



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

**MEETING NOTICE**

**Wednesday, December 12, 2007**

**STA Board Meeting  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

**6:00 p.m. Regular Meeting**

**MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY  
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Times set forth on agenda is an estimate. Items may be heard before or after the times designated.*

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)</b>	Chair Woodruff
<b>II. PLEDGE OF ALLEGIANCE</b>	
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05– 6:10 p.m.)</b>	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov't Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**STA BOARD MEMBERS**

Ed Woodruff Chair City of Rio Vista	Jim Spering Vice Chair County of Solano	Elizabeth Patterson City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Pete Sanchez City of Suisun City	Len Augustine City of Vacaville	PENDING City of Vallejo
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**STA BOARD ALTERNATES**

Bill Kelly	John Silva	Alan Schwartzman	Mike Smith	Chuck Timm	Mike Segala	Steve Wilkins	Gary Cloutier
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls  
(6:10 – 6:15 p.m.)  
Pg. 1
- VI. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**  
(6:15 – 6:30 p.m.)
- A. **Caltrans Report**
  - B. **MTC Report** Commissioner Spring
  - C. **STA Report**
    - 1. **Proclamation of Appreciation: Jim Simon - Outgoing PCC Member** Chair Woodruff
    - 2. **Solano Commute Challenge Drawing** Judy Leaks
    - 3. **SR 12 Status Update – Robert Macaulay** Robert Macaulay
- VII. **INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBER** Johanna Masiclat  
Recommendation:  
*Informational.*  
(6:30 – 6:35 p.m.)
- VIII. **CONSENT CALENDAR**
- Recommendation:  
*Approve the following consent items in one motion.*  
*(Note: Items under consent calendar may be removed for separate discussion.)*  
(6:35 – 6:40 p.m.)
- A. **STA Board Meeting Minutes of October 10, 2007** Johanna Masiclat  
Recommendation:  
*Approve STA Board Meeting Minutes of October 10, 2007.*  
Pg. 7
  - B. **Review TAC Draft Minutes for the Meeting of November 28, 2007** Johanna Masiclat  
Recommendation:  
*Receive and file.*  
Pg. 17
  - C. **Fiscal Year (FY) 2007-08 First Quarter Budget Report** Susan Furtado  
Recommendation:  
*Review and file.*  
Pg. 25
  - D. **STA Employee 2008 Benefit Summary Update** Susan Furtado  
Recommendation:  
*Review and file.*  
Pg. 29

- E. State Route (SR) 12 East Project Management Services** Janet Adams  
Recommendation:  
*Authorize the Executive Director to:*
- 1. Issue a Request for Proposals for Project Management Services for State Route 12 East Projects; and*
  - 2. Execute a consultant contract for an amount not to exceed \$120,000 for Project Management Services on State Route 12 East Projects.*
- Pg. 37**
- F. Project Delivery Form for STA Funding Applications** Sam Shelton  
Recommendation:  
*Adopt a STA Funding policy that all applications for STA recommended funds complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.*
- Pg. 51**
- G. Solano Bicycle Advisory Committee (BAC) 2008 Work Plan** Sara Woo  
Recommendation:  
*Approve the attached BAC Work Plan for the 2008 calendar year.*
- Pg. 57**
- H. Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan** Sara Woo  
Recommendation:  
*Approve the attached PAC Work Plan for the 2008 calendar year.*
- Pg. 61**
- I. Paratransit Coordinating Council (PCC) Appointment** Judy Leaks  
Recommendation:  
*Appoint Shirley Stacy as a Transit User representative to the PCC for a 3-year term.*
- Pg. 65**
- J. Application to Join the County Supervisors Association of California (CSAC) Excess Insurance Authority to Increase STA's Liability Insurance Coverage** Charles Lamoree  
Recommendation:  
*Approve the following:*
- 1. The STA joining the California State Association of Counties (CSAC) Excess Insurance Joint Powers Authority;*
  - 2. Authorize the Executive to complete the application process for joining the CSAC Excess Insurance Pool; and*
  - 3. Authorize the Executive Director to execute the necessary contracts for membership in the CSAC insurance program.*
- Pg. 67**

**K. Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan** Robert Guerrero  
Recommendation:  
*Approve the attached Resolution 2007-12 authorizing the submission of the Bay Area Ridge Trail grant application for the Bicycle and Pedestrian Facilities Plan for the SR 12 Jameson Canyon corridor.*  
**Pg. 71**

**L. Regional Transportation Plan (RTP) Project List** Robert Macaulay  
Recommendation:  
*Authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.*  
**Pg. 77**

**IX. ACTION – FINANCIAL ITEMS**

**A. STA's Annual Audit Fiscal Year (FY) 2006-07** Susan Furtado  
Recommendation:  
*Accept the FY 2006-07 Annual Audit for STA.*  
(6:30 – 6:40 p.m.)  
**Pg. 85**

**B. 10-Year Investment Plan for Highways and Transit Facilities** Janet Adams  
Recommendation:  
*Approve the attached 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A.*  
(6:40 – 6:55 p.m.)  
**Pg. 87**

**C. 10-Year Transit Fleet and Minor Transit Capital Investment Plan** Elizabeth Richards  
Recommendation:  
*Approve the attached 10-Year Transit Fleet Investment Plan as shown in Attachment A.*  
(6:55 – 7:05 p.m.)  
**Pg. 91**

**D. 2008 State Transportation Improvement Program (STIP) and Eastern Solano Congestion Mitigation & Air Quality Improvement Program (ECMAQ) Proposed Programming** Sam Shelton  
Recommendation:  
*Approve the following:*  

1. Program the 2008 State Transportation Improvement Program (STIP) as shown in Attachment C; and
2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.

  
(7:05 – 7:15 p.m.)  
**Pg. 95**

- E. Rio Vista's Waterfront Access Transportation for Livable Communities (TLC) Project Funding Strategy** Robert Guerrero  
*Recommendation:*  
*Support committing YSAQMD AB8 funds to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for 2008 and 2009.*  
(7:15 – 7:25 p.m.)  
**Pg. 105**

- F. State Route (SR) 12 Jameson Canyon Project Implementation** Janet Adams  
*Recommendation:*  
*Authorize the Executive Director to:*  
  1. *Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the SR 12 Jameson Canyon Project;*
  2. *Issue a Request for Proposals (RFP) to retain a consultant to prepare Final Design (PS&E) documents and provide Right of Way Acquisition Support Services; and*
  3. *Execute a consultant agreement to provide such services for an amount not to exceed \$ 10,300,000.*  
(7:25 – 7:30 p.m.)  
**Pg. 111**

**X. ACTION – NON FINANCIAL ITEMS**

- A. STA's Draft 2008 Legislative Priorities and Platform** Jayne Bauer  
*Recommendation:*  
*Release STA's Draft 2008 Legislative Priorities and Platform for a 21-day review and comment period.*  
(7:30 – 7:40 p.m.)  
**Pg. 133**

**XI. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. North Connector California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) Environmental Document** Janet Adams  
*Informational*  
**Pg. 147**
- B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project** Robert Macaulay  
*Informational*  
**Pg. 149**

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|---|---------------------------|
| <p><b>C. Safe Routes to School (SR2S) Program Update</b><br/> <u>Informational</u><br/> <b>Pg. 187</b></p>  | <p>Sam Shelton</p>        |
| <p><b>D. Solano Transit Consolidation Study Phase I and Phase II</b><br/> <u>Informational</u><br/> <b>Pg. 209</b></p>  | <p>Elizabeth Richards</p> |
| <p><b>E. Community Based Transportation Plan (CBTP) Status</b><br/> <u>Informational</u><br/> <b>Pg. 215</b></p>  | <p>Liz Niedziela</p>      |
| <p><b>F. State Route (SR) 12 Status Update</b><br/> <u>Informational</u><br/> <b>Pg. 217</b></p>  | <p>Robert Macaulay</p>    |
| <p><b>G. Western Contra Costa County I-80 Integrated Corridor<br/> Mobility Project</b><br/> <u>Informational</u><br/> <b>Pg. 221</b></p>                             | <p>Robert Macaulay</p>    |
| <p><b>H. City of Fairfield McGary Road Bicycle Transportation<br/> Account (BTA) Grant Submittal Support Letter</b><br/> <u>Informational</u><br/> <b>Pg. 223</b></p> | <p>Robert Guerrero</p>    |
| <p><b>I. Solano Employer Commute Challenge Final Results</b><br/> <u>Informational</u><br/> <b>Pg. 227</b></p>  | <p>Judy Leaks</p>         |
| <p><b>J. Project Delivery Update</b><br/> <u>Informational</u><br/> <b>Pg. 231</b></p>  | <p>Sam Shelton</p>        |
| <p><b>K. Funding Opportunities Summary</b><br/> <u>Informational</u><br/> <b>Pg. 235</b></p>  | <p>Sara Woo</p>           |
| <p><b>L. STA Board Meeting Schedule for 2008</b><br/> <u>Informational</u><br/> <b>Pg. 239</b></p>  | <p>Johanna Masiclat</p>   |

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for  
**Wednesday, January 9, 2008, 6:00 p.m., Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: November 28, 2007  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –December 2007

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The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

**Two New Representatives from Benicia and Vallejo to Join Board**

Based on the results of this month's city council elections in Benicia and Vallejo, the new Mayor of Benicia is Elizabeth Patterson and the new Mayor of Vallejo is Gary Cloutier. Mayor elect Patterson has indicated her intention to serve as Benicia's representative on the STA Board. Mayor elect Cloutier narrowly won his mayoral race over former Supervisor Osby Davis and he currently serves as Vallejo's alternate on the STA Board. Both cities will be scheduling their city council appointments sometime in December. Staff has agendized the swearing in of the new Board representatives at this meeting.

**STA Board to Consider Revisions to the 2008 State Transportation Improvement Program (STIP) \***

In October, the STA Board adopted its draft STIP 2008 STIP based on the California Transportation Commission (CTC) 2008 STIP Fund Estimate available at that time. Following the passage of SB 717, the CTC adopted a modified 2008 STIP Fund Estimate that included a reduction in each county's STIP share. For Solano County, this was a reduction of about \$4 million from the previous estimate, specifically a reduction of STIP funds specifically available for transit capital projects and available PPM funds. In addition, due to reduced levels of funds expected to be available in the next two years of the STIP, staff has modified the allocation schedule for several other projects currently funded with Solano County's share of STIP funds. Based on this change, staff has developed a revised 2008 STIP that essentially maintains the funding for the Jepson Parkway and for PPM at a reduced level. Staff has developed separate funding strategies to fully fund the two transit capital projects that were scheduled to receive 2008 STIP funds, Phase 1 of the Vacaville Transit Center and Phases 1 and 2 of the Baylink Ferry Maintenance Facility.

**Development of 10-Year STIP Priorities for Highway and Transit Capital \***

Concurrent with the development of the 2008 STIP, staff has been working with the TAC and STA Board to develop a 10-Year STIP priorities for highways and roadways, transit capital, and bus and smaller transit capital replacement. These priorities have been subdivided into tier 1 (1 to 5 years), tier 2 (6 to 10 years) and tier 3 (11 years and beyond). In addition, staff has identified a smaller list of the highway projects that would be potential candidates for State-wide competitive Interregional Transportation Improvement Program (ITIP) funds.

**Funding Strategy for Environmental and Design of Rio Vista Waterfront Access Project \***

In follow up to the STA Board's recent programming of County Transportation for Livable Communities (TLC) funds and Board direction, staff has developed a near term funding strategy for Rio Vista's Waterfront Access Project. Based on a review of all available transportation funding expected over the next two years and several meetings with Rio Vista staff, it is recommended that the STA Board support requesting the Yolo Solano Air Quality Management (YSAQMD) Screening Committee support dedicating two years of YSAQMD AB 8 Funds to fund the environmental and design of the Rio Vista project. Two years of YSAQMD AB 8 Funds is estimated to be \$300,000. After the city of Rio Vista completes these two phases of the project, it would be eligible to reapply for TLC construction funds expected to be available in FY 2009-2010.

**Implementation Strategy for SR 12 Jameson Canyon Project \***

Janet Adams, STA Director of Projects, has developed an implementation strategy for the accelerated delivery of the SR 12 Jameson Canyon project. Staff is requesting authorization to proceed.

**Draft STA Legislative Platform and Priorities for 2008 \***

Jayne Bauer, STA's Manager of Marketing and Legislative Services, has prepared the STA's draft 2008 Legislative Platform and Priorities for review by the STA Board and authorization to be distributed for 30 day review to each of the seven cities, County of Solano, and the members of Solano County's state and federal legislative delegation.

