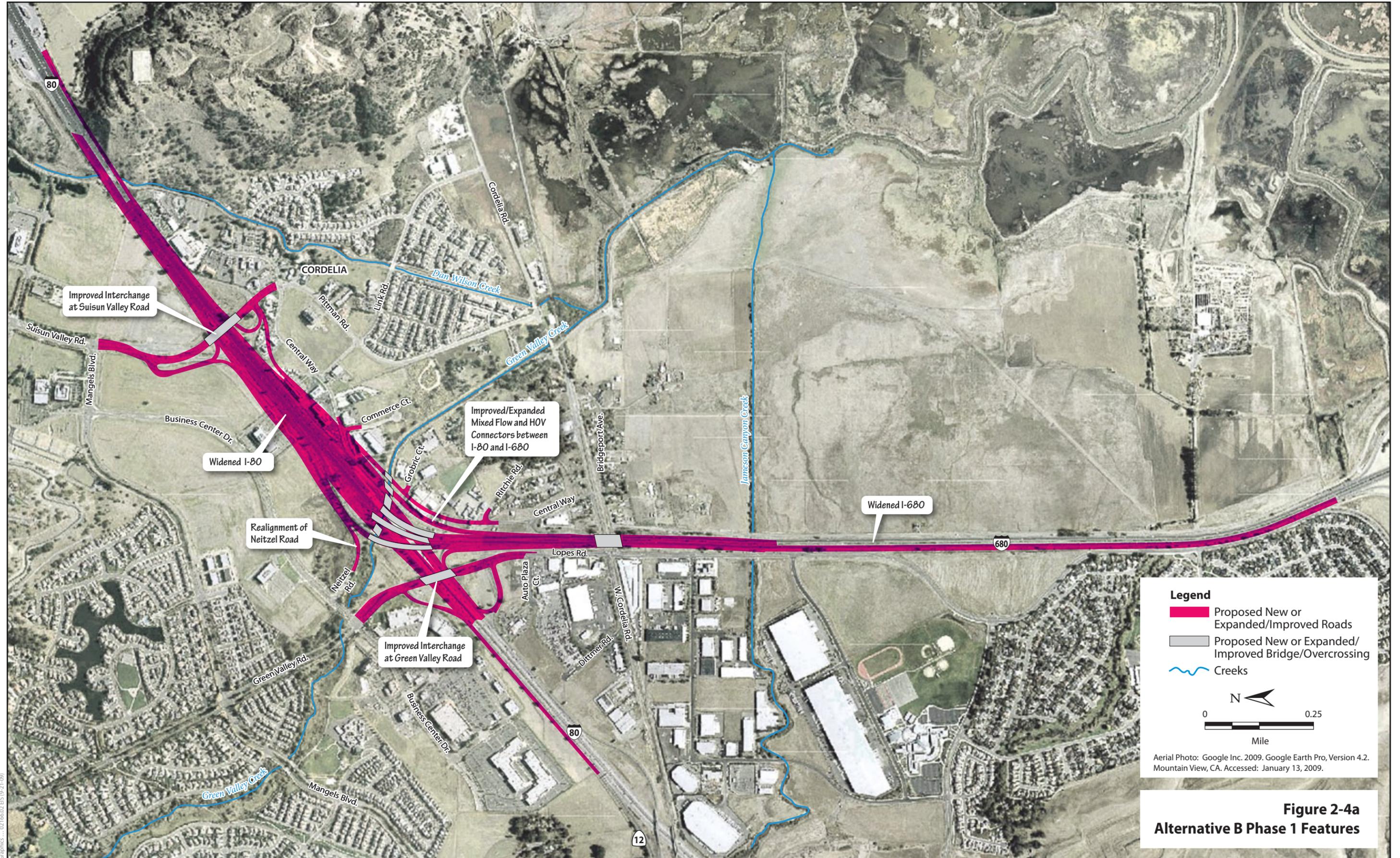
Recommendation: The addition of an elevated structure (viaduct) in this area would have significant visual impact and access alterations to highway commercial areas. This alternative is not recommended for further study.

Conclusion

Upon completion of Tier 2 screening, Alternatives A and D were withdrawn from further study and Alternatives B and C were carried forward for further study in the EIR/EIS.



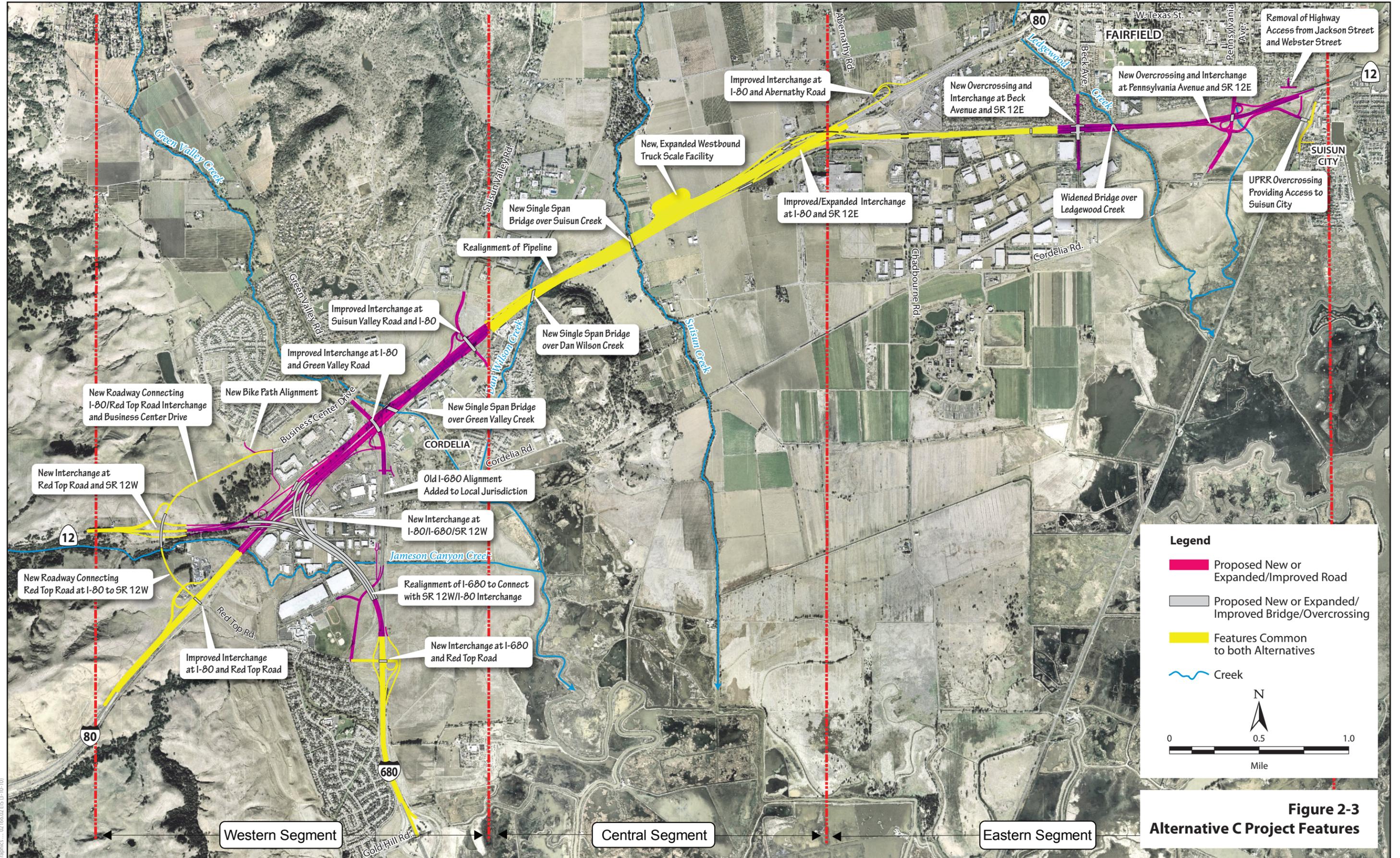
Graphics ... 0216602 EIS (3-10-10)



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Graphics ... 021.66.02.E5 (7-8-09)



Graphics ... 0216602 EIS (3-10-10)



Legend

- Proposed New or Expanded/Improved Roads
- Proposed New or Expanded/Improved Bridge/Overcrossing
- Creek

N

0 0.25

Mile

Aerial Photo: Google Inc. 2009. Google Earth Pro, Version 4.2. Mountain View, CA. Accessed: January 13, 2009.

Figure 2-5b
Alternative C Phase 1 Features

Graphics: ...021.66.02.E5 (7-8-09)

**I-80/I-680/SR 12 Interchange Project
Comparison of Alternatives**

Preliminary Draft

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I-80/I-680/SR 12 Interchange Project

Comparison of Alternatives

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
HUMAN ENVIRONMENT						
3.1.1—Land Use						
Effect on Fairfield Linear Park	No effect	Minimal impact	No effect	Minimal impact	No effect	None required
3.1.2—Growth						
Potential to Induce Growth	No effect	Any new or intensified development would occur in accordance with county and local plans	Same as B	Same as B	Same as B	None required
3.1.3—Farmlands						
Direct Conversion of Farmland	No effect	18 parcels, ~140 acres affected	None	19 parcels, ~122 acres affected	9 parcels, ~77 acres affected	Provide Replacement Conservation Easement
Conversion of Agricultural Lands under Williamson Act Contracts	No effect	48.76 acres would be converted	None	40 acres would be converted	None	None required
Conversion of Agricultural Lands under Conservation Easements	No effect	22.5 acres of Valine easement converted	None	22.5 acres of Valine easement converted	None	Provide Replacement Conservation Easement
3.1.4—Community Impacts						
Community Character and Cohesion	No effect	No separation or division of an existing neighborhood	Effects would be similar to full build	Same as B; Possible beneficial effect on Cordelia area by moving highway further from residential areas	Effects would be similar to full build	None required
Displacement of Residences and Businesses	No effect	1 residential displacement. 201 partial and 27 full acquisitions of businesses; relocation parcels available	67 partial and 5 full acquisition of businesses; relocation parcels available	1 residential displacement; 144 partial and 32 full acquisitions of businesses; relocation parcels available	54 partial and 9 full acquisitions of businesses; relocation parcels available	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Environmental Justice	No effect	9 displacements in Environmental Justice Block Groups; No residential displacements; business displacements are spread out over project area	Fewer than under full build; Same as B	10 displacements in Environmental Justice Block Groups; Same as B	Fewer than under full build; Same as B	None required
3.1.5—Utilities and Emergency Services						
Potential Effect to Utilities	No effect	Possible impacts on utilities or interruption of service during construction and operation	Same as B	Same as B	Same as B	Minimize Disruption of Utilities Services
Potential Effects on Police, Fire, and Emergency Service Providers during Construction	No effect	Possible short-term effects due to lane closures during construction	Same as B	Same as B	Same as B	Prepare Transportation Management Plan (TMP)
3.1.6—Traffic and Transportation/Pedestrian and Bicycle Facilities						
Effects on System-Wide MOEs	<p>2015: in a.m. peak hour condition would not worsen significantly, but in p.m. peak hour VHD would increase more than 100%, duration of congestion would nearly double, queues on SR 12E would back traffic up on I-80</p> <p>2035: Significant congestion and delays in a.m. peak hour; severe congestion on SR 12E in p.m. peak hour</p>	Beneficial impact in a.m. peak hour (VMT up 7%, VHD down nearly 70%, network travel speed up 25%) and p.m. peak hour (VMT up 60%, VHD down 70%, network travel speed up 140%)	<p>2015: Beneficial impact in p.m. peak hour (VMT up 11%, VHD down 58%, network travel speed up 32%) and very little effect in a.m. peak hour (VMT down less than 0.5%, VHD up nearly 20%, network travel speed up 3%)</p> <p>2035: Beneficial impact in a.m. peak hour (VMT up 5%, VHD down nearly 100%, network speed up 17%) and in the p.m. peak hour (VMT up 39%, VHD down 47%, network speed up 82%)</p>	Same as B	<p>2015: Beneficial impact in p.m. peak hour (VMT up 7%, VHD down 39%, network travel speed up 20%) and minimal effect in a.m. peak hour (VMT down less than 0.5%, VHD up 3%, no change in network travel speed)</p> <p>2035: Beneficial impact in a.m. peak hour (VMT up 1%, VHD down 18%, network speed up 6%) and in the p.m. peak hour (VMT up 16%, VHD down 16%, network speed up 25%)</p>	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects on Travel Times	<p>2015: Peak direction travel times would increase to 8 to 15 minutes in the a.m. peak hour, and 12 to 34 minutes in the p.m. peak hour</p> <p>2035: Peak direction travel times would increase to 11 to 20 minutes in the a.m. peak hour and 17 to 48 minutes in the p.m. peak hour</p>	<p>Beneficial impact, peak direction reduction in travel time of 20%–40% in a.m. peak hour and 10%–85% in the p.m. peak hour</p>	<p>2015: Beneficial impact, peak direction reduction in travel time of 4%–35% in the a.m. peak hour and 30%–75% in the p.m. peak hour</p> <p>2035: Beneficial impact, peak direction reduction in travel time of 10%-50% in the a.m. peak hour and 19%-73% in the p.m. peak hour</p>	<p>Beneficial impact, peak direction reduction in travel time of 20%–25% in the a.m. peak hour and 15%–80% in p.m. peak hour</p>	<p>2015: Beneficial impact, peak direction reduction in travel time of 0%–7% in a.m. peak hour, and 0%–60% in p.m. peak hour.</p> <p>2035: Beneficial impact in a.m., peak direction reduction in travel time of 5%–20%; worsening of peak direction travel time in p.m. peak hour, of 29% to more than 200% (see Section 3.1.6)</p>	None required
Effects on Freeway Operations	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains at near existing levels, with congested period lasting about 1.5 hours.</p> <p>In p.m. peak hour, bottlenecks on EB I-80, EB SR 12Et, and WB SR 12E; congested period increases to 3 hours.</p> <p>2035: In a.m. peak hour, bottlenecks on WB 12W, I-80, and 12E in a.m. peak hour, congested period increases to 3 hours.</p> <p>In p.m. peak hour, bottlenecks in both directions on SR 12E and I-80, on SR 12W EB, and I-680 NB; congested period</p>	<p>In a.m. peak hour, no bottlenecks within project limits; congestion decreases to existing levels (relative to 3 hours under 2035 No Build).</p> <p>In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under No Build).</p>	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels.</p> <p>In p.m. peak hour, bottleneck on EB SR 12E, congestion decreases to near existing levels (relative to 3 hours under 2015 No Build). 2035: In a.m. peak hour, bottlenecks on SR 12W WB and SR 12E WB, congestion decreases to near existing levels (relative to No Build).</p> <p>In p.m. peak hour, bottlenecks on I-80 WB, I-80 EB, SR 12W EB, and SR 12E EB; congested period would decrease to 4.5 hours (relative to 6 hours under 2035 No Build).</p>	<p>In a.m. peak hour, no bottlenecks within project limits; congestion decreases to near existing levels (relative to 3 hours under 2035 No Build).</p> <p>In p.m. peak hour, bottleneck on EB I-80 at Air Base Parkway (east of project limits), congested period decreases to 3 hours (relative to 6 hours under 2035 No Build).</p>	<p>2015: In a.m. peak hour, bottleneck on WB SR 12E; congestion remains near existing levels.</p> <p>In p.m. peak hour, bottleneck on EB and WB SR 12E; congested period decreases to about 2 hours (relative to 3 hours under 2015 No Build).</p> <p>2035: In a.m. peak hour, bottlenecks on EB and WB SR 12E; congested period decreases to 2.5 hours, relative to 3 hours under 2035 No Build.</p> <p>In p.m. peak hour, I-80 WB, I-80 EB, SR 12W EB, and SR 12E WB and EB; congested period would decrease to 5 hours, relative to 6</p>	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
	increases to 6+ hours.				hours under 2035 No Build.	
Effects on Intersection Operations	<p>2015: in the a.m. peak hour, 3 intersections would operate unacceptably (one ramp terminal intersection and two non-ramp terminal intersections); in the p.m. peak hour, 9 intersections would operate unacceptably (5 ramp terminal intersections and 4 non-ramp terminal intersections).</p> <p>2035: in the a.m. peak hour 8 intersections would operate unacceptably (4 ramp terminal intersections and 4 non-ramp terminal intersections); in the p.m. peak hour, 22 intersections would operate unacceptably (14 ramp terminal intersections and 8 non-ramp terminal intersections).</p>	All intersections except Lopes Road/Gold Hill Road would operate acceptably in a.m. peak hour; in p.m. peak hour 4 non-ramp terminal intersections would continue to operate unacceptably	<p>2015: two non-ramp terminal intersections would operate unacceptably in the a.m. peak hour; in p.m. peak hour, 1 ramp terminal intersection and 3 non-ramp terminal intersections would operate unacceptably</p> <p>2035: one ramp terminal intersection and 3 non-ramp terminal intersections would operate unacceptably in the a.m. peak hour; 8 ramp terminal intersections and 7 non-ramp terminal intersections would operate unacceptably in the p.m. peak hour</p>	All intersections would operate acceptably in the a.m. peak hour; 3 non-terminal ramp intersections would operate unacceptably in the p.m. peak hour	<p>2015: one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 2 non-ramp terminal intersections would operate unacceptably</p> <p>2035: one ramp terminal intersection would operate unacceptably in the a.m. peak hour; in the p.m. peak hour, 3 ramp terminal intersections and 5 non-ramp terminal intersections would operate unacceptably</p>	Design and Construct Intersection Improvements
Effects on Pedestrian and Bicycle Facilities	No effect	May require special design or construction measures to ensure that existing facilities can be maintained	Same as B	Same as B	Same as B	Maintain Existing or Accommodate Planned Bicycle and Pedestrian Facilities
Effects on Transit Routes and Service	Worsened traffic conditions in p.m. peak hour in 2015 and 2035 will result in delays for buses and paratransit vehicles	Improved traffic operations would reduce delays for buses and paratransit vehicles	Same as B	Same as B	Same as B	Adjust Transit Routes and Stops as Needed