**First Quarter Budget Report on Track \***

Susan Furtado, STA's Finance Analyst/Accountant, has completed the First Quarter Budget Report for FY 2007-08. With 25% of the Fiscal Year complete, STA's aggregate revenues are at 11% and expenditures at 9%. In addition, STA staff will present the results of the STA's Annual Audit for FY 2006-07.

**STA Board to Select Inaugural Solano Commute Challenge Winners \***

The inaugural Solano Commute Challenge concluded in October with 27 large employers and 296 employees participating. At the Board meeting, board members will be asked to randomly draw prize winners for various commute incentives. Special presentations are being planned in January at the business sites for the three businesses that achieved the most success in the Solano Commute Challenge.

Attachment:

- A. STA Acronyms List of Transportation Terms

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## STA ACRONYMS LIST OF TRANSPORTATION TERMS

<b>A</b>		<b>P</b>	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
<b>B</b>		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
<b>C</b>		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	<b>R</b>	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	<b>S</b>	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
<b>D</b>		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
<b>E</b>		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
<b>F</b>		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRTP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTA	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
<b>G</b>		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
<b>H</b>		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	<b>T</b>	
<b>I</b>		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
<b>J</b>		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
<b>L</b>		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
<b>M</b>		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
<b>N</b>		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W, Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
<b>O</b>		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**October 10, 2007**

**I. CALL TO ORDER**

Chair Intintoli called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Anthony Intintoli (Chair)	City of Vallejo
	Steve Messina (Vice Chair)	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Jim Spering	County of Solano

**MEMBERS**

**ABSENT:** None.

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Elizabeth Niedziela	Transit Program Manager
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Project Manager
	Sara Woo	Planning Assistant

**ALSO**

**PRESENT:** *In Alphabetical Order by Last Name:*

Fernando Bravo	City of Suisun City
JB Davis	Committee Member, Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)
Mike Duncan	City of Fairfield
Frank Kitchen	Solano Community College
Crystal Odum-Ford	City of Vallejo

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

On a motion by Member Price, and a second by Member Woodruff, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

JB Davis, Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Committee Member, expressed concern regarding the time lapse since the last Alternative Modes Committee meeting. Member Spering asked staff when the Committee would meet again. Daryl Halls indicated in February or March of 2008 after several committee vacancies are filled.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Governor Signs AB 112 (Wolk) – Establishing SR 12 Double Fine Zone
- Vallejo to Host STA's 10<sup>th</sup> Annual Awards Program at Renovated Empress Theatre
- STA Board to Thank Departing Board Members Intintoli and Messina
- Selection of STA Chair and Vice Chair for 2008
- STA to Discuss Priorities for 2008 State Transportation Improvement Program (STIP)
- STA lands State Planning Grant for I-80/I-680/I-780 Corridors Highway Operational Implementation Plan
- Public Meetings Held for SR 12 Jameson Canyon Projects and North Connector
- Safe Routes to Schools Walking Audits Proliferate Around Solano County
- Large Employers Step Up to Meet Their Goals for STA's Commute Challenge

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

**A. Caltrans Report:**

None presented.

**B. MTC Report:**

None presented.

**C. STA Report :**

1. Elected Chair Woodruff presented a Proclamation of Appreciation to outgoing Chair Intintoli.
2. Elected Chair Woodruff presented a Proclamation of Appreciation to outgoing Vice Chair Messina.
3. Jayne Bauer presented the nominations for STA's 10<sup>th</sup> Annual Awards.
4. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge. He stated that the SR 12 Steering Committee met on September 27, 2007 (10:00 a.m.) at the Western Railroad Museum.
5. Judy Leaks highlighted the SNCI Program Year –End Report.

**VII. CONSENT CALENDAR**

**A. STA Board Special Meeting Minutes of September 26, 2007**

Recommendation:

Approve STA Board Special Minutes of September 26, 2007.

**B. STA Board Meeting Minutes of September 12, 2007**

Recommendation:

Approve STA Board Special Minutes of September 12, 2007.

**C. Review TAC Draft Minutes for the Meeting of September 26, 2007**

Recommendation:

Receive and file.

**D. Fiscal Year 2006-07 4<sup>th</sup> Quarter Budget Report**

Recommendation:

Review and file.

**E. Amending Solano Transportation Authority (STA)'s Travel Policy**

Recommendation:

By simple motion, approve the following:

1. The Amendments to Accounting Policy G which deals with out-of-state travel (Attachment B); and
2. Out-of-state travel for STA's Assistant Project Manager to serve on panel at the National Safe Routes to School Conference in Michigan.

**F. Authorizing the Executive Director to Sign Agreements/Documents with/for the California Department of Transportation (Caltrans)**

Recommendation:

Approve the attached Resolution 2007-10 delegating authorization to the Executive Director or the Acting Executive Director to execute Cooperative Agreements, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, as well as any required right-of-way certifications and any amendments with or for Caltrans or FHWA to facilitate the delivery of transportation projects in Solano County.

**G. Proclamations of Appreciation for Retiring City Managers, Kevin O'Rourke, City of Fairfield and Warren Salmons, City of Dixon**

Recommendation:

Approve the following:

1. Proclamation of Appreciation for Kevin O'Rourke upon his retirement as City Manager for the City of Fairfield; and
2. Proclamation of Appreciation for Warren Salmons upon his retirement as City Manager for the City of Dixon.

**H. Solano Transportation for Livable Communities (TLC) Program Implementation Plan**

Recommendation:

Approve the following:

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. Develop a Funding Plan for the City of Rio Vista TLC Waterfront Project.

**I. Extension of Contract for State Legislative Services – Shaw/Yoder, Inc.**

Recommendation:

Authorize the Executive Director to execute contract Amendment No. 8 to the existing Lobbying Consultant Services Agreement between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services through September 30, 2008 for an amount not to exceed \$44,400.

**J. Federal Legislative Advocacy Requests for Qualifications (RFQ)**

Recommendation:

Approve the following:

1. Authorize the Executive Director to solicit Requests For Qualifications (RFQ) for federal legislative advocacy services and enter into a contract with the selected firm from January 1, 2008 through December 31, 2009 at a cost not to exceed \$180,000;
2. The expenditure of an amount not to exceed \$45,000.00 to cover the STA's contribution for this contract; and
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.

**K. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan**

Recommendation:

Approve the following:

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A;
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented; and
3. Amend the 3-Year Plan to combine the recommended funding from FY 2007-08 (\$73,000) with FY 2008-09 (\$12,000) for a total of \$85,000 for the Fairfield West Texas Street Gateway Project.

**L. Solano Pedestrian Advisory Committee (PAC) Member Appointment**

Recommendation:

Appoint Tri-City and County Cooperative Planning Group's Brian Travis to the Pedestrian Advisory Committee for a three-year term.

**M. Regional Paratransit Funding Policy**

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

**N. Solano Transit Consolidation Study Contract Amendment**

Recommendation:

Authorize the Executive Director to amend the existing contract with DKS Associates to conduct Phase II of the countywide Transit Consolidation Study in an amount not-to-exceed \$60,000.

**O. I-80/I-680/State Route (SR) 12 Interchange Project Implementation**

Recommendation:

Approve the attached Resolution 2007-11 for \$13.5 million of RM 2 funds for completion of the I-80/I-680/SR12 Interchange EIR/EIS, including detailed preliminary engineering.

On a motion by Vice Chair Messina, and a second by Member Woodruff, consent calendar items A through O were unanimously approved.

**VIII. ACTION – FINANCIAL ITEMS**

**A. Proposition 1B Trade Corridors Improvement Fund (TCIF)**

Janet Adams reviewed staff's recommendation to support the application for TCIF for the Cordelia Truck Scales Relocation (First Phase) and support the Martinez Subdivision and Capital Corridor Operational Improvements Projects.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following STA Priorities for Proposition 1B TCIF:

1. Cordelia Truck Scales Relocation (First Phase); and
2. The Martinez Subdivision and Capital Corridor Operational Improvements Projects.

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

**B. 2008 State Transportation Improvement Program (STIP)**

Janet Adams reviewed the California Transportation Commission (CTC)'s Draft 2008 STIP Fund Estimate (Summary of Targets and Shares) and the Draft 2008 STIP for Solano County (\$14.390 M Fund Estimate)

**Public Comments:**

None presented.

**Board Comments:**

Chair Intintoli asked why the 2008 STIP Fund Estimate is being referred to as a draft. Janet Adams responded that based upon the CTC adoption of the final fund estimate for the 2008 STIP is still pending and could change, staff plans to return to the STA Board for additional policy direction should the final fund estimate change.

Recommendation:

Approve the Draft 2008 STIP as specified in Attachment B with the commitment to have the I-80 eastbound auxiliary lane between Travis Blvd. and Air Base Parkway be the next priority project study report completed and next STIP Highway Fund priority project.

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

**IX. ACTION – NON-FINANCIAL ITEMS**

**A. Selection of 2008 Chair and Vice Chair**

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007;

On a motion by Member Spring, and a second by Member Augustine, the STA Board unanimously approved the selection of Ed Woodruff (City of Rio Vista) as Chair.

2. Selection of the STA Vice-Chair for 2008 Commencing with the STA Board Meeting of December 12, 2007; and

On a motion by Vice Chair Messina, and a second by Member Augustine, the STA Board unanimously approved the selection of Jim Spring (County of Solano) as Vice Chair.

3. Request the new Chair Designate the STA Executive Committee for 2008.

Elected Chair Woodruff notified the Board that he has designated Board Members Augustine, Price, and Spring as members of the 2008 Executive Committee.

**B. Comprehensive Transportation Plan (CTP) Update**

Robert Macaulay provided an update to the development of the CTP for FY 2007-08 and reviewed the proposed CTP schedule for 2008. He requested the Board adopt the proposed schedule.

**Board Comments:**

Member Sperring asked about how the STA Committees would review the CTP and about the process of selecting and appointing committee members. Daryl Halls responded that staff will be gearing up for this after the holidays with the goal to have Committees in place for the first CTP meeting in February 2008.

**Public Comments:**

None presented.

Recommendation:

Adopt the attached scheduled for updating the Solano Comprehensive Transportation Plan.

On a motion by Member Sperring, and a second by Member Woodruff, the STA Board unanimously approved the recommendation.

**X. INFORMATIONAL ITEMS**

**A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs**

Janet Adams distributed and outlined the Draft 10-Year State Transportation Improvement Program (STIP) Investment Plan. She highlighted the two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. She identified that the Highway element will have three (3) tier projects.

In addition, Janet Adams also reviewed the Transit Projects element of the Investment Plan that would also have three (3) tiered categories. She stated that the Transit Fleet Capital Needs element of the plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814.

**NO DISCUSSION**

**B. North Connector Project – Status Update**

**C. Route 30 Performance Update for Fiscal Year (FY) 2006-07**

**D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report**

**E. Solano Napa Travel Demand Model Update**

**F. State Route (SR) 12 Status Update**

- G. Abandoned Vehicle Abatement (AVA) Annual Report  
Fiscal Year (FY) 2006-07**
- H. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution  
for Solano County – Fund Estimate Update**
- I. Project Delivery Update**
- J. Funding Opportunities Summary**
- K. STA Board Meeting Schedule for 2007**

**XI. BOARD MEMBER DISCUSSION ITEMS – WORKSHOP**

- A. Presentation on Safe Routes to School (SR2S) Plan**  
Sam Shelton provided overview of the Safe Routes to School (SR2S) Plan

**Board Comments:**

Member Price commented and suggested that the STA work with school district curriculum changes to support the program. Sam Shelton responded that the STA has already discussed plans with the Solano County Office of Education to develop curriculum. Member Price also commented on the extensive problems related to Vanden High School’s travel needs. Sam Shelton stated that an audit and planning event is scheduled for Vanden High School the day after the STA Board Meeting.

Member Spring commented that the public needs to be educated about Safe Routes to School ideas, with an emphasis on safety through extensive outreach. Daryl Halls agreed and commented that education and encouragement tasks will be part of a countywide planning grant application to be submitted by the STA.

Member Courville mentioned about a local newspaper article describing how the Principal from Anderson Elementary School walks with the kids to school and asked if these ideas resulted from Dixon’s Safe Routes to School task force meetings in which the principal attended. Sam Shelton responded that the principal of Anderson Elementary School was excited about the program during task force meetings and stated that he would try a number of the proposed strategies discussed at the meeting.

Member Woodruff commented that he was astounded that the problems of student walking and bicycling safety could be so easily observed during audits and planning events, which he participated in. Member. Woodruff further noted that the STA was developing a great program and he was proud to be part of the planning process.