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Construction Period Description of Vehicle, Pedestrian, and Bicycle Circulation	No effect	Construction would result in temporary condition of additional traffic from construction vehicles and workers and possibly temporary lane closures and detours	Same as B	Same as B	Same as B	Develop and Implement a Transportation Management Plan and Construction Scheduling to Minimize Adverse Effects
3.1.7—Visual and Aesthetic Resources						
Temporary Visual Impacts Caused by Construction Activities	No effect	Temporary impacts that would not contrast with existing visual character	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	None required
Long-Term Changes in Visual Quality and Character	No effect	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at Viewpoint 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as B, but to a lesser extent	Result in adverse and beneficial changes to visual character. Adverse visual impacts would occur at viewpoints 6 and 8 in Landscape Unit 1 and Viewpoint 2 in Landscape Unit 3.	Same as C, but to a lesser extent.	Use Appropriate Building Materials and Forms for the Westbound Truck Scales Incorporate Aesthetic Recommendations in Design of Freeway-Related Structures Replace Landscaping as Appropriate
Effect on Officially Designated Scenic Highways	No effect	No effect; there are no existing scenic highways in the project area	Same as B	Same as B	Same as B	None required
Light and Glare	No effect	Increased lighting and glare during construction and, to some extent, during operations, but consistent with existing conditions	Same as B	Same as B	Same as B	Incorporate Appropriate Light and Glare Screening Measures

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.1.8—Cultural Resources						
Effects on Unknown or Known Resources from Construction	No effect	Potential to disturb buried cultural resources during construction	Same as B	Same as B	Same as B	Conduct Geomorphological Research and Subsurface Investigations Stop Work if Buried Cultural Deposits Are Encountered during Construction Activities
Discovery of Human Remains during Construction	No effect	Potential to disturb buried human remains during construction	Same as B	Same as B	Same as B	Protection of Human Remains if Encountered during Excavation Activities as per State Health and Safety Code Section 7050.5 and Public Resources Code 5097
Potential to Affect Historic Properties at 177 Main Street, the Suisun City Train Depot (APN 0032-020-240)	No effect	Construction on the parcel would create visual impact, but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Potential to Affect Village of Cordelia Historic District	No effect	Construction on empty parcel within the district boundaries will not affect integrity of district	Same as B	Removal of elevated ramps may result in beneficial visual impact	Removal of elevated ramps may result in beneficial visual impact	None required
Potential to Affect Suisun City Historic District	No effect	Construction at the edge of the district would result in minor visual impact but would not substantially alter the existing setting, so no adverse effect would result	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Effects to Historic Resource Protected under Section 4(f)	No effect	Minor or negligible impact on the Suisun City Train Depot (APN 0032-020-240), and the Village of Cordelia and Suisun City Historic Districts	Minor or negligible impact on the Village of Cordelia Historic District	Minor or negligible impact on Suisun City Train Depot (APN 0032-020-240) and Suisun City Historic District	No effect	None required
PHYSICAL ENVIRONMENT						
3.2.1—Hydrology and Floodplain						
Hydraulic Capacity and Floodplain of Green Valley Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	Same as B	None required
Hydraulic Capacity and Floodplain of Dan Wilson Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	Same as B	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Suisun Creek	No effect	Flow characteristics would be improved; existing structures would be replaced with freespan structures; existing piers would be removed	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
Hydraulic Capacity and Floodplain of Raines Drain	No effect	Increased mainline elevation (up to 3' higher) and relocation of westbound truck scales (reduction of floodplain storage) will result in impacts on the existing floodplain	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	Construct Upstream Inlet Structure and Underground Flood Control Storage

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Hydraulic Capacity and Floodplain of Alonzo Drain and Ledgewood Creek	No effect	New bridges over Ledgewood Creek would be freespan; bridge/culvert widening would not alter existing conditions	Bridge/culvert widening would not alter existing conditions	Same as B, Phase 1	Same as B, Phase 1	None required
Hydraulic Capacity and Floodplain of Pennsylvania Avenue Creek	No effect	Culvert widening and new culverts would not alter existing conditions	No effect; no project improvements in the area	Same as B	No effect; no project improvements in the area	None required
3.2.2—Water Quality and Stormwater Runoff						
Increased Runoff and Associated Operational Water Quality Issues	No effect	Increase in impervious surfaces would result in increase in runoff	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Construct Upstream Inlet Structure and Underground Flood Control Storage Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential Water Quality, Erosion and Sediment Control Issues during Construction	No effect	Potential for sediment or pollutants associated with construction to enter waterways	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
Potential to Require Dewatering during Construction	No effect	Anticipated due to water level	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices
3.2.3—Geology/Soils/Seismic/Topography						
Risk of Fault Rupture during Operations	No effect	Potential impact due to faults in the vicinity	Same as B	Same as B, though elevated structures are proposed in immediate vicinity of faults	Same as C	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Facilities and to Accommodate Effects of Ground Shaking on Project Facilities
Risk from Ground Shaking during Operation	No effect	Potential impact due to active faults in the vicinity	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Implement Recommendations from Draft Geotechnical Reports to Accommodate Permanent Fault-Related Ground Deformation Effects from Surface Fault Rupture on Project Facilities and to Accommodate Effects of Ground Shaking on Project Facilities Conduct Future Geotechnical Investigations
Risks from Development on Unstable Materials	No effect	Potential impact at bridge and overcrossing locations	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Recommendations from Draft Geotechnical Report to Accommodate Effects of Liquefaction on Project Facilities/Design Specific Project Elements to Accommodate Effects of Liquefaction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Risk from Landslides or Other Slope Failure during Operation	No effect	Potential effects from landslides and debris flows in hilly areas of the project area	Same as B	Same as B	Same as B	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Conduct Future Geotechnical Investigation/Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Slope Failure on Project Facilities
Risk during Operation as a Result of Development on Expansive Soils	No effect	Soils in the project area have moderate to high shrink-swell potential	Same as B	Same as B	Same as B	Conduct Future Geotechnical Investigations
Risk during Operation as a Result of Weak Foundation Materials and Postconstruction Settlement	No effect	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road and Dan Wilson Creek	Same as B	Same as B	Potential consolidation settlement hazard in the vicinity of Suisun Valley Road; no project improvements proposed in the vicinity of Dan Wilson Creek	Implement Requirements from State and Local Standards into Final Project Design Conduct Future Geotechnical Investigations Implement Preliminary Recommendations from Draft Geotechnical Report to Accommodate Effects of Consolidation Settlements on Project Facilities
Runoff, Erosion, and Sedimentation from Grading Activities Associated with Construction	No effect	Potential impact during construction activities	Same as B	Same as B	Same as B	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.2.4—Paleontology						
Destruction of Vertebrate or Otherwise Scientifically Significant Paleontological Resources as a Result of Construction Activities	No effect	Excavation for foundations in sensitive units could result in the inadvertent destruction of fossil resources	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	Same as B, but to a greater extent as there would be more excavation in sensitive units	Same as B, but to a lesser extent as less excavation occurs in high-sensitivity areas	Conduct Preconstruction Surveys Educate Construction Personnel in Recognizing Fossil Material Retain a Qualified Professional Paleontologist to Monitor Ground-Disturbing Activities Stop Work and Conduct Appropriate Treatment if Substantial Fossil Remains Are Encountered During Construction
3.2.5—Hazardous Waste/Materials						
Potential for Exposure of Construction Workers or Nearby Land Uses to Previously Unknown Hazardous Materials as a Result of Construction Activities	No effect	Project area has a moderate risk of previously unreported hazards	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
Potential for Exposure of Known Hazardous Materials to Humans or the Environment as a Result of Construction Activities	No effect	Hazardous materials present may include heavy metals, ACMs, contaminated soils, ADL	Same as B	Same as B	Same as B	Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Striping along Existing Roadways Dispose of Soils Contaminated with ADL, Arsenic, Pesticides, and Herbicides in Accordance with Appropriate Regulations Time Construction to Avoid Exposure of Construction Workers to Respiratory Irritants from Aerially Applied Chemicals

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Sampling and Testing of Groundwater Perform Groundwater Contamination Testing
Potential for Exposure of Humans and the Environment to Hazardous Conditions from the Accidental Release of Hazardous Materials as a Result of Construction Activities	No effect	Potential for accidental release of materials associated with construction equipment, or from utility lines	Same as B	Same as B	Same as B	Develop a Health and Safety Plan to Address Worker Health and Safety
3.2.6—Air Quality						
Conformity with the Regional Transportation Plan	No effect	N/A	Not in RTP	N/A	This alternative is included in 2035 RTP and 2009 TIP	Amend the Transportation Improvement Program to Include Additional Alternatives
Potential Violations of Carbon Monoxide NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Not anticipated to exceed 1- or 8-hour NAAQS or CAAQS	Same as B	Same as B	Same as B	None required
Potential Violations of PM2.5 NAAQS or CAAQS	No effect	Not yet determined whether considered Project of Air Quality Concern; consultation ongoing	Same as B	Same as B	Same as B	None required
Potential Generation of Significant Levels of MSAT Emissions	Lower MSAT emissions than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in all MSAT emissions compared to No Project conditions	Same as B	Same as B	Minor increase in all MSAT emissions for 2015; minor increase in all but 2 air toxics for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions
Potential Generation of Significant Operation-Related Emissions of Ozone Precursors, Carbon Monoxide, and Particulate Matter	Lower emissions of ozone precursors than all build alternatives except Alternative C, Phase 1 for 2035	Minor increase in emissions of all ozone precursors compared to No Project conditions	Same as B	Same as B	Same as B, except for decrease in ROG, PM10 and PM2.5 for 2035	Implement Measures to Reduce MSAT and Criteria Pollutant Emissions