**XII. BOARD MEMBER COMMENTS**

The STA Board thanked Chair Intintoli and Vice Chair Messina for their dedication and service during their tenure on the Board.



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**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**November 28, 2007**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

**TAC Members Present:**

Dan Schiada	City of Benicia
Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
Brent Salmi	City of Rio Vista
Fernando Bravo	City of Suisun City
Dale Pfeiffer	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/SNCI
Liz Niedziela	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masiclat	STA

**Others Present:**

*(In Alphabetical Order)*

Birgitta Corsello	County of Solano
Ngozi Ezekwo	Caltrans District 4
Matt Lasky	Alta Planning
Michael Vecchio	Alta Planning

## II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Royce Cunningham, the STA TAC unanimously approved the agenda with the request to immediately discuss the following items:

- At the request of the City of Vallejo's Gary Leach, Agenda Item VI.C, 2008 STIP and ECMAQ Proposed Programming was preceded for immediate discussion.
- Agenda Item VIII.C, Draft Countywide Safe Routes to School (SR2S) Plan was preceded for immediate presentation.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

## IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** None presented.

## V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Fernando Bravo, the STA TAC approved Consent Calendar items A and E with the exception to pull for discussion V.B, SR 12 East Project Management Services.

### A. Minutes of the TAC Meeting of September 26, 2007

#### Recommendation:

Approve minutes of September 26, 2007.

### B. State Route (SR) 12 East Project Management Services

#### Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Issue a Request for Proposals for Project Management Services for State Route 12 East Projects; and
2. Execute a consultant contract for an amount not to exceed \$120,000 for Project Services on State Route 12 East Projects.

Paul Wiese requested an update on STA's efforts to recruit a Project Manager/Project Engineer. Janet Adams responded that there has been no interest in the advertisement and the STA is currently looking to develop staff internally.

Gene Cortright requested clarification on the \$700,000 basis for the cost estimate for the PSR on SR 12 Median Barrier.

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

**C. Project Delivery Form for STA Funding Applications**

Recommendation:

Forward a recommendation to the STA Board that all applications for STA recommended funds complete an STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.

**D. Solano Bicycle Advisory Committee (BAC) 2008 Work Plan**

Recommendation:

Forward a recommendation to the STA Board to approve the attached BAC Work Plan for the 2008 calendar year.

**E. Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan**

Recommendation:

Forward a recommendation to the STA Board to approve the attached PAC Work Plan for the 2008 calendar year.

**VI. ACTION – FINANCIAL ITEMS**

**A. 10-Year Investment Plan for Highways and Transit Facilities**

Janet Adams reviewed the 10-Year Investment Plan for Highways and Major Transit Capital Projects. She indicated that the Tier One priority for the Highway/Major Road Projects in the 2008 STIP is the Jepson Parkway segments and the Tier One for Major Transit Projects are the Vallejo Ferry Maintenance Facility (Phases 1 and 2) and the Vacaville Intermodal Station (Phase 1).

At an earlier meeting of the Consortium, the City of Benicia requested to add the Benicia Industrial Park and Ride Lot (Phase 2) to Tier 2 and remove the Benicia Transit Stop Improvements from Tier 3. After discussion, the STA TAC concurred.

Recommendation:

Forward a recommendation to the STA Board to approve the attached *revised* 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A *to include the City of Benicia's request to add the Benicia Industrial Park and Ride Lot (Phase 2) to Tier 2 and remove the Benicia Transit Stop Improvements from Tier 3.*

On a motion by Dan Schiada, and a second by Fernando Bravo, the STA TAC unanimously approved the recommendation as amended shown in ***bold italics***.

**B. 10-Year Transit Fleet and Minor Transit Capital Investment Plan**

Elizabeth Richards summarized the 10-Year Transit Fleet and Minor Transit Capital Investment Plan. She reviewed the Tier 1 and Tier 2 vehicle replacement projects that required matching funds of a total of \$938,000 (Fairfield-Suisun Transit (5 vehicles) \$400,000; Vacaville Transit (5 vehicles) \$240,000; and Vallejo Transit (20 vehicles) \$298,000).

Recommendation:

Forward a recommendation to the STA Board to approve the attached 10-Year Transit Fleet Investment Plan.

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

**C. 2008 State Transportation Improvement Program (STIP) and Eastern Solano Congestion Mitigation & Air Quality Improvement Program (ECMAQ) Proposed Programming**

Sam Shelton reported on the revised lower estimates of STIP funding and recently confirmed amounts of ECMAQ funding. He stated that STA staff is recommending new STIP funding for reduced amounts of Planning, Programming, and Monitoring (PPM) funds and the next segment of the Jepson Parkway as well as ECMAQ funding for Vacaville's Intermodal Station and the STA's Safe Routes to School Program. He also stated that existing projects must delay their programming due to the state budget crisis, delaying several projects.

After discussion with the TAC, the STA TAC amended Attachment C to recommend programming \$4.3 M to the Vallejo Ferry Maintenance Facility in FY 2009-10 and \$4.0 M to the Fairfield/Vacaville Train Station in FY 2010-11 to increase the likelihood of receiving an allocation from the CTC since the TAC determined that Vallejo's project would be ready for construction by FY 2009-10.

Recommendation:

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

1. Program the 2008 State Transportation Improvement Program (STIP) as shown in Attachment C *revised to show programming \$4.3 M to the Vallejo Ferry Maintenance Facility in FY 2009-10 and \$4.0 M to the Fairfield/Vacaville Train Station in FY 2010-11*; and
2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.

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

**D. Rio Vista's Waterfront Access TLC Project Funding Strategy**

Robert Guerrero recommended the STA Board to commit \$150,000 of AB8 Clean Air Funds to Rio Vista's Waterfront Access Project for 2008 and 2009 to complete environmental and design phase of the project.

Recommendation:

Forward a recommendation to the STA Board to recommend the STA/YSAQMD Clean Air Application Review Committee commit AB8 to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for the next two years.

On a motion by Fernando Bravo, and a second by Brent Salmi, the STA TAC unanimously approved the recommendation.

**E. State Route (SR) 12 Jameson Canyon Project Implementation**

Janet Adams reviewed the project schedule for the SR 12 Jameson Canyon Phase 1 Project. She reviewed the tight project schedule phase-milestone and recommended activities required to expedite implementation of the SR 12 Jameson Canyon Phase 1 Project.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

1. Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the SR 12 Jameson Canyon Project;
2. Issue a Request for Proposals (RFP) to retain a consultant to prepare Final Design (PS&E) documents and provide Right of Way Acquisition Support Services; and
3. Execute a consultant agreement to provide such services for an amount not to exceed \$10,300,000.

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

**VII. ACTION - NON-FINANCIAL ITEMS**

**A. Regional Transportation Plan (RTP) Project List**

Robert Macaulay reviewed an initial list of projects submitted to MTC. He indicated that the cities and county are requested to review the project list and identify some changes. He added that staff will send each Public Works Director a follow-up letter after STA Board action on this item.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.

On a motion by Fernando Bravo, and a second by Brent Salmi, the STA TAC unanimously approved the recommendation.

**B. STA's Draft 2008 Legislative Priorities and Platform**

Jayne Bauer highlighted the five (5) key elements added to the Draft 2008 Legislative Platform and Priorities. She recommended the draft list be distributed for a 30-day review and comment period prior to forwarding the final version to the STA Board in January 2008.

At an earlier meeting, the Consortium recommended to modify language to the Legislative Priorities, Section V.6, Funding to read as follows:

6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds *from MTC as a planning agency.*

Recommendation:

Forward STA's Draft 2008 Legislative Priorities and Platform to the STA Board with a recommendation to distribute for a 30-day review and comment period and to include the modified language on Section V.6 Funding to read as follows:

6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds *from MTC as a planning agency.*

On a motion by Dan Schiada, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

**C. Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan**

Robert Guerrero announced that the Bay Area Ridge Trail currently is accepting applications for plans and construction projects that accelerate the development of the trail and its connections throughout the Bay Area. He stated that a total of \$2,000,000 is available on a competitive basis to Federal, State and local government agencies.

Recommendation:

Forward a recommendation to the STA Board to approve a resolution authorizing the submission of the Bay Area Ridge Trail grant application for the Bicycle and Pedestrian Facilities Plan for the SR 12 Jameson Canyon corridor.

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

**VIII. INFORMATION ITEMS**

**A. North Connector California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) Environmental Document**

Janet Adams reported that the comment period for agency and public review ended on October 26, 2007 on the EIR document. She stated that twelve (12) comment letters were received and the comment letters for the project were provided to the STA TAC.

**B. Regional Transportation Plan (RTP) Update and Bay Area FOCUS Project**

Robert Macaulay stated that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) unveiled the analysis of the RTP investment scenarios at the October 26<sup>th</sup>, 2007 summit. He added that, MTC will issue a Call for Projects to be included in the RTP and is developing revenue estimates for the timeframe of the RTP. STA staff is preparing for the 2008 submittal process.

**C. Draft Countywide Safe Routes to School (SR2S) Plan**

Sam Shelton and Alta Planning's Matt Lasky and Michael Vecchio presented the Draft Countywide Safe Routes to School (SR2S) Plan (November 2007). They stated that \$240,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools.

Sam Shelton added that the TAC will be asked to recommend the countywide plan at their January 2, 2008 meeting for the STA Board's approval in February 2008.

**NO DISCUSSION**

**D. Solano Transit Consolidation Study Phase I and Phase II Status**

**E. Community Based Transportation Plan (CBTP) Status**

**F. State Route (SR) 12 Status Update**

- G. Western Contra Costa County I-80 Integrated Corridor Mobility Project**
- H. City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant Submittal Support Letter**
- I. Solano Employer Commute Challenge Final Results**
- J. Project Delivery Update**
- K. Funding Opportunities Summary**
- L. STA Board Highlights – October 10, 2007**
- M. STA Board and Advisory Committee Meeting Schedule for 2008**

**IX. ADJOURNMENT**

The meeting was adjourned at 4:10 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, January 2, 2008.

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DATE: November 26, 2007  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2007-08 First Quarter Budget Report

**Background:**

In June 2007, the Solano Transportation Authority (STA) Board approved the Budget Revision for FY 2007-08. The budget revision included the anticipated amount of funds carryover from FY 2006-07 for the continuation and completion of multi-year contracts, changes in project activities, and new Project Study Reports (PSR) and Project Studies that have been approved by the STA Board. A mid-year adjustment to the fiscal year budget is scheduled to occur in January 2008.

**Discussion:**

The attached financial report shows the revenue and expenditure activity of the STA for the First Quarter of FY 2007-08. STA's total program administration and operation expenditures for the First Quarter are at 9% with total revenues at 11% of the FY 2007-08 budgets.

**Revenues:**

Revenues received during the First Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2007. As of September 30, 2007, the total revenue received is \$1.73 Million (11%).

**Expenditures:**

STA's projects and programs are underway and expenditures are within budget projections.

1. STA's Management and Operations is within the First Quarter budget projection at 20% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Info (SNCI) is at 15% of budget.
3. Project Development is at 7% of budget.
4. Strategic Planning is at 7% of budget.

The Transit and Rideshare Services/SNCI, Project Development, and Strategic Planning invoice billings from project consultants for projects such as the I-80/I-680/State Route (SR) 12 Interchange, I-80 High Occupancy Vehicle (HOV) Lanes, and Jepson Parkway, SR 113 Major Investment and Corridor Study, SR 12 Major Investment and Corridor Study, I-80/I-680/I-780 Operation/Implementation Plan, Comprehensive Transportation Plan (CTP), were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual

work completed are not reflective of the budget ratio for the first quarter. It is expected that these forecasted expenditures will align the expenditure to budget expectations.

**Fiscal Impact**

The First Quarter Budget for FY 2007-08 is within budget projections for Revenue received of \$1.73 Million (11%) and Expenditures of \$1.38 Million (9%).

**Recommendation**

Review and file.

Attachment

- A. STA FY 2007-08 First Quarter Budget Report
- B. 2008 Budget and Fiscal Reporting Calendar

**FIRST QUARTER BUDGET REPORT  
July 1, 2007 through September 30, 2007**
**FY 2007-08**

REVENUES			
Operations	FY 07-08 Budget	Actual Received YTD	%
Members Contribution (Reserve Account)	30,000	30,000	100%
Interest	0	7,929	0%
MTC-Rideshare	240,000	60,158	25%
MTC-ECMAQ	195,000	0	0%
STA ECMAQ	115,000	45,875	40%
STP	1,469,410	189,610	13%
SP&R - Smarter Growth Study	0	0	0%
SP&R - SR 113/Corridor Study	166,667	0	0%
Members Contribution	267,313	267,313	100%
STIP/PPM	746,015	0	0%
TCRP 25.2 - North Connector	0	0	0%
DMV/AVA	11,000	0	0%
TCRP 25.3 - I-80/I-680/SR 12 Interchange	40,350	5,874	15%
Regional Measure (RM) 2 - North Connector	16,660	2,126	13%
Regional Measure (RM) 2 - I-80 HOV	10,841	5,630	52%
TDA Art. 4/8	471,567	117,892	25%
Local Funds - Cities/County	110,777	32,250	29%
TFCA-NCTPA	10,000	0	0%
TFCA	214,937	0	0%
STAF	755,720	199,372	26%
CBTP	90,000	0	0%
Other Revenue	0	6,533	0%
<b>Subtotal</b>	<b>4,961,257</b>	<b>970,562</b>	<b>20%</b>

TFCA Programs			
Operations	FY 07-08 Budget	Actual Received YTD	%
Transportation for Clean Air (TFCA)	101,734	0	0%
Interest	0	3,178	0%
<b>Subtotal</b>	<b>101,734</b>	<b>3,178</b>	<b>3%</b>

Abandoned Vehicle Abatement			
Operations	FY 07-08 Budget	Actual Received YTD	%
Department of Motor Vehicle (DMV)	342,000	0	0%
Interest	0	270	0%
<b>Subtotal</b>	<b>342,000</b>	<b>270</b>	<b>0%</b>

Jepson Parkway Environmental Impact Report (EIR)			
Operations	FY 07-08 Budget	Actual Received YTD	%
STIP-PPM	1,837,000	0	0%
<b>Subtotal</b>	<b>1,837,000</b>	<b>0</b>	<b>0%</b>

North Connector			
Operations	FY 07-08 Budget	Actual Received YTD	%
TCRP 25.2	0	0	0%
Interest	0	0	0%
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0%</b>

I-80/I-680/SR 12 Interchange			
Operations	FY 07-08 Budget	Actual Received YTD	%
TCRP 25.3	1,524,309	93,165	6%
Interest	0	(1,779)	0%
<b>Subtotal</b>	<b>1,524,309</b>	<b>91,386</b>	<b>6%</b>

North Connector East			
Operations	FY 07-08 Budget	Actual Received YTD	%
Preliminary Engineering - RM 2	1,583,340	84,544	5%
<b>Subtotal</b>	<b>1,583,340</b>	<b>84,544</b>	<b>5%</b>

I-80 HOV Lane (SR 12 to Airbase)			
Operations	FY 07-08 Budget	Actual Received YTD	%
PAVED Preliminary Engineering - RM2	4,214,159	484,833	12%
<b>Subtotal</b>	<b>4,214,159</b>	<b>484,833</b>	<b>12%</b>

I-80 HOV/Turner Parkway OverCrossing			
Operations	FY 07-08 Budget	Actual Received YTD	%
Federal Earmark - Solano County	800,000	79,256	10%
STIP-PPM	106,985	0	0%
STAF	65,000	6,604	10%
Local Funds - Cities/County	130,000	13,209	10%
<b>Subtotal</b>	<b>1,101,985</b>	<b>99,069</b>	<b>9%</b>

Rio Vista Bridge Realignment			
Operations	FY 07-08 Budget	Actual Received YTD	%
Federal Earmark - City of Rio Vista	362,000	0	0%
Local Funds - City of Rio Vista	90,500	0	0%
<b>Subtotal</b>	<b>452,500</b>	<b>0</b>	<b>0%</b>

<b>TOTAL REVENUES</b>	<b>\$ 16,118,284</b>	<b>\$ 1,733,842</b>	<b>11%</b>
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EXPENDITURES			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Operations Management/Administration	1,290,003	297,503	23%
STA Board of Directors	51,800	3,794	7%
Expenditure Plan	150,000	0	0%
Contribution to STA Reserve	30,000	0	0%
<b>Subtotal</b>	<b>\$ 1,521,803</b>	<b>\$ 301,297</b>	<b>20%</b>

Transit and Rideshare/Solano Napa Commuter Info (SNCI)			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Transit/SNCI Administration	449,126	116,348	26%
Employer/Van Pool Outreach	12,200	3,451	28%
SNCI General Marketing	114,872	12,486	11%
Commuter Challenge	16,000	0	0%
Bike to Work Campaign	20,000	0	0%
Bike Links Maps	15,000	0	0%
Incentives	25,000	0	0%
Guaranteed Ride Home Program	10,000	54	0.5%
Transit Management Administration	193,277	13,279	7%
Community Based Transportation Plan (CBTP)	90,000	4,030	4%
Lifeline Program	25,289	656	3%
Paratransit Coordinating/PCC	50,000	3,541	7%
Solano Paratransit Assessment Study	40,000	0	0%
Transit Consolidation Feasibility Study	75,000	11,759	16%
<b>Subtotal</b>	<b>\$ 1,135,764</b>	<b>\$ 165,604</b>	<b>15%</b>

Project Development			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Project Management/Administration	132,325	17,097	13%
Safe Route to School	114,741	20,088	18%
Project Study Report (PSR)	200,000	0	0%
SR 12 Median Barrier Study (MBS)/PSR	573,946	0	0%
Jepson Parkway EIR	1,837,000	8,194	0.4%
North Connector PA/ED	0	0	0%
I-80/680/12 Interchange PA/ED	1,524,309	93,165	6%
North Connector East Design - RM 2	1,583,340	84,544	5%
I-80 HOV Lane PA/ED - RM 2	4,214,159	484,833	12%
I-80 HOV/Turner Parkway Project	1,101,985	99,069	9%
SR 12 Bridge Realignment Study	452,500	0	0%
DMV Abandoned Vehicle Abatement	342,000	0	0%
<b>Subtotal</b>	<b>\$ 12,076,305</b>	<b>\$ 806,990</b>	<b>7%</b>

Strategic Planning			
Operations	FY 07-08 Budget	Actual Spent YTD	%
Planning Management/Administration	219,904	59,606	27%
Solano Express	161,415	3,575	2%
General Marketing	105,445	8,905	8%
Events	13,000	70	1%
Model Maintenance	80,000	0	0%
Solano County TLC Program	250,000	23,579	9%
SR 113 MIS/Corridor Study	194,444	3,855	2%
SR 12 MIS/Corridor Study	90,211	0	0%
I-80/I-680/I-780 Operation/Implementation Plan	62,500	0	0%
Comprehensive Transportation Plan (CTP)	70,386	0	0%
Safe Route to Transit	35,373	0	0%
TFCA Programs	101,734	4,212	4%
<b>Total Strategic Planning</b>	<b>\$ 1,384,412</b>	<b>\$ 103,802</b>	<b>7%</b>

<b>TOTAL EXPENDITURES</b>	<b>\$ 16,118,284</b>	<b>\$ 1,377,693</b>	<b>9%</b>
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## 2008 Budget and Fiscal Reporting Calendar

### STA Board Meeting Schedule:

<b>JANUARY</b>	FY 2007-08 Mid-Year Budget Revision FY 2008-09 Budget Revision FY 2006-07 Final Indirect Cost Rate Application
<b>FEBRUARY</b>	FY 2007-08 2nd Quarter Budget Report
<b>MARCH</b>	Local Transportation Development Act (TDA) and Members Contribution for FY 2008-09
<b>APRIL</b>	None
<b>MAY</b>	FY 2007-08 3rd Quarter Budget Report
<b>JUNE</b>	FY 2007-08 Final Budget Revision FY 2008-09 Budget Revision and FY 2009-10 Proposed Budget Adoption FY 2008-09 COLA Approval
<b>JULY</b>	FY 2008-09 Provisionary Indirect Cost Rate Application
<b>AUGUST</b>	No Scheduled STA Board Meeting
<b>SEPTEMBER</b>	FY 2007-08 4th Quarter Budget Report
<b>OCTOBER</b>	FY 2007-08 AVA Annual Report
<b>NOVEMBER</b>	STA's 11th Annual Awards Program No Scheduled STA Board Meeting
<b>DECEMBER</b>	FY 2008-09 1st Quarter Budget Report STA Employee 2009 Benefit Summary Update



DATE: November 26, 2007  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: STA Employee 2008 Benefit Summary Update

**Background:**

The STA Personnel Policies and Procedures Benefits Summary shows the current benefits for all full time employees and is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January and the holiday schedule for the new calendar year, and other employee benefit changes.

Resolutions were issued in September 2003, authorized and appointed the Executive Director to perform on behalf of STA all functions required by the California Public Employees' Retirement System (PERS) under the Act and Regulations of the PERS Board of Administration, and to act as Trustee for the 401 (a) Deferred Compensation Plan.

**Discussion:**

The approved budget for Fiscal Year (FY) 2007-08, which includes the STA's Employees Health Benefit Cost, reflected an anticipated premium rate increase of 12.0% based on the average rate increase for the previous two years. PERS provides and administers STA's health benefit programs and the Miscellaneous Plan Retirement at low rates. The Kaiser Premium Rate is used as a benchmark for its employee health benefits; should an employee choose a health care provider with a higher premium rate, the employee is responsible for the premium cost above the benchmark. Effective January 1, 2008, the Kaiser Premium Rate is increased by 9.0%. This rate increase has resulted in a budget savings of \$2,800 (1.0%) of the Health Benefits Budget for FY 2007-08, which will be reflected in the mid-year budget adjustment. The Western Health Advantage Plan will no longer be offered as a health plan choice beginning January 1, 2008. Employees in this Health Plan will be enrolled in another Health Plan during the Open Enrollment, November 2007.

As required by State law effective July 2005, the STA's CalPERS Miscellaneous Plan Retirement was required by CalPERS to join in a State-wide pool, and similar other agencies with less than 100 employees in the plan. As part of the Statewide Miscellaneous Plan Retirement, the STA Employees acquired additional retirement benefits such as: the Sick Leave Credit, Military Buyback, Public Service Layoff, Pre-Retirement Service Option 2, and the Military Retiree.

STA Employees are also covered under a 401 (a) Deferred Compensation Plan. An administrative change was made converting the agency's 401 (a) Nationwide from a Money Purchase Plan to The Best of America Retirement Resource product. The change will reduce administrative fees, saving STA and employees up to \$4,500 annually, while offering additional investment fund options for employees. This change also provides on-site direct servicing of accounts based on each employee's individual need for consultation and financial planning into retirement.

The following is the Health Plan Choices provided and administered by PERS:

HEALTH PLAN CHOICES	FY 2007-08					
	July 2007 - December 2007			January 2008 - June 2008		
	1	2	3+	1	2	3+
BLUE SHIELD HMO	\$484.21	\$968.21	\$1,258.95	\$532.63	\$1,065.26	\$1,385.62
KAISER	\$431.17	\$862.34	\$1,121.04	\$470.67	\$941.34	\$1,223.74
WESTERN HEALTH ADVANTAGE	\$395.85	\$791.70	\$1,029.71	<i>CalPERS NO longer Offer the Plan</i>		
PERS CARE	\$769.50	\$1,539.00	\$2,000.70	\$749.83	\$1,499.66	\$1,949.56
PERS CHOICE	\$455.18	\$910.36	\$1,183.47	\$482.48	\$964.96	\$1,254.45

The holiday schedule is updated annually on a calendar basis. This calendar provides for holiday's when the STA office will be closed for business. No change is made on the number of paid holiday benefits.

**Fiscal Impact:**

1. The Kaiser Health Premium increase resulted on a cost savings of \$2,800 (1.0%) for FY 2007-08 Budget for Health Benefit.
2. The 401 (a) Administrative fees savings for STA up to \$2,790 and Employees up to \$1,710.

**Recommendation:**

Review and file.

Attachment

- A. Employee Benefit Summary January 2008
- B. Holiday Schedule 2008

**STra**  
*Solano Transportation Authority*  
 Employee Benefit Summary  
 January 2008

**TERM**

This summary shall remain in effect until amended by STA Board action.

**SALARY**

Salary schedule.

**WORKWEEK**

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities.

An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

**RETIREMENT***Public Employees Retirement System (PERS)*

Employees are covered under the Public Employees Retirement System. Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Benefits include the following:

- Section 21354 - 2% @ 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 - 2% Annual Cost of Living Adjustment
- Section 21620 - \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 - Prior Service Credit
- Section 20909 – Additional Retirement Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit
- Section 21027 – Military Service Credit for Retired Persons

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

*401(a) Deferred Compensation Plan*

Employees are covered under a 401(a) plan. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

*457 Deferred Compensation Plan*

Eligible employees may voluntarily contribute into a 457 deferred compensation plan subject to IRS guidelines. No contribution or share of cost to STA.