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Temporary Increase in Ozone Precursors (ROG and NOx), CO, and PM10 Emissions during Grading and Construction Activities	No effect	Temporary increase in all ozone precursors due to construction	Same as B	Same as B	Same as B	Implement California Department of Transportation Standard Specification Section 14 Implement Additional Control Measures for Construction Emissions of Fugitive Dust Implement Measures to Reduce Exhaust Emissions from Off-Road Diesel Powered Equipment
3.2.7—Noise						
Exposure of Noise Sensitive Land Uses to Increased Traffic Noise	Noise levels would increase as traffic congestion increases	Increased noise in areas D, E, and R affecting 49 units; no effect under NEPA	Increased noise in areas D, E, and R affecting 21 units; no effect under NEPA	Increased noise in areas E, H, and R affecting 37 units; no effect under NEPA	Increased noise is area E affecting 1 unit; no effect under NEPA	None required, abatement under consideration
Exposure of Noise-Sensitive Land Uses to Construction Noise	No effect	Construction equipment would generate noise	Same as B	Same as B	Same as B	Minimize Construction Noise
3.2.8—Energy						
None						
BIOLOGICAL ENVIRONMENT						
3.3.1—Natural Communities						
Loss or Disturbance of Riparian Woodland Resulting from Construction	No effect	Permanent loss of 1.28 acres; temporary disturbance of 0.35 acres	Permanent loss of 0.08 acres; temporary disturbance of 0.06 acres	Permanent loss of 1.98 acres; temporary disturbance of 0.41 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.09 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation
3.3.2—Wetlands and Other Waters						
Loss or Disturbance of Perennial Drainage Resulting from Construction	No effect	Permanent loss of 0.62 acres; temporary disturbance of 0.46 acres	Permanent loss of 0.14 acres; temporary disturbance of 0.09 acres	Permanent loss of 0.66 acres; temporary disturbance of 0.45 acres	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Jurisdictional Seasonal Drainages Resulting from Construction	No effect	Permanent loss of 1.78 acres; temporary disturbance of 0.80 acres	Permanent loss of 0.64 acres; temporary disturbance of 0.11 acres	Permanent loss of 1.88 acres; temporary disturbance of 0.57 acres	Permanent loss of 0.97 acres; temporary disturbance of 0.30 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat
Loss or Disturbance of Perennial Marsh Resulting from Construction	No effect	Permanent loss of 5.23 acres; temporary disturbance of 5.13 acres	Permanent loss of 0.52 acres; temporary disturbance of 1.84 acres	Permanent loss of 5.47 acres; temporary disturbance of 2.30 acres	Permanent loss of 0.87 acres; temporary disturbance of 0.19 acres	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Restore Temporarily Disturbed Perennial Marsh Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Alkali Seasonal Marsh Resulting from Construction	No effect	Permanent loss of 1.75 acres; temporary disturbance of 0.28 acres	No effect	Permanent loss of 1.03 acres; temporary disturbance of 0.13 acres	Permanent loss of 0.05 acres; temporary 0.01 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
Loss or Disturbance of Jurisdictional Seasonal Wetland Resulting from Construction	No effect	Permanent loss of 7.57 acres; temporary disturbance of 1.65 acres	Permanent loss of 1.38 acres; temporary disturbance of 0.42 acres	Permanent loss of 7.69 acres; temporary disturbance of 1.04 acres	Permanent loss of 2.24 acres; temporary disturbance of 0.96 acres	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Restore Temporarily Disturbed Drainage Habitat and Compensate for Permanent Loss of Drainage Habitat Compensate for Permanent Loss of Wetlands
3.3.3—Plant Species						
None						

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
3.3.4—Animal Species						
Potential Loss or Disturbance of Western Pond Turtles Resulting from Construction	No effect	Construction in and near ponds and streams could result in loss or disturbance of habitat	Same as B	Same as B	Same as B, but to a lesser extent as there would be less construction in or near suitable aquatic habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Western Pond Turtle
Potential Disturbance of Nesting White-tailed Kites Resulting from Construction	No effect	Tree removal and construction noise could result in disturbance to nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Burrowing Owls and Permanent Loss of Habitat Resulting from Construction	No effect	Construction activities could disturb nesting owls and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary Compensate for Loss of Burrowing Owl Nesting Habitat

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance of Nesting Northern Harriers Resulting from Construction	No effect	Construction activities could disturb nesting birds and implementation of the project would result in loss of nesting and foraging habitat	Same as B	Same as B	Same as B	Conduct Preconstruction Nesting Surveys for Northern Harrier in the Annual Grassland Habitat North of SR 12W
Potential Disturbance of Nesting Loggerhead Shrikes Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary
Potential Disturbance of Nesting Tricolored Blackbirds Resulting from Construction	No effect	Construction activities could disturb nesting birds	Same as B	Same as B	Same as B	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						<p>in Sensitive Habitats</p> <p>Avoid and Minimize Potential Disturbance of Riparian Communities</p> <p>Compensate for Temporary and Permanent Loss of Riparian Vegetation</p> <p>Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary</p>
Potential Disturbance of Nesting Migratory Birds and Raptors Resulting from Construction	No effect	Construction activities could remove or disturb occupied nests	Same as B	Same as B	Same as B	<p>Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area</p> <p>Conduct Environmental Awareness Training for Construction Employees</p> <p>Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats</p> <p>Avoid and Minimize Potential Disturbance of Riparian Communities</p> <p>Compensate for Temporary and Permanent Loss of Riparian Vegetation</p> <p>Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary</p>
Potential Disturbance to Nesting Swallows Resulting from Construction	No effect	Construction activities associated with bridge construction could result in loss of active nests	Same as B	Same as B	Same as B	Prevent Swallows from Nesting Adjacent to New Bridge Construction

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Disturbance to Roosting Bats Resulting from Construction	No effect	Construction could result in removal of bat roosting habitat and disturb roosting bats	Same as B	Same as B	Same as B	Conduct Preconstruction Surveys for Roosting Bats in Mature Trees

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Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
River Lamprey						
Potential Effects on River Lamprey Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Channel Morphology and River Lamprey Habitat	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with River Lamprey Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance and Direct Injury to River Lamprey	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Water Quality Effects on River Lamprey Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Central Valley Fall-Run/Late-Fall-Run Chinook Salmon						
Potential Effects on Chinook Salmon Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Chinook Salmon Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Chinook Salmon Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same as B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat
Disturbance and Direct Injury of Chinook Salmon	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Chinook Salmon Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12E Crossing on Ledgewood Creek

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Sacramento Splittail						
Potential Water Quality Effects on Sacramento Splittail Resulting from Construction	No effect	Construction associated with bridges over Ledgewood Creek could result in sediments or contaminants entering the creek	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Water Quality Effects on Sacramento Splittail Associated with Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering Ledgewood Creek	Same as B, but to a lesser extent	Same as B	Same as B, but to a lesser extent	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
3.3.5—Threatened and Endangered Species						
Loss or Disturbance of Contra Costa Goldfields Resulting from Construction	No effect	Construction would result in the loss of 30 plants (this number may vary from year to year), and permanent loss of 55.95 acres and temporary disturbance of 14.02 acres of critical habitat	No effect	Construction would result in the loss of 30 plants, and permanent loss of 39.53 acres and temporary disturbance of 7.24 acres of critical habitat	No effect	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Compensate for the Loss of Contra Costa Goldfields
Potential Loss or Disturbance of Callippe Silverspot Butterfly Resulting from Construction	No effect	Construction would result in the loss of habitat and could result in the loss of individuals	No effect	Same as B	Same as B	Avoid and Minimize Potential Direct and Indirect Disturbance of Populations of Johnny Jump-Ups

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Loss or Disturbance of Vernal Pool Fairy Shrimp/Vernal Pool Tadpole Shrimp Resulting from Construction	No effect	Construction would result in direct affect to 1.12 acres and indirect affect to 1.78 acres of potential habitat	Construction would result in direct affect to 0.20 acres and indirect affect to 0.04 acres of potential habitat	Construction would result in direct affect to 1.11 acres and indirect affect to 1.30 acres of potential habitat	Construction would result in direct affect to 1.08 acres and indirect affect to 0.58 acres of potential habitat	Protect Water Quality and Prevent Erosion and Sedimentation into Drainages and Wetlands Avoid and Minimize Potential Indirect Disturbance of Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat Compensate for Loss of Direct and Indirect Impacts on Vernal Pool Fairy Shrimp or Vernal Pool Tadpole Shrimp Habitat
Potential Loss of Valley Elderberry Longhorn Beetle Habitat Resulting from Construction	No effect	Construction would result in direct affects to 11 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 2 shrubs, and no indirect affects.	Construction would result in direct affects to 10 shrubs and indirect affects to 1 shrub	Construction would result in direct affects to 6 shrubs and indirect affects to 4 shrubs	Establish a Minimum 20-Foot-Wide Buffer around All Elderberry Shrubs Where Feasible Implement Dust Control Measures Compensate for Direct Effects on Valley Elderberry Longhorn Beetle Habitat
Potential Loss of California Red-legged Frog and its Habitat Resulting from Construction	No effect	Construction would result in permanent loss of 1.32 acres of aquatic habitat, 95.72 acres of upland habitat, and 16.46 proposed critical habitat and temporary disturbance of 3.69 acres of aquatic habitat, 26.40 acres of upland habitat and 2.97 of proposed critical habitat	Construction would result in permanent loss of 0.22 acres of aquatic habitat, and 12.07 acres of upland habitat, and temporary disturbance of 1.67 acres of aquatic habitat, and 2.86 acres of upland habitat; no critical habitat would be affected	Construction would result in permanent loss of 1.05 acres of aquatic habitat, 72.58 acres of upland habitat, and 17.85 proposed critical habitat and temporary disturbance of 0.86 acres of aquatic habitat, 20.30 acres of upland habitat and 3.45 of proposed critical habitat	Construction would result in permanent loss of 0.59 acres of aquatic habitat, 48.94 acres of upland habitat, and 17.77 proposed critical habitat and temporary disturbance of 0.19 acres of aquatic habitat, 14.55 acres of upland habitat and 3.55 of proposed critical habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
						Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Surveys for California Red-Legged Frog Monitor Construction Occurring near Potential California Red-Legged Frog Habitat Compensate for Loss and Disturbance of California Red-Legged Frog Habitat
Potential Loss of Swainson's Hawk Nesting and Foraging Habitat Resulting from Construction	No effect	Construction would result in the permanent loss of 224.38 acres of foraging habitat and 1.28 acres of potential nesting habitat and the temporary disturbance of 72.45 acres of foraging habitat and 0.35 acres of potential nesting habitat	Construction would result in the permanent loss of 44.74 acres of foraging habitat and 0.08 acres of potential nesting habitat and the temporary disturbance of 11.91 acres of foraging habitat and 0.06 acres of potential nesting habitat	Construction would result in the permanent loss of 217.87 acres of foraging habitat and 1.97 acres of potential nesting habitat and the temporary disturbance of 58.32 acres of foraging habitat and 0.42 acres of potential nesting habitat	Construction would result in the permanent loss of 124.54 acres of foraging habitat and 0.64 acres of potential nesting habitat and the temporary disturbance of 29.90 acres of foraging habitat and 0.09 acres of potential nesting habitat	Place Environmentally Sensitive Area Fencing around all Sensitive Biological Resources in and near the Construction Area Conduct Environmental Awareness Training for Construction Employees Retain a Biological Monitor to Conduct Daily Visits during Construction in Sensitive Habitats Avoid and Minimize Potential Disturbance of Riparian Communities Compensate for Temporary and Permanent Loss of Riparian Vegetation Conduct Preconstruction Nesting Bird and Raptor Surveys and Establish a No-Disturbance Buffer, if Necessary Compensate for Loss of Swainson's Hawk Foraging Habitat
Central California Coast Steelhead						

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Potential Effects on Steelhead Resulting from Construction						
Water Quality Effects	No effect	Construction activities could result in sediments or contaminants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons
Steelhead Habitat and Channel Morphology	No effect	Construction in and adjacent to streams could affect channel morphology and streamside vegetation	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Water Temperature Effects	No effect	Minimal impact to water temperature from removal/addition of shading	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Minimize Impacts on Creek Channels
Interference with Steelhead Movement	No effect	Dewatering activities associated with construction could interfere with fish movement	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels
Disturbance to Potential Spawning Habitat	No effect	Construction associated with the bridge over Suisun Creek could result in disturbance to spawning habitat located 20 feet downstream of bridge	No effect	Same a B	No effect	Minimize Impacts on Creek Channels Avoid Potential Fish Spawning Habitat

Impact	No Build	Alternative B		Alternative C		Avoidance, Minimization, and/or Mitigation Measures
		Full Build	Phase 1	Full Build	Phase 1	
Disturbance and Direct Injury to Steelhead	No effect	Noise, vibration and other physical disturbances could disturb fish; direct injury could result during in-stream work	Same as B, but no effects at Suisun Creek	Same as B, but to a lesser extent due to less construction in the vicinity of Ledgewood Creek	Same as B, but no effects at Suisun Creek	Restrict In-Water Work to Avoid Special-Status Fish Spawning Seasons Provide Alternate Migration Corridor through Creek Channels Minimize Noise Impacts on Special-Status Fish Species
Potential Water Quality Effects on Steelhead Resulting from Operations	No effect	Increase in impervious surfaces could result in increase in pollutants entering streams	Same as B, but no effects at Suisun Creek	Same as B	Same as B, but no effects at Suisun Creek	Prepare and Implement Storm Water Pollution Prevention Plan and Best Management Practices Prevent Contaminants and Hazardous Materials from Entering the Stream Channel
Potential Interference with Fish Movement Resulting from Operations	No effect	Culvert extension in Ledgewood Creek under SR 12E would worsen fish passage conditions	Same as B	Same as B	Same as B	Implement Culvert Retrofit at the SR 12 Crossing on Ledgewood Creek
3.3.6—Invasive Species						
Potential Introduction and Spread of Invasive Plant Species Resulting from Construction	No effect	Construction activities have the potential to spread invasive plant species	Same as B	Same as B	Same as B	Avoid the Introduction and Spread of Invasive Plants—Minimize Soil Disturbance, Restore Disturbed Areas Using Native Species
3.3.7—Native Trees						
None						
3.3.8—Suisun Marsh Secondary Management Area						
None						



DATE: June 15, 2010
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan

Background:

The STA and partnering agencies continue to advance the development of the SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan to coordinate the various plans from agencies with jurisdiction and public interest along the corridor. The STA's partnering agencies include the Bay Area Ridge Trail Council, Caltrans, City of Fairfield, Napa County, Napa County Transportation and Planning Agency (NCTPA), and Solano County.