*SOCIAL SECURITY*

Effective July 1, 1997, employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

**HEALTH & WELFARE**

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash equivalent in lieu of the STA's health and dental coverage. Employee electing to decline the health coverage will receive \$350 per month and for dental of coverage for \$50 per month, a total \$400 per month if both Health and Dental benefit are declined.

*HEALTH INSURANCE*

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee's plan.

The amounts as of 01/01/08 are as follows:

Employee Only	\$470.67
Employee Plus One Dependent	\$941.34
Employee Plus Two or More	\$1,223.74

*DENTAL INSURANCE*

STA shall contribute a maximum of \$96.00 for employee plus family for dental coverage.

*VISION INSURANCE*

STA shall contribute a maximum of \$8.68 for employee and \$18.76 for family for vision coverage.

*LIFE INSURANCE*

STA provide a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

*LONG TERM DISABILITY*

STA will provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

**HOLIDAYS**

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1<sup>st</sup> of each year to the employee's vacation balance. \*If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1<sup>st</sup>. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

**VACATION**

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

<u>Years of Service</u>	<u>Annual Entitlement</u>	<u>Annual Vacation Hours</u>	<u>Maximum Balance</u>
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15+ years	20 working days	160	320

**SICK LEAVE**

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

**SICK LEAVE BUYBACK**

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

**BEREAVEMENT LEAVE**

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

**COMMUTER TRANSIT INCENTIVE**

STA offers financial incentive for employees using commute alternative mode limited to: trains, buses, vanpool, and ferry. Employee who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

**AT-WILL EMPLOYMENT**

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

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## HOLIDAY SCHEDULE 2008

Tuesday	January 1	New Year's Day
Monday	January 21	Dr. Martin Luther King's Birthday
Monday	February 18	Presidents' Day
Monday	May 26	Memorial Day
Friday	July 4	Independence Day
Monday	September 1	Labor Day
Monday	October 13	Columbus Day
Tuesday	November 11	Veterans' Day
Thursday	November 27	Thanksgiving Day
Friday	November 28	Friday After Thanksgiving Day
Wednesday	December 24	Christmas Eve – HALF DAY
Thursday	December 25	Christmas Day
Wednesday	December 31	New Years Eve – HALF DAY

**Please Note:**

Three floating holidays shall be credited July 1<sup>st</sup> of each year to the employee's vacation balance. **\*If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1<sup>st</sup>.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

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DATE: December 2, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: State Route (SR) 12 East Project Management Services

**Background:**

A Project Study Report (PSR) is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The STA is preparing to be the lead agency on these PSR's:

1. SR 12 Median Barrier between City of Suisun City and Rio Vista.
2. SR 12 and Church Road Improvements project in Rio Vista.

In addition STA has two other important projects along this corridor, the Rio Vista Bridge Preliminary Bridge Study as the project lead and the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG) and San Joaquin Council of Governments.

In January 2006, the STA Board approved the STA issuing a Request for Proposal (RFP) for Project Management Services for the SR 12 and Church Road PSR and the Rio Vista Bridge Preliminary Bridge Study.

**Discussion:**

Effectively managing this work on SR 12 is necessary to ensure cost, scope and schedule of the products are met to the expectation of the STA Board and all Stakeholders. Staff is recommending that having a dedicated Project Manager to manage all the work along SR 12 is the appropriate action to ensure this outcome. The STA is currently utilizing this approach for the I-80/I-680/SR 12 Interchange, the North Connector and the SR 12 Jameson Canyon Projects.

Due to the proximity and similar scope of the SR 12/Church Road Improvements PSR, SR 12 Median Barrier PSR, the SR 12 Major Investment and Corridor Study update, and the SR 12 – Rio Vista Bridge Study, utilizing the same consultant for Project Management services for their efforts will result in improved efficiencies, cost effectiveness, and coordination.

The draft RFP is attached (Attachment A). The RFP would be funded from budgeted project funds specific to each project. These funds sources are as follows:

SR 12/Church Road PSR, \$200,000 STP/STIP Swap and STIP PPM Funds  
SR 12/Median Barrier PSR, \$700,000 Planning, Programming and Monitoring (PPM) Funds  
Rio Vista Bridge Preliminary Bridge Study \$452,500 Federal Earmark and Local Match  
SR 12 Major Investment & Corridor Study, approximately \$750,000 total cost, STA share would be funded from the STIP Swap

At the November 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the actions relative to project management for SR 12 East.

**Fiscal Impact:**

The Project Manager would be funded from each project relative to the time spent on the individual project. Project Management costs are expected to be about 5% of the cost of the Plan or Report. No budget adjustment will be required for this proposed action as sufficient funds are already budgeted for each project.

**Recommendation:**

Authorize the Executive Director to:

1. Issue a Request for Proposals for Project Management Services for State Route 12 East Projects; and
2. Execute a consultant contract for an amount not to exceed \$120,000 for Project Management Services on State Route 12 East Projects.

Attachment:

- A. Draft RFP for SR 12 East Project Management Services

November 13, 2007

**RE: Request for Proposal (RFP 2007-XX) - Project Management Services for the 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study, 2.) the SR 12/Church Road Improvements Project Study Report (PSR), 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal for Project Management Services for the 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study, 2.) the SR 12/Church Road Improvements Project Study Report (PSR), 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County. These projects have been identified by the STA as requiring either a PSR or a Preliminary Study. The STA is interested in retaining a strong Project Manager(s) to deliver these Reports and Study.

The RFP describes the requirements of the proposal, the services sought, and an outline of the criteria that will be used to evaluate the proposals. The STA intends to award one contracts for Project Management Services. To obtain a copy of the RFP, please visit the STA website at [www.SolanoLinks.com](http://www.SolanoLinks.com).

Interested organizations are invited to submit six (6) copies of a Proposal for this work. Responses are to be addressed to Janet Adams, Director of Projects, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585 no later than 3:00 p.m., **December XX, 2007.**

We look forward to receiving a proposal from your firm. If you have any questions regarding this project, please contact Janet Adams, Director of Projects at (707) 424-6010.

Sincerely,

DARYL K. HALLS  
Executive Director

**Request for Proposals (Project 2007-XX)**

**For**

**Project Management Services**

**for**

**1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

**By the**

**Solano Transportation Authority**

**RESPONSES DUE:**

**3:00 PM, December XX, 2007**  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**Request for Proposals (Project 2007-XX)  
for  
Project Management Services  
for**

- 1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

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**Request for Proposals (RFP 2007-XX)**  
**for**  
**Project Management Services**  
**for**

**1.) State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County, 2.) the SR 12/Church Road Improvements Project Study Report (PSR) in Solano County, 3.) the SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County, and 4.) the SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

**SECTION 1 — INTRODUCTION**

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. STA serves as the Congestion Management Agency for Solano County and is responsible for programming State and Federal funding for transportation projects within the county. Over the past few years, STA has taken on additional responsibilities in the delivery of priority projects and as part of this effort, will be taking the lead on the preparation of the SR 12 Realignment/Rio Vista Bridge Preliminary Study and the PSRs for the SR 12/Church Road Improvements and the SR 12 Median Barrier. In addition the STA will be a partner in the SR 12 Major Investment & Corridor Study update.

**SECTION 2 — SERVICES TO BE PROVIDED**

The STA intends to retain a qualified and committed professional engineering firm to provide Project Management services required for delivery of these SR 12 East Projects which include the SR 12 Realignment/Rio Vista Bridge Preliminary Study and the PSRs for the SR 12/Church Road Improvements and the SR 12 Median Barrier. In addition the STA will be a partner in the SR 12 Major Investment & Corridor Study update. STA intends to award a single contract for Project Management Services on SR 12 East projects. The selected consultant will work closely with STA, Caltrans, the Metropolitan Transportation Commission (MTC) as well as Solano County, the City of Vallejo, the City of Rio Vista, and Caltrans. The consultant will be responsible to insure the timely delivery of these Reports that meet the identified scope and needs of the stakeholders. The consultant must have extensive experience in working with Caltrans due to the nature of the work.

The consultant will provide the following services:

**1. DEVELOP ORGANIZATION AND PROCEDURES**

- Provide vision, goals and objectives for the entire Project Team
- Process and make recommendations for changes in scope, schedule and budget

**2. COMMUNICATION PLAN**

- Prepare and distribute agendas, minutes and reports for various project meetings in conjunction with consultant team members
- Establish and operate a document/correspondence management and distribution system
- Manage the public relations plan for the projects
- Oversee the preparation of necessary exhibits
- Make presentations on behalf of the projects
- Make certain that meeting places are arranged and that necessary equipment is available
- Assist in public meetings
- Prepare quarterly progress reports for the STA Board
- Make as needed reports and presentations to the CTC, the STA Board, and other governmental agencies

**3. BUDGET CONTROL**

- Oversee the regular management of the projects to insure they are completed on time and within budget
- Recommend any changes to the project(s) to mitigate potential cost overruns
- Recommend approval of any scope changes that are beyond the approved budget and independent project contingency to the Executive Committee

**4. SCHEDULE CONTROL**

- Oversee the development, approval and monitor the independent project schedules
- Implement methods to keep the projects on schedule
- Report to the STA Director of Projects on independent project progress
- Develop quarterly reports on progress and percent complete

**5. INTER-AGENCY COORDINATION**

- Work with Caltrans and other agencies to assist the STA staff to obtain necessary approvals of these projects
- Carry out communication per the Communication Plan
- Assure information moves agency to agency
- Monitor agency activities

## **6. QUALITY ASSURANCE**

- Ensure consistency between independent projects and technical reports that are incorporated into final reports and studies
- Hold the consultants directly responsible for the individual project accountable for implementing the QA plan

## **7. CONTRACT ADMINISTRATION**

- Provide overall coordination and management
- Monitor progress on the projects
- Review and recommend payment of invoices

## **8. RISK MANAGEMENT**

- Identify potential risk issues
- Develop risk management plan(s) are required for the projects
- Minimize scope, cost and schedule changes
- Develop contingency plans for scope, cost and schedule changes

### Projects Background

- 1.) **State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study in Solano County**
- 2.) **SR 12/Church Road Improvements Project Study Report (PSR) in Solano County**
- 3.) **SR 12 Median Barrier between City of Suisun City and Rio Vista in Solano County**
- 4.) **SR 12 Major Investment & Corridor Study update from I-80 in Solano County to I-5 in San Joaquin County**

In October 2001, STA completed the Highway 12 Major Investment Study (MIS) which identified the SR12/Church Road intersection and a median barrier as Safety Improvements and Long-Term Traffic Improvement Projects.

The Highway 12 MIS also identified the Rio Vista Bridge as a Long-Term Traffic Improvement Project. Year 2025 traffic projections indicate that additional capacity crossing the Sacramento River may be necessary, widening SR 12 from the existing two-lanes to four-lanes. In addition, the Study will need to address the needs of goods movement on the Sacramento River waterway for the potential of raising the bridge deck height to meet future water way needs for the Port of Sacramento. The City of Rio Vista obtained a Federal Earmark for completing the SR 12 – Rio Vista Bridge Study entitled “Rio Vista Bridge Realignment Study and Street Sign Safety.”

### Project Descriptions

The **SR 12 Realignment/Rio Vista Bridge Preliminary Study** will identify, based on future year traffic projections, the projected additional traffic capacity crossing the Sacramento River and identify the movement of goods on the Sacramento River waterway to meet future waterway

**Request for Proposals, Project No. 2007-XX  
Project Management Services**

**Solano Transportation Authority  
November, 2007**

needs for the Port of Sacramento. The Study will identify realignment alternatives for the location, bridge type, feasibility of each alternative, environmental constraints, costs for each alternative, develop potential funding strategies and next steps.

The **SR 12/Church Road Improvements Project** will provide for left turn lanes, acceleration and deceleration lanes, realignment of Church Road and the signalization of this intersection.

The **SR 12 Median Barrier Project** will identify widening to allow installation of median barrier and appropriate clearances, locations of median barrier openings and related local accessibility impacts including additional travel time, length of left turn channelization lanes at openings, environmental and right-of-way impacts, and possible funding mechanisms. The proposed PSR will consider the cause of accidents on these four roadway segments and the study area as a whole, with a special emphasis on accidents that result in fatalities or serious injuries. Current accident statistics indicate that head-on crashes in the area between Suisun City and Rio Vista are the primary cause of fatal accidents. The PSR will consider if a median barrier is the most effective solution needed to reduce or prevent these head-on fatal collisions. The selected consultant will be required to provide detailed map and table analysis of accidents and their contributing factors.

SR 12 between I-80 and I-5 has been the subject of two separate studies in recent years: the STA's Major Investment Study dated October 2001 and the San Joaquin Comprehensive Corridor Study, dated February 2006, prepared for Caltrans. The **SR 12 I-80 to I-5 Major Investment & Corridor Study** will update traffic counts and projections as necessary and in partnership with Caltrans to develop a single integrated travel demand projection. The project will identify necessary improvements and recommend phasing of the proposed improvements. The project will also identify the steps needed to construct those improvements, including right-of-way acquisition and environmental mitigation, and develop projected year-of-construction cost estimates.

Because the SR 12 I-80 to I-5 Major Investment & Corridor Study covers multiple regions and jurisdictions, the project requires coordinate with partner agencies as part of the Major Investment & Corridor Study development. In preparation for the Study, STA has been working with agencies with jurisdiction on portions of SR 12 east of the Sacramento River. These jurisdictions include Sacramento County and the Sacramento Area Council of Governments (SACOG), Caltrans District 3, Caltrans District 10, and the San Joaquin Council of Governments (SJCOG).

### **SECTION 3 –DISADVANTAGED BUSINESS ENTERPRISE (DBE) / NON-DISCRIMINATION**

#### **1. Policy**

It is the policy of the STA to ensure nondiscrimination on the basis of race, color, sex or national origin in the award and administration of DOT-assisted contracts. It is the intention of the STA to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to the STA's construction, procurement and professional services activities.

Pursuant to 49 CFR Section 26.13, the STA is required to make the following assurance in every DOT-assisted contract and subcontract:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract, or in the administration of its DBE Program, or the requirements of 49 CFR, Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR, Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE Program, as required by 49 CFR, Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

The STA recommends that bidders/proposers review the STA's DBE Program, which is available on the STA website at <http://www.solanolinks.com/programs.html#dbe>.

On May 1, 2006, the State Department of Transportation (Caltrans) announced major changes to the statewide DBE Program. As part of those changes, bidders/proposers should review the policies outlined in Caltrans Exhibits 10-I, "Notice to Bidders/Proposers DBE Information," and 10-J, "Standard Agreement for Subcontractor/DBE Participation," in addition to the STA's DBE Program. These Caltrans Exhibits are attached as part of this RFP.

Pursuant to the monitoring requirements outlined in Section XIV of the STA's DBE Program (49 CFR 26.37), the bidder/proposer will be required to complete and submit Caltrans Exhibit 10-O, "Local Agency Proposer/Bidder-DBE (Consultant Contract) Information" with the award document, regardless of DBE participation, and Exhibit 17-F, "Final Report Utilization of Disadvantaged Business Enterprises" with the completion of the contract.

**Request for Proposals, Project No. 2007-XX  
Project Management Services**

**Solano Transportation Authority  
November, 2007**

## 2. DBE Availability Advisory Percentage

The Agency has determined that Disadvantaged Business Enterprises (DBE) can reasonably be expected to compete for the subcontracting opportunities in this Agreement and has established a DBE Availability Advisory of 18.2%. It is therefore, the Agency's expectation that available DBE firms have an opportunity to participate in this Agreement. However, achieving the DBE participation level is not a requirement or condition of contract award.

### Attachments:

1. 10-I (on STA website)
2. 10-J (on STA website)
3. 10-O (on STA website)
4. 17-F (on STA website)

## 3. Equal Employment Opportunity

The STA encourages prospective Consultants to actively recruit minorities and women for their respective workforces. The STA requests copies of any nondiscrimination or equal opportunity plans that the prospective Consultants have in place.

## SECTION 4 — RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal shall not exceed a total of 10 single-sided, 8.5” x 11” pages.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm’s interest and commitment to the proposed project(s). The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address, telephone number, and e-mail address of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Janet Adams, Director of Projects  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

3. *Project(s) Understanding:* This section shall clearly convey the consultant’s understanding of the nature of the work, including coordination with and approvals from STA, other agencies and Caltrans.
4. *Approach and Management Plan:* This section shall provide the firm’s proposed approach and management plan for providing the services.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant that will be available for these projects. Please emphasize the specific qualifications and experience from projects similar to this project. Replacement of the Project Manager will not be permitted without prior consultation with and approval of the STA.
6. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
7. *References:* Provide at least three references (names and current phone numbers) from recent work (previous three years) similar to these projects. Include a brief description of each project associated with the reference, and the role of the respective team member.

8. *Submittal of Proposals:* Six (6) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, "**Proposals Enclosed.**"
9. *Cost Proposal:* A cost proposal should be submitted in a separate sealed envelope titled "**Consultant Cost Proposal.**" The cost submittal should indicate the number of anticipated hours by the Project Manager. The estimated level of hours for other staff, if anticipated, can be summarized in general categories.
10. *DBE Requirements:* The DBE Forms must be filled out and included in an appendix of the proposal.

## **SECTION 5 — SELECTION OF CONSULTANT**

The overall process will be to evaluate the technical components of all the proposals completely and independently from the cost component. The proposals will be evaluated and scored on a 100 point total basis using the following criteria:

1. Qualifications and specific experience of Project Manager.
2. Project understanding and approach, including an understanding of STA, Caltrans, Metropolitan Transportation Commission (MTC), Bay Area Toll Authority (BATA), the San Joaquin Council of Governments (SJCOG), and the Sacramento Council of Governments (SACOG). Including reviews, approvals and coordination processes.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.

The firms will be invited to an interview on January XX, 2008. The Project Manager shall attend the interview. The evaluation/interview panel may include representatives from STA and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultant(s).

Once the top firm has been determined, STA staff will start contract negotiations with the firm. If contract negotiations are not successful, the second ranked firm/team may be asked to negotiate a contract with STA, etc. Provided the negotiations are proceeding well, the STA may elect to initiate a portion of the work scope with a Notice to Proceed (NTP), prior to execution of the contract.

**SECTION 6 — SELECTION PROCESS DATES**

**December XX, 2007:**           **Proposals are due no later than 3:00 PM** at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. *Late submittals will not be accepted.*

**Week of January XX 2008:** Interviews for consultant selection.

If you have any questions regarding this RFP, please contact:

Janet Adams, P.E.  
Director of Projects  
Phone (707) 424-6010  
Fax (707) 424-6074  
[jadams@sta-snci.com](mailto:jadams@sta-snci.com)



DATE: November 29, 2007  
TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager  
RE: Project Delivery Form for STA Funding Applications

**Background:**

The STA is responsible for programming a variety of Federal, State, regional and local fund sources for transportation projects. These fund sources include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality funds (CMAQ and Eastern-CMAQ), State Transportation Improvement Program (STIP), Transportation for Livable Communities (TLC), Transportation Development Act (TDA), Solano Bicycle Pedestrian Program (SBPP), Bay Area Air Quality Management District's Transportation For Clean Air (BAAQMD TFCA), and Clean Air funds for the Yolo-Solano Air Quality Management District (YSAQMD).

Steps have been taken to prioritize programming for alternative modes projects using CMAQ, Eastern-CMAQ, TLC, TDA, SBPP, BAAQMD, and YSAQMD funds, and there has been a criteria developed for programming STP, CMAQ, and STIP funds specifically for local streets and roads projects beginning in Cycles 2 and 3 of SAFETEA-LU.

STP Local Streets and Roads funding was distributed by the STA using a formula identical to MTC's formula for distribution, taking into account factors such as population, lane mileage, rehabilitation shortfalls, and performance criteria. This method of distribution ensured that all the jurisdictions in the county received a portion of available funding regardless of its size or population. Conversely, it did not take into account factors such as countywide priority, or ability to deliver. Years after these funds were programmed, STA has found that some agencies were not able to meet key delivery deadlines, which forced the local agencies, STA and MTC to perform last-minute fund swaps to save the funding.

**Discussion:**

Based on Solano Project Delivery Working Group (PDWG) member input at their last meetings, STA staff recommends that all STA applications for funding programs include the request for the following project delivery information:

1. Estimated project delivery timetables for each project phase (ENV/E&P/PE, PS&E, ROW, CON) showing delivery milestones and the fiscal year that staff can reasonably obligate funding.
2. Staff contacts committed to the project's delivery, with the responsible supervisor as the primary contact and the project manager assigned to the project as the secondary contact.
3. Complete a MTC Routine Accommodations for Bicycles and Pedestrians Checklist (See Attachment A).

The routine accommodations checklist is now a required piece of information for a project to be considered for listing in MTC's Transportation Improvement Program (TIP). This policy requires that project sponsors complete a checklist showing that they have considered additional pedestrian and bicycle improvements as part of their project.

After review by the Solano PDWG, STA Staff tested a draft project delivery form during the August and November TIP amendment process. PDWG members reviewed a number of example forms filled out by project managers during this test period and discuss any changes to the form. Attached is the final functional version of this form (see Attachment B).

At the November 28, 2007 Technical Advisory Committee (TAC) meeting, TAC members recommended the STA Board adopt this policy.

**Recommendation:**

Adopt a STA Funding policy that all applications for STA recommended funds complete a STA Project Delivery Form and complete a MTC Routine Accommodations checklist for Bicycles and Pedestrians.

**Attachments:**

- A. MTC Routine Accommodations for Bicycles and Pedestrians Checklist
- B. STA Project Delivery Form for STA Applications



# ROUTINE ACCOMMODATION CHECKLIST

Project title:  
 County:  
 Jurisdiction/agency:  
 Project location:  
 Contact name:  
 Contact phone:  
 Contact e-mail:

## Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which calls for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists *and* pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

## I. Existing Conditions

### 1 PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

- c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.

- d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

### 2 DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

### 3 COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

## II. Plans, Policies and Process

### ④ PLANS

- a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

- b. Is the proposed project consistent with these plans?

### ⑤ POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?

- b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

### ⑥ REVIEW

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

## III. The Project

### ⑦ PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

### ⑧ HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)

- Right-of-way (Did an analysis lead to this conclusion?)

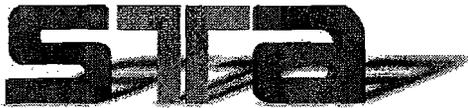
- Other (Please explain.)

### ⑨ CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

### ⑩ ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?



**Solano Transportation Authority**  
**Project Details Request Form**

This form is used by STA staff to acquire basic funding and delivery timeline information for transportation projects in Solano County.

Enter information in the yellow fields.

Project Sponsors will be asked to provide the following basic information about their project:

**1. BASIC INFORMATION**

(e.g., project title, description, contact information, TIPID)

**2. PROGRESS**

List the last major actions taken on the project

**3. FUNDING**

Enter funding source information (e.g., funding type by project phase and fiscal year)

**4. TIMELINE**

Enter estimated and actual dates of major project milestones.

414 Project Detail Form																																																							
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STA Project Details Form

**BASIC INFORMATION**

Project Title:	PROJECT TITLE HERE	Project Description:	PROJECT DESCRIPTION	Sponsor:	AGENCY
				Implementing Agency:	AGENCY
TIPID:	SOL#####			Primary Contact:	SUPERVISOR
				Secondary Contact:	MANAGER

**PROGRESS**

Action #	Date	Project Note	Programmed Amounts						TOTAL
			ENV	PS&E	RW Sup	CON Sup	ROW	CON	
LAST ACTION		etc							0
		etc							
		etc							
		etc							
THIRD ACTION		etc							
SECOND ACTION		ENV APPROVED							0
FIRST ACTION		PROJECT APPROVAL							0

**FUNDING**

Fund Source	Source	Type	Phase	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Fund Source 1:	SOURCE	TYPE	Phase:									
Type:			ENV/E&P/PE									0
Local Approved	DATE		PS&E									0
STA Approved	DATE		RW Sup									0
MTC Approved	DATE		CON Sup									0
CTC Approved	DATE		ROW									0
Other Approved	DATE		CON									0
			Total	0	0	0	0	0	0	0	0	0
Fund Source 2:	SOURCE	TYPE	Phase:									
Type:			ENV/E&P/PE									0
Local Approved	DATE		PS&E									0
STA Approved	DATE		RW Sup									0
MTC Approved	DATE		CON Sup									0
CTC Approved	DATE		ROW									0
Other Approved	DATE		CON									0
			Total	0	0	0	0	0	0	0	0	0
Fund Source 3:	SOURCE	TYPE	Phase:									
Type:			ENV/E&P/PE									0
Local Approved	DATE		PS&E									0
STA Approved	DATE		RW Sup									0
MTC Approved	DATE		CON Sup									0
CTC Approved	DATE		ROW									0
Other Approved	DATE		CON									0
			Total	0	0	0	0	0	0	0	0	0
Fund Source 4:	SOURCE	TYPE	Phase:									
Type:			ENV/E&P/PE									0
Local Approved	DATE		PS&E									0
STA Approved	DATE		RW Sup									0
MTC Approved	DATE		CON Sup									0
CTC Approved	DATE		ROW									0
Other Approved	DATE		CON									0
			Total	0	0	0	0	0	0	0	0	0
Unfunded:			Phase:									
Potential Sources:			ENV/E&P/PE									0
			PS&E									0
			RW Sup									0
			CON Sup									0
			ROW									0
			CON									0
			Total	0	0	0	0	0	0	0	0	0