In 2010, the working group comprised of members of the partnering agencies has met three times to review the existing/proposed bicycle and pedestrian facilities within and connecting to the corridor. The Purpose Statement, Goals, and Objectives document has been completed (Attachment A). In April 2010, STA Planning staff organized a tour of key locations in the corridor to visit and make note of opportunities and constraints findings prepared by Questa.

Much of the group's focus during the tour was on identifying the opportunities detailed in the opportunities report prepared by Questa Engineering (Questa), while also recognizing the serious topographic constraints along the corridor.

Discussion:

On June 15, 2010, the working group members convened to discuss the draft opportunities and constraints sections of the plan in further detail with STA staff and its consulting team Questa. The group placed a strong emphasis on the development of a more defined public outreach strategy to comment on the draft sections. The consensus among the group was to coordinate an "open house" meeting during the second week of August. The intent of the open house will be to invite members of the public, including interested business/property owners to share their ideas about bicycle and pedestrian alternatives along the corridor.

At present, the opportunities and constraints in the corridor present limited alternatives to choose from. Utilizing the ecological and natural resources, the constraints section of the document was also prepared. Further comment on the opportunities and constraints document from the public could assist with preparing potential alignment alternatives.

The remaining sections to be completed include the funding and implementation strategies. These sections will be presented to the Board as they are developed. STA staff anticipates a draft of these sections in the next few months.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the release of the draft sections of the SR 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan for a 30-day public comment period.

Attachments:

- A. SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Purpose Statement, Goals, and Objectives
- B. Opportunities and Constraints Sections for SR 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan (This attachment has been provided to the TAC members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: June 18, 2010
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: STA Grant Proposals: MTC Climate Initiatives Grant Program

Background:

On March 31, 2010, STA staff reported on the Metropolitan Transportation Commission (MTC) Climate Initiatives Program to the TAC and Consortium. MTC created the Climate Initiatives Program as part of the 2009 New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy adopted in December 2009. The Climate Initiatives Program focuses on four primary elements: (1) public education campaign, (2) Safe Routes to Schools, (3) Innovative Grants, and (4) evaluation of the Climate Initiatives Program. MTC's process was designed to simplify the application submittals by first issuing a call for letters of interest and then notifying interested agencies with the most promising projects to submit a formal application.

Discussion:

MTC issued a call for letters of interest on April 30th and hosted workshops in May. As reported to the STA TAC and Consortium in March, STA staff submitted letters of interest for the following two projects:

- 1) Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor
- 2) STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives

The SR 12/Jameson Canyon project was submitted jointly with the Napa County Transportation and Planning Agency (NCTPA). STA expects MTC to announce whether or not the STA's proposed projects will advance to the application process by June 30th.

Attached are the STA's Letters of Interest which describe the STA's proposal in detail for both projects. In summary, the proposed Clean Air Innovative Transit on SR 12 is to have multi-agency partnership to provide an alternative fueled innovative transit service on the SR 12 Corridor between Napa and Solano County. The Safe Routes to School Program proposal focused on working with new and existing partnerships to: 1) participate in education and marketing events, 2) create and distribute SR2S maps and other education materials, and 3) focus on solutions in locations where school closures and school bus program cuts have increased travel distances to schools.

STA will need to submit an application by July 31st if selected to proceed in submitting a formal application by MTC. STA staff requests authorization from the STA Board to submit grant applications at this time.

Fiscal Impact:

STA is requesting \$3 million for the Clean Air Innovative Transit on SR 12 and \$500,000 for the Safe Routes to School Program. MTC's Innovative Grants are federal funds and require a local match of 11.5 % or a combined total of approximately \$454,830.

SR 12 Transit Project will need \$389,830 for a local match. The local match contribution is estimated to be split 2/3 from STA and 1/3 from NCTPA or approximately \$259,887 and \$129,943 respectively. State Transit Assistance Funds are a potential match source for the STA's contribution. The TDA Article 3 and TFCA funds are already secured for the Safe Routes to School Program. A total of \$65,000 will count towards a local match for the \$500,000 request.

Recommendation:

Forward a recommendation to the STA Board to approve the following two project applications for MTC's Innovative Grant Program:

1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and
2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

Attachment:

- A. Clean Air Innovative Transit Implementation for the SR 12/Jameson Canyon Corridor Letter of Interest
- B. STA Safe Routes to School (SR2S) Letter of Interest



May 27, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
 101 Eight Street
 Oakland, CA 94607

RE: Letter of Interest for Innovative Grant Program

Dear Ms. Nguyen:

The Solano Transportation Authority (STA) and the Napa County Transportation and Planning Agency (NCTPA) are interested in submitting an application for the Metropolitan Transportation Commission's Innovative Grant Program. The proposed project will measurably reduce air emissions along the State Route 12/ Jameson Canyon between Napa and Solano counties by implementing an innovative, seamless transit service supported by the Solano Napa Commuter Information's (SNCI) Transportation Demand Management (TDM) Strategies.

The proposed project is titled "**Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12 /Jameson Canyon Corridor.**" The project will be jointly implemented by the STA and NCTPA with the STA as the lead project coordinator.

The goal of the project will be to implement a new alternative fuel transit demonstration service route along the SR 12/ Jameson Canyon corridor. The new service will connect to local and regional transit services in Downtown Napa to express bus and train services at the Fairfield Transportation Center and Suisun City Capitol Corridor Train Station. In addition, the demonstration transit service route will provide connections and additional transit options up to 5 Priority Development Areas (PDA):

1. City of Fairfield's West Texas Street (existing)
2. City of Fairfield's Downtown (existing)
3. City of Suisun's Downtown Waterfront District (existing)
4. City of Napa's Downtown (future PDA)
5. City of American Canyon (pending PDA)

To accomplish this goal, the STA and NCTPA are interested in requesting \$3 million from the Innovative Grant Program and propose to commit a local match of \$389,831 to fully fund the demonstration project.

The STA completed a commuter profile survey in March 2010 for Solano and Napa counties. The survey compared the results to the last Regional Rideshare Program's Commute Profile publication from 2005. The results from those surveyed indicated that Solano and Napa County residents that have work destinations in either county have risen in the last five years by 5%. The survey response indicated Solano County is the 2nd highest destination for Napa County commuters with 8% of all their commuters estimated to have work destinations in Solano County. In comparison, Napa County is the 4th highest destination for Solano County commuters with 5% of all the commuters estimated to be working in Napa County. This is significant considering the only major highway corridors that connect Solano and Napa counties are SR 29 and SR 12. At present SR 12 (between I-80 and SR 29) through the Jameson Canyon is a two lane highway that eventually expands to four lanes at the west end, closer to the SR12/SR 29

Interchange. The STA, NCTPA and Caltrans are currently working to widen SR 12 to four lanes from I-80 to SR 29 interchange. Construction is expected to be completed by the end of summer 2011. The added traffic lane capacity presents an opportunity to provide an innovative and attractive transit service that targets commuters and other passengers along this corridor.

Our approach is focused in three elements. The first element is to obtain alternative fuel transit vehicles and to construct support facilities as needed in order to operate transit service on the SR 12/Jameson Canyon Corridor. In 2006, the STA and NCTPA completed a joint SR 12 Transit Corridor Study which concluded that there is a demand for transit service. The SR 12 Transit Corridor Study modeled potential transit service on the corridor. The study concluded that the annual ridership for the modeled transit service is estimated to be 60,462 by 2030. Providing transit service to accommodate the estimated riders will be a direct reduction to vehicle emissions along the corridor. Vehicle emissions would furthermore be reduced with the use of an alternative fuel for the transit service. Three options currently under consideration are:

1. Smaller clean diesel buses or cut-a-way vehicles
2. Compressed Natural Gas (CNG) buses
3. Hybrid electric-diesel/gas buses

The success of the proposed service and further innovation will also come in large part from the last two elements of our approach: seamless integration with existing transit service at each of the four PDA's and TDM support from the SNCI program. This requires additional coordination and partnerships with existing transit service providers, employers, and other public and private agencies.

There are several existing transit routes that are proposed to connect with the proposed new service on SR 12. These include transit service routes provided by Napa Valley VINE, Fairfield and Suisun Transit (FAST), and Vallejo Transit. As part of a seamless transit service, STA and NCTPA will work with MTC to have the proposed new transit service be part of the Translink/Clipper implementation in Solano and Napa counties. Translink Cards will make the service more convenient and attractive for passengers transferring to other transit service providers in addition to providing a piece of mind of not worrying about carrying exact change, paper passes or tickets.

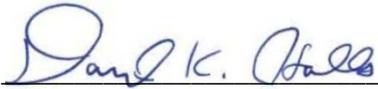
The last element in our approach involves the marketing and transit incentive services provided by SNCI. SNCI has established relationships with several large employers in both counties. This element involves focused marketing and outreach to these employers and their employees to promote the new service. In addition, SNCI will assist in monitoring commute/ridership data, developing tools and performance measures to gauge air emission reductions, and assist other counties that would like to implement similar focused efforts in their county.

Our proposal has a clear connection between transportation and air quality improvement. The proposed transit service will provide transit options for commuters and travelers on one of two heavily travelled highway corridors connecting Solano County to Napa County. It is innovative in providing alternative fuel transit service that is easily integrated with other local and regional transit service connections at current and planned PDA locations. With assistance from MTC, passengers will also benefit from Translink/Clipper Cards, currently not implemented in Solano County. The combination strategy of the proposed transit service, Translink/Clipper implementation, and promotion and marketing of the service will collectively reduce GHG emissions consistent with the objectives of the MTC's Innovative Grant. The STA and NCTPA can clearly evaluate the project as part of SNCI's commute/ridership data and surveys. The data collected can be quantified in air emission reductions based on the number of passengers and distance travelled.

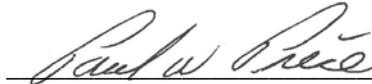
This effort is a good example of partnership planning and implementation between two Congestion Management Agencies and local transit operators. As indicated previously, the proposed transit service is a product previously recommended as part of the STA and NCTPA's joint SR 12 Transit Corridor Study. Our proposal will demonstrate two counties accelerated efforts to shift to cleaner, low-GHG transit vehicles while being supported by TDM strategies through the services of SSCI. Our desire is to be successful in our approach and be a clear model for similar corridors throughout the Bay Area region. Thanks to our earlier joint planning effort, the transit service and supporting services can be fully operational within two years of executing the funding agreement with MTC. Copies of the SR 12 Transit Corridor Study are available upon request.

Thank you for the opportunity to submit this letter of interest. Robert Guerrero, STA Senior Planner will be the grant coordinator for this project. Mr. Guerrero can be contacted directly at (707) 399-3213 or rguerrero@sta-snci.com if you have any questions regarding our proposal.

Sincerely,



Daryl K. Halls, Executive Director
Solano Transportation Authority



Paul W. Price, Executive Director
Napa County Transportation and Planning Agency

Cc: STA Board Members
NCTPA Board Members
Steve Heminger, MTC Executive Director

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Solano Transportation Authority

... working for you!

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Email: staplan@sta-snci.com • Website: solanolinks.com

June 1, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eight Street, Oakland, CA 94607

RE: Application for “Solano Transportation Authority’s (STA) Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing & Education Resources, and Student Engagement Incentives”

Dear Ms. Nguyen:

The Solano Transportation Authority (STA) is please to submit this letter of interest for the Metropolitan Transportation Commission’s (MTC) Safe Routes to School Creative Grant for the STA’s “Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing Materials, and Student Engagement Incentives” project. The STA is requesting \$500,000 to:

- Develop GIS-based suggested route to school maps by coding all streets for bicycle and pedestrian safety (\$200,000); and
- Publish and circulate these suggested route to school maps as part of the STA SR2S Program’s marketing and safety education campaign to register students for walking school bus and bicycle train contests (\$100,000); and
- Partner with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition to educate grades 3-12 students in SR2S environmental science & health issues and engage high school and middle school students to volunteer at SR2S events at their former elementary schools (\$200,000); and
- Target communities where school closures and school bus program cuts have increased travel distances to schools to achieve the maximum program and emission benefits.