**TIMELINE:**

Action	Dates		Phase	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
	Estimated	Actual										
DBE Approved												
Field Review												
Request PE E-76			ENV/PE	0	0	0	0	0	0	0	0	0
Receive PE E-76												
ENV Type												
ENV Circulation												
ENV Adopted												
Begin Design			PS&E	0	0	0	0	0	0	0	0	0
Final Design												
ROW E-76			RW Sup	0	0	0	0	0	0	0	0	0
ROW Acquisition req?												
ROW Utilities Acq?			ROW	0	0	0	0	0	0	0	0	0
ROW Cert												
Request CON E-76			CON Sup	0	0	0	0	0	0	0	0	0
Receive CON E-76												
Advertise Date			CON	0	0	0	0	0	0	0	0	0
Award Date												
Complete												
			Total	0	0	0	0	0	0	0	0	0



DATE: November 30, 2007  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: Solano Bicycle Advisory Committee (BAC) 2008 Work Plan

**Background:**

The Bicycle Advisory Committee (BAC) is responsible for updating and monitoring the progress of the Solano Countywide Bicycle Plan and make funding recommendations for countywide bicycle projects to the STA Board and member agencies. The BAC membership currently includes one representative from each city in Solano County, one county representative, and one member-at-large:

AGENCY	BAC MEMBER
Benicia	J.B. Davis
Dixon	Jim Fisk
Fairfield	Randy Carlson
Member-at-Large	Barbara Wood
Rio Vista	Larry Mork
Solano County	Glen Grant*
Suisun City	Michael Segala
Vacaville	Ray Posey
Vallejo	Mick Weninger

\*Committee Chair

To help guide the BAC's recommendation process, the BAC develops a Work Plan for each upcoming new calendar year.

**Discussion:**

Tasks addressed in past BAC Work Plans included setting priorities for future bicycle funds, updates to the Solano Countywide Bicycle Plan, updates to the Solano Bikelinks Map, TDA Article 3 process and funding recommendations, promotion of Bike to Work Week and letters of support for various grant proposals. This year, a number of specific requests have been made by the BAC to address the following items (not limited to):

1. Updating the Solano Bikelinks Map (i.e. to include camp sites)
2. Evaluate the current system of existing bicycle parking facilities in the County
3. Evaluate coordinating bike rodeos throughout Solano County

In addition to these suggested items, the BAC will contribute input to a number of significant projects such as review the first Countywide Safe Routes to School (SR2S) Plan for Solano, update of the Solano Comprehensive Transportation Plan (CTP), and update to the Solano Bikelinks Map. To facilitate the organization of the BAC's tasks, the BAC approved the attached 2008 Work Plan at their November 1, 2007 meeting (Attachment A). The STA

Technical Advisory Committee unanimously recommended this item for approval at their November 26, 2007 meeting.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the attached BAC Work Plan for the 2008 calendar year.

Attachment:

A. 2008 BAC Work Plan

2008 BAC Work Plan

2008 BAC Work Plan	
Tasks	2008 Timeline
<ul style="list-style-type: none"> <li>• Update Solano Bikelinks Map</li> <li>• Promote Bike to Work Week</li> <li>• CTP Update; alternative modes element</li> <li>• SBPP 3-year plan process</li> <li>• Review Solano Countywide Safe Routes to School (SR2S) Plan </li> </ul>	<ul style="list-style-type: none"> <li>• August 2008</li> <li>• January – May 2008</li> <li>• On-going</li> <li>• January – July 2008</li> <li>• March 2008</li> </ul>
<ul style="list-style-type: none"> <li>• Inventory of current and planned bike locker facilities </li> <li>• Investigate coordinating bike rodeos throughout Solano County </li> </ul>	<ul style="list-style-type: none"> <li>• To Be Determined</li> <li>• To Be Determined</li> </ul>



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DATE: November 30, 2007  
 TO: STA Board  
 FROM: Sara Woo, Planning Assistant  
 RE: Solano Pedestrian Advisory Committee (PAC) 2008 Work Plan

**Background:**

The Pedestrian Advisory Committee (PAC) is responsible for updating and monitoring the progress of the Solano Countywide Pedestrian Plan and make funding recommendations for countywide pedestrian related projects to the STA Board and member agencies. The current PAC membership includes:

AGENCY	PAC MEMBER
Bay Area Ridge Trail Council	(vacant)
Benicia	J.B. Davis
Dixon	Michael Smith
Fairfield	Pat Moran
Member-at-Large	Allen Deal
Rio Vista	Larry Mork
San Francisco Bay Trail Program	Maureen Gaffney
Solano Community College	(vacant)
Solano County	Linda Williams
Solano County Agriculture Commission	(vacant)
Solano Land Trust	Frank Morris
Suisun City	Michael Segala
Tri City and County Cooperative Planning Group	Brian Travis
Vacaville	Todd Rewick
Vallejo	Lynne Williams*

\*Committee Vice-Chair

To help guide the PAC’s recommendation process, the PAC develops a Work Plan for each upcoming new calendar year.

**Discussion:**

Tasks addressed in past PAC Work Plans included the election of chair and vice-chair persons, updates to the Solano Countywide Pedestrian Plan, TDA Article 3 process and funding recommendations, and letters of support for various grant proposals. This year, the PAC will contribute input to a number of significant projects such as the Solano Comprehensive Transportation Plan (CTP) update, the new Solano Countywide Safe Routes to School (SR2S) Plan review, and the development of a “Solano Pedestrianlinks Map” similar to the current Solano Bikelinks Map. In addition to others, these tasks are listed in the attached PAC 2008 Work Plan (Attachment A).

The STA Technical Advisory Committee unanimously recommended this item for approval at their November 26, 2007 meeting.

**Fiscal Impact**

None.

**Recommendation:**

Approve the attached PAC Work Plan for the 2008 calendar year.

Attachment:

- A. 2008 PAC Work Plan

2008 PAC Work Plan

2008 PAC Work Plan	
Tasks	2008 Timeline
<ul style="list-style-type: none"> <li>• CTP Update; alternative modes element</li> <li>• SBPP 3-year plan process</li> <li>• Review Solano Countywide Safe Routes to School (SR2S) Plan </li> </ul>	<ul style="list-style-type: none"> <li>• On-going</li> <li>• January – July 2008</li> <li>• March 2008</li> </ul>
<ul style="list-style-type: none"> <li>• Investigate the development of a “Solano Pedestrianlinks Map” </li> </ul>	<ul style="list-style-type: none"> <li>• To Be Determined</li> <li>• To Be Determined</li> </ul>



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DATE: November 29, 2007  
TO: STA Board  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Paratransit Coordinating Council (PCC) Appointment

**Background:**

The Paratransit Coordinating Council (PCC) currently has three (3) vacancies: two (2) for Transit Users and one (1) for an At-Large position. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

**Discussion:**

Shirley Stacy is a regular paratransit user. She is active in the community, working for the Fairfield Suisun and the Vacaville Unified School Districts and volunteering at her church. Ms. Stacy has served as an Advisory Committee Board member for the Solano County In Home Supportive Services (IHSS) under the Public Authority for over five (5) years. She is also a board member for the Community Action Council. Ms. Stacy is familiar with the paratransit system and is an advocate for clients who use the service.

Ms. Stacy has attended two meetings and indicated her interest to serve on the PCC. The PCC members have endorsed her and recommend to the STA Board to appoint Shirley Stacy to the PCC.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint Shirley Stacy as a Transit User representative to the PCC for a 3-year term.

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DATE: November 27, 2007  
 TO: STA Board  
 FROM: Charles Lamoree, STA Legal Counsel  
 RE: Application to Join the County Supervisors Association of California (CSAC) Excess Insurance Authority to Increase STA's Liability Insurance Coverage

**Background:**

For many years, STA has had minimum levels of liability insurance through an insurance underwriter (Driver-Alliant) that administered a program called Special Liability Insurance Program (SLIP). Driver-Alliant (now simply called Alliant) found insurance in the marketplace and it covered the member-public agencies with \$1 million in coverage per occurrence.

However, effective December 31, 2007 SLIP will no longer be able to supply STA with insurance, requiring STA to seek a new source of insurance coverage.

In addition, the time has come to propose that STA increase its insurance limits and seek better liability coverage given the changing nature of STA's activities. In particular, STA has moved into project delivery with all the potential liability that may arise from the design and construction of transportation facilities and, in general, the STA Board has set a much more challenging and expanding role for the agency in a broad range of transportation matters including: planning, transit, obtaining state and federal funding for projects and, as noted earlier, actual project delivery. As a result, STA has looked for an expanded source of coverage with significantly larger protections from liability.

During the past three months, many potential sources of expanded liability coverage were reviewed. In looking at these options, an evaluation of the potential for increased coverage was also considered. Specifically, the following programs and "pools" were considered:

MARKET APPROACHED	LINE OF COVERAGE	RESPONSE
CSAC	GL/AL/POL/EPL	Underwriting provided preliminary indication –various committees must approve and MOU with JPA agreements must be executed to finalize
American Alternative Ins. Corp.	GL/AL/XS/POL/EPL	Program – through insurance wholesale facility with little or no change in

		coverage
National Indemnity	AL/GL	Through insurance wholesale facility with little or no change in coverage
Scottsdale Insurance Co.	AL/GL	Through insurance wholesale facility with little or no change in coverage
Lincoln General	AL/GL	Through insurance wholesale facility with little or no change in coverage
Crum & Forster	AL/GL	Through insurance wholesale facility with little or no change in coverage
AIG	POL/EPL	QUOTE PROVIDED – \$1,000,000 limits with a \$10,000 deductible - \$24,565 premium. Claims-made basis; Proposal to follow
Travelers	ALL LINES	Declined, no interest
CalTIP	ALL LINES	Time concerns – committees meet two times per year, and have already met and this pool focuses on Transit and not on projects
PERMA	ALL LINES	Time concerns – committees meet two times per year, and have already met
ABAG	AL/GL/PO	Cities and counties only
CALJPRMA	All Lines	Does not cover special districts
ACWA	AL/GL/PO	Water Districts only

Table Key:

GL – General Liability

AL – Auto Liability

POL – Public Official Liability

EPL – Employment Practices Liability

XS – Excess Liability

CalTIP – California Transit Insurance Pool

PERMA – Public Entity Risk Management Authority

CALJPRMA – California Joint Powers Risk Management Authority

ACWA – Association of California Water Agencies

In general, it was determined that there was going to be a significant increase in cost even for existing coverage regardless of the insurance company. The current coverage for SLIP cost is \$7,500 a year for \$1,000,000 per occurrence, but they will no longer provide us coverage beyond December 31<sup>st</sup>.

In general, for the same coverage (\$1,000,000 per occurrence) with another program, the premium will be increased from \$7,500 per year to \$24,565 per year.

After reviewing the various options, STA has applied to the County Supervisors Association of California (CSAC) insurance “pool” and they will be considering our membership in the next few days. Their staff has indicated that they will be supporting our membership when their executive board meets in mid-December.

While the cost will increase significantly (from \$7,000 per year to \$84,000) the coverage will increase from \$1 million to \$15 million and it will provide full coverage for our design and construction activities, auto liability and protection of the STA Board and officers from personal liability.

Here is a summary:

	<b>ANNUAL COST</b>	<b>COVERAGE</b>	<b>DEDUCTIBLE</b>
SLIP (cancelled)	\$7,500	\$1,000,000	\$2,500
AIG (available)	\$24,565	\$1,000,000	\$10,000
CSAC (available)	\$84,000	\$15,000,000	\$10,000

There are sufficient funds to meet the additional cost. A budget adjustment for this added cost will be part of the Mid-Year Budget Adjustment in January 2008.

Staff requests STA Board approval to join the CSAC Excess Insurance Authority, should STA be accepted.

**Fiscal Impact:**

1. FY 2007-08: Additional Budget Cost of \$28,314 (167%)
2. FY 2008-09: Budget Increase Cost of \$67,000 (394%)

**Recommendation:**

Approve the following:

1. The STA joining the California State Association of Counties (CSAC) Excess Insurance Joint Powers Authority;
2. Authorize the Executive to complete the application process for joining the CSAC Excess Insurance Pool; and
3. Authorize the Executive Director to execute the necessary contracts for membership in the CSAC insurance program.