STA SR2S Program Background

The STA has been a leader in SR2S Programs in the Bay Area by building a countywide program in partnership with every school district and city in Solano County. In 2008, the STA’s SR2S Plan received a Northern California American Planning Association (NCAPA) Grassroots Initiative Award for our efforts to involve people from all levels of SR2S issues, including City Engineers, STA Bicycle & Pedestrian Advisory Committee members, City Council appointees, School Board appointees, and police department representatives. Walking audits and public planning meetings helped define 29 school specific plans and countywide problems and solutions. Since the plan’s adoption in February 2008, the STA has helped leverage local funding to obtain a total of \$2.28 M in air district and federal funding grants for a variety of education, encouragement, enforcement, and engineering projects and activities.

How is this project innovative and addresses one of more E’s of SR2S?

Sustainable behavior change is the overarching goal of this mostly grant-funded SR2S Program. After fiscal year 2011-12, the STA has not identified additional sources of funding other continuing to apply for additional state and federal grants. To make sure that our current efforts and benefits do not disappear with our grant funding, the STA is dedicated to giving schools, local agencies, and volunteers the tools to continue providing SR2S Program resources after FY 2011-12.

This project focuses on the Education and Encouragement E’s of the SR2S framework. Using *cutting-edge GIS modeling*, streets coded for student walking and bicycle safety will help create the basis of Suggested Route to School Maps for each school. In FY 2009-10, the STA has created 10 pilot maps using this technique and has commissioned an additional 5 to be completed by July 2010. These maps elegantly display suggested routes to school, accurate to the side of the sidewalk and along specific crosswalks, noting specific hazards, locations of crossing guards & traffic signals, and the walking time from potential walking school bus meeting points. The back of the maps will be a sign-up sheet for walking school buses and

bicycle trains. Student groups forming busses will sign the sheet and get their parents to sign the sheet, providing contact information and if the parent plans to join the bus. These maps will record the bus's route and be on file at the school in case of emergencies. Registered walking school buses will be able to compete for larger prizes, should the bus be seen walking to school on contest event days, which will be randomly organized throughout the school year. This makes everyday a potential walk and bike to school prize day.

Benefitting from MTC's High School Internship Program over the summer of 2010, all of the remaining streets in Solano County will have been coded for student walking and bicycling safety. Of the \$200,000 requested, about \$100,000 is estimated to be needed to design final maps for all of the remaining schools in Solano County by the end of Spring 2011 (should this funding be available by February 2011).

How does this project remove substantial barriers to implementation?

Since "project concept planning" is not eligible for Congestion Mitigation and Air Quality (CMAQ) program funding, walking audits and planning events are not part of this application. However, the data collected as part of the mapping project can help *build a countywide baseline of safety information* to assist local agencies and schools with future project concept planning and holding future walking audits that can target safety issues revealed during the mapping process. This will help *remove a substantial barrier to identifying future student travel safety issues* and assist future SR2S audits.

The STA plans to partner with Breathe California of Sacramento and the Lawrence Hall of Sciences to educate students grades 3-12 about the environmental science and issues related to SR2S. To take this partnership and outreach concept further, the STA will integrate these educational activities with *outreach and volunteer opportunities for high school and middle school students* who want to make a change in their community. All SR2S events at schools require a number of volunteers (e.g., Bicycle Rodeos, Walk and Roll Contest events, Safety Assemblies). School staff and Parent/Teacher Associations (PTAs) have often been unable to provide the needed number of volunteers to more successful events. By recruiting middle school and high school students to volunteer at events at their former elementary schools, their numbers will help *remove a substantial barrier to implementing more successful SR2S events*.

How will this project measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions?

In 2007 and 2009, the STA collected "National Safe Routes to School Student Arrival and Departure Tally Sheets" for schools participating in the STA's SR2S planning process and subsequent programs. Currently, about 53% of students are driven to school, 22% walk, 11% carpool, 10% bus, and 2% bike. Not only has the STA established a baseline for comparison of our future SR2S program work, but there is also much more room for improvement through the combination of all four SR2S E's and room for reducing GHG and criteria pollutant emissions. The STA is currently in the process of collecting surveys conducting on May 25, 26, and 27 and plans to survey students in September 2010 near the beginning of the next school year.

Prior to receiving Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) grant funding, the STA performed an analysis of the number of students within a 1-mile radius of their schools. Using FY 2008-09 student enrollment addresses from the Solano County Office of Education, the STA was able to show that almost all elementary students in Solano County lived within one mile of their schools, making even the longest walking distance about 20 minutes.

However, since that analysis, several school districts in Solano County have closed schools and eliminated school bus programs, in some instances, tripling the distance to walk or bicycle to school. For example, the Vallejo City Unified School District has closed and consolidated multiple elementary schools, middle schools, and high schools, effectively creating a situation where areas east of I-80 are now served by one middle school and one high school. Dixon and Vacaville's school districts have eliminated school bus programs while Fairfield and Vallejo districts are considering additional cuts. The STA's SR2S Program will *target these expanded school boundary areas and areas without school bus programs to achieve the maximum amount of emission reductions*.

How will this project further best practices in the SR2S field, significantly adding to the knowledge base?

Safe Routes to School maps have never been produced in such a rigorous manner. Common suggested route to school maps created by public works engineers show all streets as being safe with multiple arrows pointing in all potentially safe walking directions. This element of the project will *further safe routes to school mapping practices*.

Partnerships are a typical element of successful SR2S programs. Marin and Alameda Counties began their SR2S Programs by partnering with non-profits like TransForm and the Marin County Bicycle Coalition. The STA's partnerships with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition will reflect the current best practices in SR2S and build on those practices by expanding their work to recruit high school and middle school volunteers. The Solano Asthma Coalition's existing connections to school nurses, school district wellness coordinators, and area hospitals (e.g., Kaiser Permanente, Sutter Health) will extend the reach of the STA's SR2S program's message. This element of the project will *further the safe routes to school practices by not only partnering with public health advocates but also partnering with the students themselves.*

Air Districts typically prioritize projects that address areas of high particulate matter (PM) emissions. Typical SR2S programs wait for schools to volunteer for the program, which is usually dependent on school principals who have the time to coordinate activities, or are fed up with the amount of congestion in front of their schools, or have experienced a recent student accident or fatality. The STA's SR2S Program has been and will continue to be proactive in our approach towards incorporating additional schools into the SR2S Program. The STA's SR2S Program will *further SR2S best practices by reaching out to schools negatively affected by expanded school boundary areas and areas without school bus programs* to achieve the maximum amount of emission reductions.

How can this project be replicated at a larger scale?

To replicate the STA's efforts on a larger scale, the STA will provide GIS map training manuals, GIS mapping templates, sample RFPs and funding agreements to help other agencies extend their current grant funding by leveraging existing public agency GIS technology and partner agencies with similar missions.

The STA has been a leader in the SR2S field with regards to replication. In 2007, the STA was a presenter at the 1st National SRTS Conference at Dearborn, Michigan, sharing how the STA began and will sustain a countywide SR2S program with multiple partner agencies and stakeholders. Recently, Sonoma County Transportation Authority contacted the STA requesting the RFP used to solicit consultants for the 2008 STA SR2S Plan.

The STA has produced a SR2S GIS Mapping & Analysis Training Manual to help other agencies reproduce our street safety coding and mapping process. With MTC's SR2S Creative Grant funding, this manual will be extended to contain sample map templates and outreach materials for use by local agencies. Copies of Requests for Proposals and Funding agreements between partner agencies and non-profits will also be made available as resources for other agencies. For example, the STA partners with the Solano County Department of Public Health for Program Coordination of SR2S Education and Encouragement events, such as safety assemblies, bicycle rodeos, and walk n' roll contests.

How much grant funding is requested and how much local match funding is available?

\$281,000 in remaining air district and other grant funding is available for the STA's SR2S program for FY 2010-11. Specifically, the STA will match this \$500,000 with at least \$65,000 in air district grants and TDA Article-3 funding, as this funding source is eligible for bicycle safety education. These funds do not include the \$942,000 in MTC SR2S Solano County funding for Cycle 1 SR2S projects and programs.

Questions

If you have any questions regarding this proposal, please contact myself at (707) 399-3211 or at sshelton@sta-snci.com. Example maps and other materials can be provided upon request.

Sincerely,

Sam Shelton
Project Manager
Solano Transportation Authority

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DATE: June 18, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Update

Background:

On December 10, 2009, the STA Board adopted the Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services. STA staff has been working with Economic Planning Systems (EPS) and three RTIF committees to begin work on the RTIF Nexus Study:

- RTIF Technical Working Group, Public Works & Planning Directors who review and verify the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, Mayors, City Managers, County Administrators Office (CAO) representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

Generally, RTIF Technical and Stakeholders groups are scheduled to meet on even months while the Policy Committee meets on odd months.

Discussion:

RTIF Development Schedule

The current schedule for the STA's Nexus Study projects completing the Nexus Study by 2011 and implementing an RTIF afterwards.

Since December 2009, the RTIF committees and the STA Board have reviewed and adopted RTIF project selection and ranking criteria and a list of projects to evaluate for potential inclusion in an impact fee program. Over the summer, the RTIF Working Group will review preliminary project modeling results and criteria scores. Between August and December, RTIF committees will review and recommend project cost allocation options, revenue estimates, preliminary fee schedules, fee economic analyses, and review the draft RTIF Nexus Study. By 2011, the STA Board will review and consider approval of the RTIF Nexus Study and discuss the potential implementation of a RTIF Program.

Recommendation:

Informational.

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DATE: June 18, 2010
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: PM 2.5 Hotspot Analysis

Background:

To assist local project sponsors of federally funded projects, STA Project Delivery staff regularly attends MTC and Caltrans meetings and present updates to the Solano Technical Advisory Committee (TAC) and the Solano Project Delivery Working Group (PDWG).

Discussion:

On December 14, 2009, the United States Environmental Protection Agency (EPA) designated the Bay Area as a nonattainment for the national 24-hour fine particulate matter (PM 2.5) standards. All Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) non-exempt projects must have a project-level conformity determination.

Earlier in June, MTC held a workshop to discuss new air quality conformity review and regulations related to the emissions of particulate matter (PM) 2.5. All projects that could potentially produce additional PM 2.5 emissions (e.g., diesel emissions) will need to have an approved conformity finding prior to receiving approval for federal funds, such as FHWA obligations and FTA grant agreements.

The following Q&A is provided to help answer common questions raised by Solano PDWG members.

I already have environmental clearance. Do I still need to do this?

This is different from environmental clearance. Even if a project sponsor has federal environmental clearance, the sponsor must receive a PM 2.5 air quality conformity finding from FHWA or FTA prior to receiving additional federal funds or other federal actions (e.g., permits and reviews). By December 14, 2010, all projects will be subject to this new regulation.

I think my project could produce additional PM 2.5 emissions. What do I do next?

To help local project sponsors through this process so their projects are not stalled after December 14, 2010, MTC has created an automated interagency consultation process to help project sponsors understand if their project needs further review, such as a PM 2.5 hotspot analysis. In MTC's Fund Management System (FMS), there is a new page titled "Air Quality" that asks project sponsors a few questions about their project. MTC will circulate this information to members of their conformity task force for their review (i.e., Caltrans HQ, FHWA staff, FTA staff, etc.).

Sometime next week, MTC will open up FMS for project revisions, but only for the air quality page. Based on information provided by project sponsors during the 2011 TIP development process, the following projects may have PM 2.5 impacts and would still need additional federal actions. Project sponsors for these projects should take advantage of MTC's PM 2.5 consultation process and fill out the air quality page for their project:

- Any capacity increasing roadway project (but not exempt road rehab or bike/ped capacity projects)
 - Dixon: I-80/Pedrick Road Interchange Modification
 - Dixon: Parkway Blvd UPRR Grade Separation
 - Vallejo: American Canyon Rd Overpass Improvements
 - Solano County: Travis AFB, North Gate & South Gate projects
 - Solano County: Redwood Fairgrounds Dr. Interchange improvements
 - STA: I-80/680/SR12 Interchange project
 - STA: North Connector (if West Segment is federal funded)
 - STA: All express lane projects
 - STA; Jepson Parkway segments

- New or Expanded Transit Centers and Train Stations (but not transit operations or vehicle purchases)
 - Benicia: Benicia Industrial Park Multi-modal Transportation Center (once the concept is complete)
 - Dixon: Multimodal Transportation Center
 - Fairfield: Fairfield/Vacaville Intermodal Rail Station
 - Fairfield: Fairfield Transportation Center, Phase III
 - Vacaville: Vacaville Intermodal Station Phase 2
 - Vallejo: Vallejo Curtola Transit Center (if federal funds to be used and not just RM2)
 - Vallejo: Vallejo Station Intermodal (last parking structure phase, if federally funded)

I do not have a PM 2.5 Hotspot analysis. What do I do?

Project sponsors do not need the analysis now. This is similar to Preliminary Environmental forms and the field review process. Based on the information posted on FMS on the air quality page for your project, the MTC task force will make a recommendation whether or not to conduct a PM 2.5 hotspot analysis later. In other nonattainment regions that are more accustomed to completing these analyses, PM 2.5 hotspot analysis and air quality conformity approval is usually combined with the National Environmental Policy Act (NEPA) process for federal approval. MTC has example documents on the air quality page from other regions for review.

I already have a PM 2.5 hotspot analysis. What do I do?

Project sponsors can post hotspot documents to the air quality page for the MTC task force to review.

What is the deadline to complete this review and obtain an air quality conformity approval?

The deadline is the date of the next federal funding approval or federal action required for your project. After December 14, 2010, all projects will be subject to this new regulation. Going through this process is at the project sponsor's discretion and is provided as a service to local project sponsors by MTC. If federal actions or approvals for a project are a long way off, then

this process could be put off. However, if federal funding decisions are needed soon and are currently going through the NEPA process, then project sponsors should begin this process now.

More information from this workshop is available at the following web address:

<http://www.mtc.ca.gov/meetings/events/6-2-2010.htm>

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC PM 2.5 Hotspot Analysis Workshop Presentation, 06-02-10

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**Air Quality Conformity (PM_{2.5}) &
2011 TIP Development Workshop**
June 2, 2010



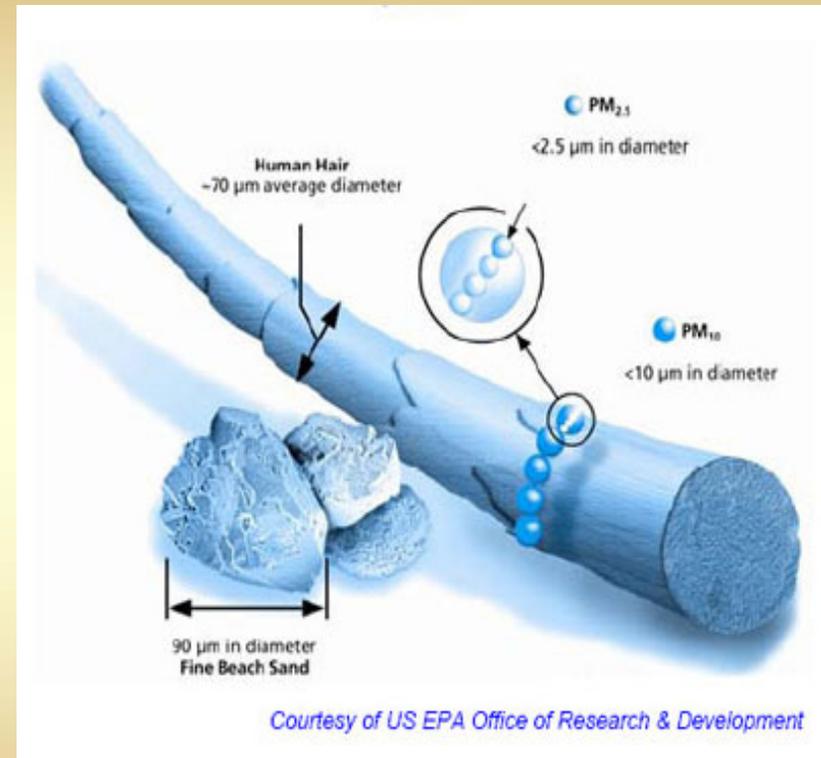
Workshop Objectives

- **Explain PM_{2.5} project-level conformity requirements and Bay Area's PM_{2.5} interagency consultation procedures**
- **Provide a brief tutorial on the 2011 TIP development procedures with emphasis on what the sponsors need to do between June 4 and June 17**
- **Demo the new Air Quality Module in the Fund Management System (FMS)**



Fine Particulate Matter (PM_{2.5})

- Particles smaller than 2.5 microns can be inhaled deeply into lungs and cause damage to our health
- Sources of PM include combustion activities (motor vehicles, power plants, wood burning, etc.)
- EPA designated Bay Area as nonattainment for national 24-hour PM_{2.5} standard on December 14, 2009



PM_{2.5} Planning Requirements

- **RTP and TIP must demonstrate transportation conformity** (effective December 14, 2010)
- **PM_{2.5} hot-spot analysis must be prepared for certain roadway and transit projects involving diesel vehicle traffic** (effective December 14, 2010)
- **State Implementation Plan must outline how region will attain and maintain the standard** (by December 2012)



What is a PM_{2.5} Hot-Spot Analysis?

Per 40 CFR 93.101, a PM_{2.5} Hot-Spot Analysis:

- **Estimates likely future localized PM_{2.5} pollutant concentrations and compares those concentrations to the national ambient air quality standards**
- **Estimates the air quality impacts of a project on a small scale, such as at a congested roadway intersection or a bus terminal, and uses an air quality dispersion model to determine the effects of emissions on air quality**
- **Is used to demonstrate that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts**



PM_{2.5} Project-Level Conformity Requirements

■ PM_{2.5} Hot-Spot Analysis not required for:

- Projects exempt under 40 CFR 93.126
 - **Examples:** Safety improvements (RR crossing, shoulders, medians, lighting, etc.); mass transit (transit operations, purchase of vehicles/operating equipment, renovation of transit buildings/structure, etc.); bicycle/pedestrian projects, rideshare projects; etc.
- Traffic signal synchronization projects under 40 CFR 93.128; or
- Projects that use no federal funds and/or require no federal approval

■ PM_{2.5} Hot-Spot Analysis must be prepared for:

- Projects of Air Quality Concern under 40 CFR 93.123(b)(1)
- Projects that use federal funds and/or require federal approval



What Is a Project of Air Quality Concern?

Per 40 CRF 93.123(b)(1):

- **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;**
- **Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;**
- **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;**
- **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and**
- **Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**



What is the EPA Transportation Conformity Guidance for Quantitative Hot-Spot Analyses?

- **Replacement for the 2006 Qualitative Guidance**
- **Overview of the Analytical Process**
 - > Emissions (EMFAC or MOVES)
 - > Air Quality Modeling (CAL3QHCR or AERMOD)
 - > Evaluate Results "NAAQS/No Build
 - > Assess Potential Mitigation
- **Comments are Due By July 19, 2010.**
- **See Requested Questions for Comment**
 - > Comments can be sent electronically to PMhotspot-comments@epa.gov



What is the Purpose of Interagency Consultation?

- **Determine if project is deemed a “project of air quality concern” pursuant to 40 CFR 93.123(b)(1)**
- **Evaluate the assumptions, methods and analysis of the PM_{2.5} hot-spot analysis**



Bay Area

Interagency Consultation Procedures

(MTC Resolution No. 3946)

- **Interagency consultation is facilitated through MTC's Air Quality Conformity Task Force**
- **Sponsor submits project information, and Conformity Task Force determines if project is of air quality concern and therefore requires a PM_{2.5} hot-spot analysis**
- **Sponsor submits PM_{2.5} hot-spot analysis for review by Conformity Task Force**
- **After consultation, sponsor completes PM_{2.5} hot-spot analysis and seeks approval from FHWA and FTA**



MTC Contact

Ashley Nguyen

Project Manager, Transportation Conformity

anguyen@mtc.ca.gov

510.817.5809



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DATE: June 25, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: MTC CMA Block Grant Project List

Background:

The Metropolitan Transportation Commission (MTC) has modified its process of allocating federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds through the Congestion Management Agency (CMA). MTC's new approach will allow CMAs some flexibility within the spending of the three categories of the CMA block grant funds: Local Streets and Roads, Regional Bicycle System and Transportation for Livable Communities. Each CMA is authorized to move up to 20% of the funds from one block grant category to another as its own discretion, and to use up to 4% of the block grant funds for planning and administrative expenses.

Each of the CMAs was required to develop a draft CMA Block Grant Strategic Plan to guide use of the block grant funds, and to submit that plan to MTC no later than April 1, 2010. In addition, STA addressed how to allocate Eastern Congestion Mitigation Air Quality (Eastern CMAQ) funds as part of the block grant strategy. The STA Block Grant Strategic Plan includes a 20% shift from the Transportation for Livable Communities and Regional Bicycle categories into the Local Streets and Roads category, and the allocation of 4% of the fund total to planning and administration.

The STA Board adopted the STA Block Grant Strategic Plan on March 10, 2010 (see Attachment A). STA staff has been working on the details of qualifying projects since that time in order to meet MTC's deadline of June 15 for submittal of preliminary project information, and June 30 for submittal of the final project list.

Discussion:

Attachment B contains the project descriptions and amounts submitted by STA to MTC on June 15. This submittal includes not only the Block Grant amounts, but also the regional Safe Routes to Schools funding and Eastern CMAQ funds for jurisdictions in the Yolo-Solano Air Quality Management district jurisdiction. The projects and total Block Grant, Safe Routes to Schools and Eastern CMAQ funds are listed in Attachment A. The amount of money dedicated to planning and administrative expenses is \$380,000.

Fiscal Impact:

None. All of the allocation decisions have been taken by separate previous actions.

Recommendation:

Informational.

Attachments:

- A. List of Projects and Total Block Grants, Safe Routes to Schools and Eastern CMAQ Funds
- B. STA Block Grant Strategic Plan
- C. Draft Block Grant, Safe Routes to Schools and ECMAQ Submittal to MTC

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ATTACHMENT A

Responsible Agency	Project Name	Project Description	Total funding
Benicia	Columbus Parkway Overlay Project (LS&R C1)	Rehabilitate Columbus Parkway by installing 0.2' asphalt concrete overlay with geotextile fabric	\$419,000
Fairfield	Linear Park Path Alternate Route (Nightingale Drive)	Provide an enhanced transition between the Linear Park Trail and Dover Avenue, a lighted crosswalk at Nightingale Drive and Dover Avenue, class III bicycle sharrows along Nightingale Drive, new directional route guidance signage along Dover Avenue, Nightingale Drive, the Laurel Creek multiuse trail, and enhanced lighting at Air Base Parkway Bicycle/Pedestrian Bridge.	\$250,000
Fairfield	2011 Various Streets Overlay (LS&R C1)	Pavement rehabilitation and repairs, and asphalt concrete overlay on various local streets and roads in City of Fairfield: Pittman Road (Meadows Lane to Link Road); Pittman Road (Link Road to Central Way); Cadenasso Road (Auto Mall Pkwy to Beck Ave); Green Valley Road (Business Center Dr to West Lake Dr); Mangels Blvd (West America Dr to Vintage Green Valley Rd); Gold Hill Road (Lopes Rd to Northwood Dr); Travis Blvd (Oliver Rd to I-80); improvements include base repair/overlay and cape seal.	\$1,548,000
Suisun City	Grizzly Island Trail Project	Construct Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	\$2,064,000
Suisun City	Pintail Drive Resurfacing Project (LS&R C1)	Resurface various segments of Pintail Drive from Sunset Avenue to Walters Road.	\$493,600
Vacaville	Ulatis Creek Bicycle Pedestrian Path Project	Construct Class I path along Ulatis Creek between Leisure Town Road and Ulatis Drive.	\$1,071,000

Responsible Agency	Project Name	Project Description	Total funding
Vacaville	2012 Asphalt Concrete Overlay Project (LS&R C1)	Overlay various arterials/major collectors. Work will include placement of an asphalt concrete overlay on existing pavement, grinding/coldplaning of existing pavement, removal and replacement of striping and pavement markings, adjustment of utility covers/boxes to grade, and removal and replacement of concrete curb ramps to comply with current accessibility requirements.	\$1,616,000
Vallejo	Vallejo Streetscapes Project	In Downtown Vallejo Square: pedestrian enhancements include traffic calming, re-striping, diagonal on-street parking, decorative lighting, Brick pavers, street furniture, art, and improved signs.	\$4,728,000
Vallejo	(LS&R Project C1; \$1,595k)	2011 Citywide Street Overlay. Pavement rehabilitation, ADA curb ramps, detector loops. Mini Drive (Whitney Avenue to Corcoran Avenue); Mini Drive (Hwy 37 to Stanford Dr.); Magazine Street (Portola Avenue to Jordan Street); Florida Street (Tuolumne Street to Shasta Street); Rollingwood Drive (Pope Drive to Benicia Road); Skyline Drive (Pajaro Way to Goheen Circle); and Magazine Street (Pine Street to SR29).	\$1,595,000
STA	Solano Napa Commuter Information (SNCI) Program	Implement the Solano Napa Commuter Information (SNCI) Program.	\$503,000
STA	SR2S Program	Implement Countywide Safe Routes to School (SR2S) Program.	\$999,000
Solano County	Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road)	Design and construct class II bicycle lanes on both sides of Hawkins Road between Leisure Town (western terminus) to Pitt School Road (eastern terminus).	\$326,000

Responsible Agency	Project Name	Project Description	Total funding
Solano County	2012 Pavement Overlay Program (LS&R Project C1; \$1,599k)	Overlay portions of Allendale Road, Birds Landing Road, Bulkley Road, Bunker Station Road, Cantelow Road, Collinsville Road, Green Valley Road, Grizzly Island Road, Holdener Road, King Road, Lewis Road, Mankas Corner Road, Meridian Road North, Midway Road, Montezuma Hills Road, Pedrick Road, Pleasants Valley Road, Putah Creek Road, Rockville Road, Runge Road, Sievers Road, Sweeney Road, Tremont Road and Vaughn Road.	\$1,809,000

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**SOLANO TRANSPORTATION AUTHORITY
CMA BLOCK GRANT STRATEGIC PLAN
Adopted March 10, 2010**

General Purpose and Intent

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

Planning Funds

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

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

Flexing of Funds Between Categories

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

Local Streets and Roads Projects

The LS&R strategy will fund maintenance and rehabilitation at the target amounts specified below. The STA and its member agencies will finalize a distribution formula based upon future discussion, including incentives to move Solano County out of the Transportation Development Act Unmet Needs process.

Benicia	\$ 107,000
Dixon	\$ 85,000
Fairfield	\$ 511,000
Rio Vista	\$ 35,000
Suisun City	\$ 164,000
Vacaville	\$ 433,000
Vallejo	\$ 595,000
Solano County	\$4,468,000

Regional Bicycle Funds

The STA staff, based on submittals from the seven Cities, and the County, has identified 82 bicycle projects in Solano County that are part of the Solano Bicycle Plan network. All of these projects are part of the Regional Bicycle Plan. The total cost for these projects is estimated at \$72.5 million in current-year dollars. STA, its member jurisdictions and the Bicycle Advisory Committee (BAC) and Pedestrian

Advisory Committee (PAC), have further refined the list down to 14 priority projects. The STA's Regional Bicycle Block Grant strategy will focus on delivery of these 14 projects, with priority given to those projects that can be constructed during FY 2010-11 or FY 2011-12. STA will seek out opportunities to help local jurisdictions secure funds for planning and environmental studies.

County TLC Funds

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

Eastern CMAQ Funds

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

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

Safe Routes to Schools.

STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement. STA is now working with each district, and 29 individual schools, to implement Phase 1 SR2S Programs such as Bike Rodeos and Walk-and-Roll events, as well as projects such as radar feedback signs and street crossing safety improvements. The STA Board has recommended expanding the SR2S Program to reach at least 80 schools so they can complete walking audits and local maps by the end of Fiscal Year 2011. STA and the local jurisdictions will implement additional safety programs and construct additional improvements. One of the steps STA will take is to maintain a part-time SR2S program coordinator position to assist school districts in project delivery.

Priority Development Areas

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

**METROPOLITAN TRANSPORTATION COMMISSION
STP/CMAQ Cycle 1 Block Grant and Safe Routes to School Funding**

SOLANO COUNTY																						
#	County	Responsible Agency (agency to receive funds)	Agency Project Manger Contact Information Name Phone # E-Mail	Project Name	Project Location (include specific street limits if applicable)	Description of Work	TIP ID (for existing projects)	RTP ID	Phase	FTIP Program Year	Other Local Funding	Other Regional Funding	Other State Funding	Other Federal Funding	LS&R Rehab Program	Regional Bicycle Program	County TLC Program	Safe Routes to Schools Funding	Total Block Grant & SR25 Funding	Eastern Solano CMAQ Funding	Total Funding	
															\$6,465,000	\$1,349,000	\$1,664,000	\$942,000	\$10,420,000	\$3,000,000		
1	Solano	Benicia	Gary Ushiro (707) 746-4228 gary.ushiro@ci.benicia.ca.us	Columbus Parkway Overlay Project (LS&R C1)	Columbus Parkway between Benicia Road and Interstate 780 on/off-ramp	Rehabilitate Columbus Parkway by installing 0.2' asphalt concrete overlay with geotextile fabric		230699	PE: ROW: CON:										\$371,000		\$419,000	
2	Solano	Fairfield	Garland Wong (707) 428-7698 gwong@ci.fairfield.ca.us	Linear Park Path Alternate Route (Nightingale Drive)	Nightingale Drive between Dover Avenue and Air Base Parkway	The project will provide an enhanced transition between the Linear Park Trail on Dover Avenue, a lighted crosswalk at Nightingale Drive and Dover Avenue, class III bicycle sharrows along Nightingale Drive, new directional route guidance signage along Dover Avenue, Nightingale Drive, the Laurel Creek multiuse trail, and enhanced lighting at Air Base Parkway Bicycle/Pedestrian Bridge.		22247	PE: ROW: CON:	FY2010-11 N/A FY2010-11	\$48,000 \$29,000								\$221,000		\$250,000	
3	Solano	Fairfield	Jay Swanson 7074287476 jswanson@ci.fairfield.ca.us	2011 Various Streets Overlay (LS&R C1)	Various local streets/roads in City of Fairfield.	In Fairfield: pavement rehabilitation and repairs, and asphalt concrete overlay on various local streets and roads in City of Fairfield: Pittman Road (Meadows Lane to Link Road); Pittman Road (Link Road to Central Way); Cadenasso Road (Auto Mall Pkwy to Beck Ave); Green Valley Road (Business Center Dr to West Lake Dr); Mangels Blvd (West America Dr to Vintage Green Valley Rd); Gold Hill Road (Lopes Rd to Northwood Dr); Travis Blvd (Oliver Rd to I-80); improvements include base repair/overlay and cape seal.		230699	PE: ROW: CON:		\$178,000				\$1,370,000					\$1,370,000	\$1,548,000	
4	Solano	Suisun City	Dan Kasperson (707) 421-7340 dan@suisun.com	Grizzly Island Trail Project	State Route (SR) 12 between Grizzly Island Road to Marina Boulevard; and Marina Boulevard between SR 12 and Driftwood Drive.	Construct Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive		22247	PE: ROW: CON:	FY2010-11 N/A FY2011-12	\$50,000		\$250,000							\$1,114,000	\$2,064,000	
5	Solano	Suisun City	Dan Kasperson (707) 421-7340 dan@suisun.com	Pintail Drive Resurfacing Project (LS&R C1)	Pintail Drive between Sunset Avenue and Walters Road	Resurface various segments of Pintail Drive from Sunset Avenue to Walters Road		230699	PE: ROW: CON:	FY2010-11	\$15,000 \$41,600									\$437,000	\$493,600	
6	Solano	Vacaville	Brian Oxley (707) 449-5313 boxley@cityofvacaville.com	Ulatis Creek Bicycle Pedestrian Path Project	Ulatis Creek Corridor between Liesure Town Road and Ulatis Drive	Construct Class I path along Ulatis Creek between Leisure Town Road and Ulatis Drive		22247	PE: ROW: CON:		\$224,000									\$0	\$1,071,000	
7	Solano	Vacaville	Brian Oxley (707) 449-5313 boxley@cityofvacaville.com	2012 Asphalt Concrete Overlay Project (LS&R C1)	Various arterials/major collectors within City of Vacaville	Overlay various arterials/major collectors within the City of Vacaville. Work will include placement of an asphalt concrete overlay on existing pavement, grinding/coldplaning of existing pavement, removal and replacement of striping and pavement markings, adjustment of utility covers/boxes to grade, and removal and replacement of concrete curb ramps to comply with current accessibility requirements.		230699	PE: ROW: CON:	FY2011-12 N/A FY2011-12	\$120,000 \$172,000				\$1,324,000					\$1,324,000	\$1,616,000	
8	Solano	Vallejo	Gary Leach (707) 648-4316 gleach@ci.vallejo.ca.us	Vallejo Streetscapes Project	Various blocks in Downtown Vallejo (14 total blocks)	In Downtown Vallejo Square: Pedestrian enhancements include traffic calming, re-striping, diagonal on-street parking, decorative lighting, Brick pavers, street furniture, art, and improved signs.		21011	PE: ROW: CON:					\$664,000						\$1,277,000	\$4,728,000	
9	Solano	Vallejo	Gary Leach (707) 648-4316 gleach@ci.vallejo.ca.us	(LS&R Project C1; \$1,595k)	Various segments of local streets and roads in City of Vallejo.	2011 Citywide Street Overlay. Pavement rehabilitation, ADA curb ramps, detector loops. Mini Drive (Whitney Avenue to Corcoran Avenue); Mini Drive (Hwy 37 to Stanford Dr.); Magazine Street (Portola Avenue to Jordan Street); Florida Street (Tuolumne Street to Shasta Street); Rollingwood Drive (Pope Drive to Benicia Road); Skyline Drive (Pajaro Way to Goheen Circle); and Magazine Street (Pine Street to SR29).		230699	PE: ROW: CON:						\$1,595,000					\$1,595,000	\$1,595,000	
10	Solano	STA	Elizabeth Richards (707) 399-3222 erichards@sta-snci.com	Solano Napa Commuter Information (SNCI) Program	Solano County and Napa County	Implement the Solano Napa Commuter Information (SNCI) Program		230550	PE: ROW: CON:	FY2010-11	\$58,000										\$445,000	\$503,000
11	Solano	STA	Sam Shelton (707) 399-3211 sshelton@sta-snci.com	SR25 Program	Various Schools in Solano County	Implement Countywide Safe Routes to School (SR25) Program		230550	PE: ROW: CON:	FY2010-11	\$142,000							\$642,000		\$642,000	\$215,000	\$999,000
12	Solano	Solano County	Paul Wiese (707) 784-6072 pwiese@solanocounty.com	Vacaville-Dixon Bicycle Route (Phase 5 - Hawkins Road)	Hawkins Road between Leisure Town Road and Pitt School Road	Design and construct class II bicycle lanes on both sides of Hawkins Road between Leisure Town (western terminus) to Pitt School Road (eastern terminus)		22247	PE: ROW: CON:	FY2010-11	\$112,000										\$250,000	\$362,000
13	Solano	Solano County	Paul Wiese (707) 784-6072 pwiese@solanocounty.com	2012 Pavement Overlay Program (LS&R Project C1; \$1,599k)	Various roads in Solano County.	Overlay portions of Allendale Road, Birds Landing Road, Bulkley Road, Bunker Station Road, Cantelow Road, Collinsville Road, Green Valley Road, Grizzly Island Road, Holdener Road, King Road, Lewis Road, Mankas Corner Road, Meridian Road North, Midway Road, Montezuma Hills Road, Pedrick Road, Pleasants Valley Road, Putah Creek Road, Rockville Road, Runge Road, Sievers Road, Sweeney Road, Tremont Road and Vaughn Road		230699	PE: ROW: CON:		\$208,000				\$1,021,000	\$260,000	\$320,000			\$1,601,000	\$1,809,000	
SOLANO											\$1,397,600	\$900,000	\$3,488,000	\$6,377,000	\$1,349,000	\$1,664,000	\$942,000	\$10,332,000	\$1,720,000	\$17,837,600		

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\$1,175,000 will be deferred to Cycle 2 for the Dixon West B Street Bicycle and Pedestrian Undercrossing Project*

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DATE: June 25, 2010
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Rail Accident 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.

At the TAC meeting of May 26, 2010, TAC members received the Solano Rail Crossing Inventory for review and comment.

Discussion:

Attachment A contains a list of all rail-related accidents from January 1, 2000 to the present date. Attachment B is a map showing the location of the accidents listed in Attachment A. The rail accident list in Attachment A includes 10 fields:

- Crossing Identification Number, provided by the railroad company that owns the railroad.
- Jurisdiction in which the accident occurred.
- Name of nearest street.
- Railroad milepost of accident site.
- Crossing type (public, private road or pedestrian-only)
- Incident number assigned by railroad or local police.
- Date and time of accident.
- Number of individuals killed or injured (including car passengers/pedestrians, rail employees and rail passengers)

The full rail accident database contains 90 individual fields, including number of tracks, weather and visibility conditions, crossing control data for accidents that occurred at crossings, and further accident details including train and vehicle speed, vehicle position and behavior, type of rail equipment and whether a whistle ban is in place. Although these will be included in the final report, they are not provided in the current accident inventory for the sake of clarity. All of the accident sites are plotted on the crossing map developed using STA's Geographic Information System.

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 Accident Information
- B. Rail Accident Map

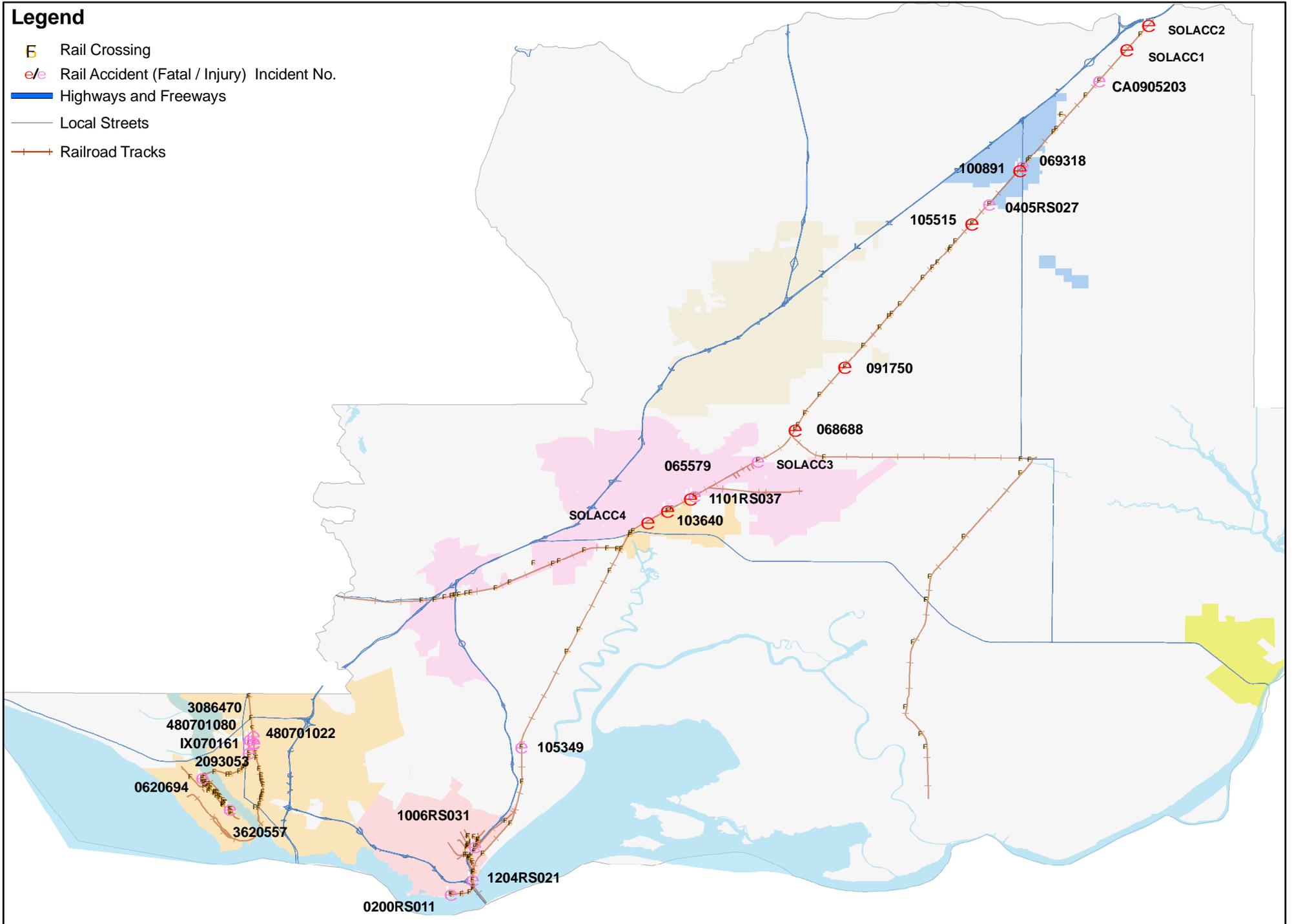
CROSSING	JURISDICTION	STREET	MILEPOST	CROSSING TYPE	INCIDENT NO	DATE	TIME	NO. KILLED	NO. INJURED
51500V	Benicia	Bay Shore Rd.	35.34	Private	0200RS011	2/5/00	6:30 pm	0	0
751516S	Benicia	Bayshore Rd.	37.53	Private	1204RS021	12/21/04	2:00 pm	0	0
751558D	Benicia	Park	38.12	Public	1006RS031	10/26/06	10:45 am	0	0
751494U	Benicia	Pierce Ln.	40.10	Public	105349	8/17/07	3:02 pm	0	18
751250K	Dixon	N 1st St.	67.60	Public	069318	7/20/01	8:36 pm	0	1
751254M	Dixon	Pitt School Rd.	65.90	Public	0405RS027	4/17/05	3:10 am	0	0
751246V	Dixon	Tremont Rd.	71.60	Public	CA0905203	9/19/05	7:15 am	0	1
751251S	Dixon	W B Ped Xing	67.50	Ped/Bike	100891	6/1/06	9:10 pm	1	0
751255U	Dixon	Midway Rd.	65.00	Public	105515	9/5/07	9:05 am	1	0
751292W	Fairfield	Peabody	53.80	Public	065579	12/5/00	1:43 pm	0	1
751291P	Fairfield	Canon Rd.	55.40	Public	068688	6/18/01	6:50 am	1	0
751295S	Fairfield	Sunset	50.40	Public	103640	2/23/07	10:11 am	1	0
751294K	Fairfield	E. Tabor	51.40	Public	1101RS037	11/29/01	8:43 am	0	1
751289N	Solano County	Fry Rd.	58.30	Public	091750	3/16/04	6:43 am	1	0
	Solano County	Old Davis Rd.	73.00	Public	SOLACC1	8/25/09	9:35 am	1	0
	Solano County	Old Davis Rd.	75.00	Public	SOLAC2	1/30/10	9:03 am	1	0
751294K	Suisun	E. Tabor	51.40	Public	SOLACC3	7/28/09	4:45 pm	1	0
CR-4	Suisun	Railroad Ave	48.00	Public	SOLACC4	8/4/09	7:00 pm	1	0
751465J	Vallejo	Broadway St	0.00	Public	480701022	2/24/01	9:22 am	0	0
928442W	Vallejo	Broadway St	0.00	Public	480701080	8/7/01	11:45 am	0	0
MI-D1	Vallejo	Railroad Ave	0.00	Public	0620694	11/21/02	10:26 am	0	0
928445S	Vallejo	Redwood St	0.00	Public	2093053	6/22/05	11:55 am	0	0
928443D	Vallejo	Sereno #1 (W)	0.00	Public	IX070161	3/9/07	12:53 pm	0	0
751465J	Vallejo	Broadway St	0.00	Public	3086470	3/9/07	1:13 pm	0	0
MI_21	Vallejo	Nimitz Ave	0.00	Public	3620557	2/5/08	1:10 pm	0	0

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DRAFT SOLANO RAIL ACCIDENT INVENTORY

Legend

-  Rail Crossing
-  Rail Accident (Fatal / Injury) Incident No.
-  Highways and Freeways
-  Local Streets
-  Railroad Tracks



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DATE: June 18, 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.

Discussion:

On May 12th the STA Board approved a position of “oppose” for Assembly Bill (AB) 2620, which would require an unspecified percentage of toll revenue generated by a toll facility on the State highway system be given to the State for highway maintenance projects.

On June 3rd, AB 2620 passed off the Assembly Floor by a vote of 44 to 29. The bill was set for a hearing on June 29th in the Senate Transportation and Housing Committee.

Shaw/Yoder/Antwih, STA’s state legislative advocacy firm, has been working with a broad coalition of agencies in an attempt to amend or defeat the bill. Senate Transportation and Housing Committee staff may request that the author amend the bill to make the State Highway Operations and Protection Program (SHOPP) an eligible expenditure, rather than affixing a percentage for funding of that program from any net revenues that are realized. Decisions about net revenues are best left to the corridor management group which is typically comprised of Caltrans, the California Highway Patrol, the local Congestion Management Agency and Regional Transportation Planning or Metropolitan Planning Organization to organize the cooperative agreement for management of the facility.

The sponsor, the Professional Engineers in California Government (PECG), has been resistant to accept additional amendments. PECG is being lobbied to eliminate the language pertaining to the 15% requirement to the SHOPP, and clearly define “net revenues” and “corridor.” The bill also contains language that would allow funding for non-SHOPP projects, which is problematic.

Caltrans has serious concerns with the bill and its impact on securing bond funding. The Department of Finance has expressed similar concerns, although neither agency has an official position at this point. The STA is closely monitoring the progress of AB 2620, and sending letters to the committees as the bill moves through the legislative process.

Recommendation:

Informational.

Attachment:

- A. STA Legislative Matrix

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LEGISLATIVE MATRIX
2009-2010 State and Federal Legislative Session
June 22, 2010

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>

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
AB 744 Torrico D Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	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. Last Amended on 7/15/2009	Support
AB 2620 Eng D Transportation: toll facilities.	SEN TRANS & HOUSING 6/29/10	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, and authorize Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county.</i> Last Amended on 5/28/2010	Oppose <i>(05/12/10)</i>
SB 82 Hancock D Community colleges: parking and transportation fees	ASM HIGHER ED 6/22/10	Existing law limits the transportation fee and parking services fee to \$60 per semester or \$30 per intersession that community college districts are authorized to charge students and district employees. This bill would increase the combined limit to \$70 per semester or \$35 per intersession. Last Amended 6/14/10	

Bill Number/Topic	Location	Summary	Position
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASSEMBLY TRANS. 6/28/10</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>Last Amended on 1/26/2010</p>	<p>Support with Amendments <i>(05/12/10)</i></p>
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SEN. Special Consent Calendar - 6/1/10</p>	<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> <p>Last Amended on 6/17/2010</p>	<p>Watch <i>(05/12/10)</i></p>
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>ASSEMBLY TRANS 6/28/10</p>	<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> <p>Last Amended on 4/26/10</p>	<p>Watch <i>(05/12/10)</i></p>

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	ASSMBLY LOCAL GOVT 6/28/10	<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> <p>Last Amended on 5/13/2010</p>	<p>Watch <i>(05/12/10)</i></p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	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.	None
<u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	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.	None
<u>S 3412</u> Dodd (D-CT) Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	Support <i>(06/09/10)</i>



DATE: June 15, 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.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	TIGGER II Grant for Transit*	\$75 million	August 11, 2010
4.	TIGER II Grant for Surface Transportation*	\$600 million	Pre-application due July 16, 2010 Final application due August 23, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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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
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
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

*New Funding Opportunity

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

TIGGER II Grant for Surface Transportation	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	Pre-application due July 16, 2010 Final application due August 23, 2010 Eligible Applicants: State and local governments	\$600 million	As with the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant) program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area or a region.	Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/tigerii/
TIGER II Grant for Transit	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	August 11, 2010 Eligible Applicants: Only public transportation agencies or State DOTs may apply	\$75 million	This program provides grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems.	Eligible Projects: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories; only one project may be submitted under a single proposal. http://www.grants.gov/search/search.do?mode=VIEW&oppId=54280

*New Funding Opportunity

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



**Solano Transportation Authority
Board Meeting Highlights
June 9, 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 June 9, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of June 9, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr., Acting Chair	City of Dixon
Chuck Timm, Alternate Board Member	City of Fairfield
Jan Vick	City of Rio Vista
Mike Hudson, Alternate Board Member	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Pete Sanchez	City of Suisun City
Harry Price	City of Fairfield

ACTION – FINANCIAL ITEMS

- A. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2010-11**
Recommendation:
Approve STAF allocations for FY 2010-11 as shown in Attachment D.

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

B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project Program Grant Funding

Recommendation:

Approve the FY 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Grant funding as shown in Attachment A.

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

- C. Prior to the presentation of this item, Board Member Sperring recused himself from participation on the next item to avoid a conflict of interest.

Award Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Recommendation:

Approve Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

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

Board Member Sperring returned to the meeting.

ACTION – NON-FINANCIAL

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

Recommendation:

Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period.

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

B. 2010 Congestion Management Program (CMP)

This item was tabled until the next meeting in July to allow more time to review.

C. Legislative Update

Recommendation:

Approve a position of support for S. 3412, The Public Transportation Preservation Act of 2010.

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Augustine, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through P.

- A. STA Board Meeting Minutes of May 12, 2010**
Recommendation:
Approve STA Board Meeting Minutes of May 12, 2010.
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 26, 2010**
Recommendation:
Receive and file.
- C. Fiscal Year (FY) 2009-10 Third Quarter Budget Report**
Recommendation:
Receive and file.
- D. Fiscal Year (FY) 2009-10 Final Budget Revision**
Recommendation:
Adopt FY 2009-10 Final Budget Revision as shown in Attachment A.
- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010**
Recommendation:
Approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A for Vacaville City Coach.
- F. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting**
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2011 for an amount not-to-exceed \$35,000.
- G. Contract Amendment for Transit Project Management Consultant - John Harris**
Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2011 for an amount not-to-exceed \$15,000.
- H. Lifeline Transportation Funding Program**
Recommendation:
Authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as shown in Attachment E.
- I. Resolution for Allocation of FY 2010-11 Transportation Development Act (TDA) Funds**
Recommendation:
Approve Resolution No. 2010-05 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2010-11.

J. Appointment of Paratransit Coordinating Council (PCC) Members

Recommendation:

Appoint Rachel Ford as the Public Agency – Department of Health and Social Services representative and Ted Newton as the Social Service Provider representative to the PCC for a 3-year term.

K. Transportation Planning and Land Use (T-PLUS) Planning Grants

Recommendation:

Approve the following

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.

L. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy

Recommendation:

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.

M. 2011 Transportation Improvement Program (TIP)

Recommendation:

Approve the following:

1. The 2011 Transportation Improvement Program (TIP) for Solano County’s projects; and
2. Authorize STA staff to submit the 2011 Transportation Improvement Program (TIP) for Solano County’s projects to the Metropolitan Transportation Commission (MTC) as shown in Attachments A and B.

N. Project Manager for Jepson Parkway and Redwood Parkway – Fairgrounds Drive Improvements Projects

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for Project Management Services for the Redwood Parkway – Fairgrounds Drive Improvement Project and the Jepson Parkway Project; and
2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$75,000 for a one-year term with provisions to extend yearly.

O. Public Private Partnership Feasibility Study

Recommendation:

Authorize the Executive Director to:

1. Execute a Project Management contract with Nancy Whelan Consulting for an amount-not-to exceed \$20,000;

2. Release a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and
3. Enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.

P. MTC High School Summer Internship Program

Recommendation:

Approve STA's participation in MTC's High School Internship Program, and the use of additional Safe Routes to School funds to hire up to 3 interns at 200 hours each for an amount not-to-exceed \$5,200.

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

A. MTC Report:

None presented.

B. Caltrans Report:

Nicolas Endrawos, Caltrans District IV Project Manager, provided a report on State Highway Operations and Protection Program (SHOPP) Projects in Solano County.

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 provided an update on the SR 12 Corridor Advisory Committee.

b. Transit and Rideshare

Elizabeth Richards provided an update on the Transit Consolidation Study.

INFORMATIONAL – NO DISCUSSION

A. 2010 State Transportation Improvement Program (STIP) Update

B. Jepson Parkway Update

C. Regional Measure 2 (RM 2) Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for 2010

ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: June 22, 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., June 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., July 15	1:30 p.m.	Paratransit Coordinating Council (PCC)	Alan Witt Park Aquatics Complex, Fairfield	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 16	1:30 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Wed., September 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 11 th Annual Awards	TBD – Suisun City	TBD
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., November 18	1:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Odd Month
 PCC: Meets 3rd Thursdays of every Odd Month