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DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Bay Area Ridge Trail Grant Application: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan

**Background:**

The Solano Transportation Authority, Caltrans District 4, and the Napa County Transportation and Planning Agency are currently coordinating efforts to improve SR 12 Jameson Canyon by widening SR 12 from Red Top Road in Solano County to SR 12/29 intersection in Napa County. The project is funded through a variety of funding sources including Proposition 1B Corridor Mobility Improvement Program (CMIA) funds and State Transportation Improvement Program (STIP). Caltrans prepared the draft environmental document for this project and has just completed the public comment period for the draft environmental document.

The Solano Countywide Bicycle Plan identifies proposed bikeway projects as part of planned network of bike routes that connect to Solano County cities and the unincorporated area. The proposed bikeway projects are conceptual and were intended to be used to develop more specific project descriptions as funding and other development opportunities become available. A primary route identified in the Countywide Bicycle Plan is the I-80/680/SR 12 Interchange Project- Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 Interchange. Attachment B includes the project description from the current Solano Countywide Bicycle Plan.

There are other agencies with bicycle and pedestrian plans located within the SR 12 Jameson Canyon project area in addition to the STA; specifically:

1. Napa County Transportation and Planning Agency
2. Bay Area Ridge Trail
3. City of Fairfield
4. Solano County

Not all of the proposed planned bicycle routes are consistent. As more improvements are proposed for the SR 12 Jameson Canyon corridor, it will be beneficial to have a clear, concise, and coordinated plan for bicycle and pedestrian improvements. This will enable agencies involved with constructing improvements to have better clarity and guidance on how to better address bike and pedestrian issues and improvements within the corridor.

**Discussion:**

The Bay Area Ridge Trail currently is accepting applications for plans and construction projects that accelerate the development of the trail and its connections throughout the Bay Area. A total of \$2,000,000 is available on a competitive basis to Federal, State and local government agencies

(see Attachment A). After consulting with staff from the Bay Area Ridge Trail, STA staff was encouraged that a bicycle and pedestrian facilities plan for the SR 12 Jameson Canyon corridor would be a good candidate for funding. STA staff recommends submitting an application for \$50,000 IN Bay Area Ridge Trail funds to obtain a consultant to assist in developing such a plan.

Key components of the proposed SR 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan will include:

- Coordination with NCTPA, local jurisdictions, Caltrans, and the Bay Area Ridge Trail
- Confirmation of and partnership with bicycle and pedestrian facilities stakeholders within the corridor
- Identification of current and planned SR 12 Jameson Canyon roadway, bicycle and pedestrian improvements
- Consensus and identification for priority bicycle and pedestrian projects along the corridor
- Funding and implementation plan.

The Ridge Trail segment will be one of the focused pedestrian connections studied as part of the plan. Applications for the Bay Area Ridge Trail Grants will be accepted after November 30, 2007 and will continue to be accepted until the funds are expended.

The STA Technical Advisory Committee unanimously recommended this item for approval at their November 26, 2007 meeting. Attachment C includes the proposed application STA Resolution.

**Fiscal Impact:**

If approved, the Bay Ridge Trail would provide \$50,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

**Recommendation:**

Approve the attached Resolution 2007-12 authorizing the submission of the Bay Area Ridge Trail grant application for the Bicycle and Pedestrian Facilities Plan for the SR 12 Jameson Canyon corridor.

Attachments:

- A. Bay Area Ridge Trail Grant Notification Letter
- B. I-80/680/SR Interchange Project- Cordelia to Napa County Bicycle Route Description
- C. Resolution Authorizing the STA to Submit an Application for Bay Area Ridge Trail Grant



BAY AREA  
RIDGE TRAIL  
COUNCIL

RECEIVED

NOV - 2 2007

SOLANO TRANSPORTATION  
AUTHORITY

November 1, 2007

Dear Trail Partner--

The Bay Area Ridge Trail Council is pleased to announce that **\$2,000,000** is now available through our partnership with the State Coastal Conservancy for grants to plan, acquire easements, and construct new segments of the 550-mile Bay Area Ridge Trail. This is an excellent opportunity to advance the Ridge Trail in your area.

Projects will be evaluated according to the ability to speed construction of new miles of Ridge Trail, including closing strategic gaps, and the level of partnership, matching and in-kind contributions, and demonstrated readiness.

Proposition 84 is the primary funding source; however, limited Proposition 40 funding is available for projects with a very short time horizon. All projects must be completed by 2012 at the latest.

Additional information and details regarding eligibility, deadlines, and other requirements (including an application form and alignment map) are provided on our website at [www.ridgetrail.org](http://www.ridgetrail.org). Applicants are encouraged to submit all materials by **November 30, 2007** (though subsequent requests may be considered until funds are disbursed).

If you have any questions or would like to discuss a possible project, please contact the staff lead in your area:

**Dee Swanhuysen, North Bay** (Marin, Napa, Solano and Sonoma), 707-823-3236, or [nbay@ridgetrail.org](mailto:nbay@ridgetrail.org)

**Bern Smith, East and South Bay** (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara), 415-561-2595, or [sbay@ridgetrail.org](mailto:sbay@ridgetrail.org)

We look forward to hearing from you.

*Janet McBride*

Janet McBride  
Executive Director



PROPOSED SYSTEM

<b>Project #5:</b>	<b>I-80 / 680 / SR 12 INTERCHANGE PROJECT - CORDELIA TO NAPA COUNTY</b>				
<b>Responsibility:</b>	Solano County				
<b>Class: I or III</b>	<b>Length: 3 miles</b>	<b>Approx. Cost: \$ 225,000 LOW - 1 MILLION HIGH</b>			
<b>Required Actions/Studies</b>	CEQA clearance, encroachment permits and/or right-of-way and property acquisitions, trail and crossing design				
<b>Route Segments</b>	<b>From</b>	<b>To</b>	<b>Class</b>	<b>Length</b>	<b>Cost</b>
Alternative A: Class I path	Red Top Road	Napa County Line	I	3	\$1,050,000
Alternative B: Class II Route	Red Top Road	Napa County Line	III	3	\$225,000
				<b>A</b>	<b>\$225,000</b>
				<b>3</b>	<b>B \$1,050,000</b>

The Cordelia to Napa project is a primary route that will provide access for bicycles in and around the I-80/I-680/SR 12 interchange and will enhance a western route from Solano to Napa County. Beginning at Green Valley Road, the project follows an existing Class I along I-80 to westbound SR 12. From the SR 12/Red Top Rd intersection, it would either continue as new shoulders along SR 12 into Napa County or continue as a Class I path along the California Northern Railway and/or utility right-of-way into Napa County.



**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION # 2007-12**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING AN APPLICATION FOR THE BAY AREA RIDGE TRAIL  
GRANTS PROGRAM**

**WHEREAS**, the Solano Transportation Authority (STA) recognizes that coordinated development of pedestrian and bicycle infrastructure offers costs savings in the long term and opportunities to create safe and convenient non-motorized travel; and

**WHEREAS**, the STA Board adopted the Solano Countywide Bicycle Plan on May 12, 2004 and adopted the Solano Countywide Pedestrian Plan on October 13, 2004; and

**WHEREAS**, both Countywide Plans have identified projects on the State Route (SR) 12 Jameson Canyon Corridor between I-80 and the Solano-Napa County Line; and

**WHEREAS**, the SR 12 Jameson Canyon Corridor has separate proposed planned bicycle and pedestrian facilities by multiple agencies (including the Solano County, City of Fairfield, Bay Area Ridge Trail, and Napa County, Napa County Transportation and Planning Agency); and

**WHEREAS**, the Bay Area Ridge Trail is currently accepting grant applications for planning and construction activities; and

**WHEREAS**, a bicycle and pedestrian plan for SR 12 Jameson Canyon in partnership with Solano County, City of Fairfield, Bay Area Ridge Trail, Napa County, and Napa County Transportation and Planning Agency is an ideal candidate for funding; and

**WHEREAS**, the STA is the Congestion Management Agency for Solano County and is an eligible applicant for the Bay Area Ridge Trail Grants Program.

**NOW, THEREFORE, BE IT RESOLVED**, the STA Board of Directors hereby authorizes the Executive Director to submit an application for the Bay Area Ridge Trail Grants Program; and

**LET IT BE FURTHER RESOLVED THAT**, the STA designates the Executive Director to be the agency's authorized representative to accept the Bay Area Ridge Trail Grant if awarded; and

**LET IT BE FURTHER RESOLVED THAT**, the STA designates the Executive Director to be the agency's authorized representative to execute the grant contract and related documents if awarded.

---

Ed Woodruff, 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 12th day of December, 2007.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12<sup>th</sup> day of December, 2007 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board



DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) Project List

**Background:**

The Regional Transportation Plan (RTP) is the long-range blueprint for transportation improvements prepared by the Metropolitan Transportation Commission (MTC) for the nine (9) County Bay Area. The current RTP is called the Transportation 2030 Plan (T2030). The RTP is updated every four (4) years. Projects listed in the RTP must be those that can be reasonably expect to be financed in the 30-year time frame of the RTP. The new T2035 is scheduled for adoption in early 2009.

In January 2008, MTC will issue a Call for Projects to be included in the RTP. It is not known at this time what criteria developed during Phase I of the RTP update (performance targets and investment scenarios – see RTP Update staff report) will be used to help identify the types of projects that will be requested or given priority. STA staff also does not know what will be the Solano County financial target. However, the tentative MTC schedule does not appear to allow enough time for STA staff to review projects with the TAC, Consortium and Board between the time when the initial Call for Projects is issued in January 2008 and when they are due for submittal in February 2008.

**Discussion:**

In preparing T2030, STA staff submitted an initial list of projects to MTC. The Solano County projects are shown in Attachment A, as are the Bay Area Region/Multi-County projects. All projects include costs are shown in 2004 dollars. In order to be ready to submit a final list for the updated RTP, STA plans to update the existing lists. The cities and the County are requested to review the attached project list, and identify the following changes:

1. Projects that have been completed.
2. Projects that are no longer being proposed.
3. Projects that have not been constructed; update project description and cost.
4. New projects. Provide project description, including year of construction and cost. New projects must be consistent with both the agency's general plan/CIP and the STA's Comprehensive Transportation Plan, and should include a letter of submittal from the Public Works Director.

STA staff will send each Public Works Director a follow-up letter immediately after STA Board action on this item. The letter will provide additional details on projects that should be submitted. In addition, STA staff is working with MTC to review the on-line project submission system being proposed. Project updates must be submitted to STA no later than Friday, January 11, 2008.

On November 28, 2007, both the SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee recommended that the STA Board issue the release of the Solano County project list for updating.

**Fiscal Impact:**

None.

**Recommendation:**

Authorize the Executive Director to forward the attached RTP project list to the STA member agencies for updating.

Attachment:

- A. T2030 RTP Project List

appendix one

# projects by county

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94540	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including a high-occupancy-vehicle (HOV) lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	\$479.8	\$479.8		Regional Measure 1 Toll Bridge Program; open to traffic; demolition of original bridge remains
94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane.	\$1,057.8	\$1,057.8		Regional Measure 1 & 2 Toll Bridge programs
21012	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	\$392.0	\$392.0		Phase 2 is under way
22654	Golden Gate Bridge rehabilitation projects	\$99.4		\$99.4	
98102	South Access to the Golden Gate Bridge: Doyle Drive environmental study	\$16.2	\$16.2		2003 Proposition K sales tax project
94089	Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street	\$446.7	\$446.7		
21013	Rehabilitation of Bay Area state-owned toll bridges	\$238.0	\$238.0		
21014	Richmond-San Rafael Bridge deck replacement	\$53.4	\$53.4		
21015	Seismic retrofit of Bay Area state-owned toll bridges, including San Francisco-Oakland Bay Bridge east span and west span/approach, and Benicia-Martinez, Carquinez and Richmond-San Rafael bridges	\$8,300.0	\$5,085.0	\$3,215.0	
22038	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes	\$4.0	\$4.0		
21017	Small transit operators in Alameda, Contra Costa, Napa, Solano and Sonoma counties — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities other capital assets; does not include system expansion)	\$2,513.8	\$2,497.4	\$16.4	
22636	BART transbay tube earthquake safety (Phase 1)	\$156.0	\$156.0		Regional Measure 2 Toll Bridge Program
22520	BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	\$1,307.0	\$1,307.0	\$0.0	
<b>System Efficiency</b>					
21001	Freeway Traffic Operations (includes Traffic Operations System/Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	\$466.2	\$109.5	\$356.7	
21005	TransLink*	\$363.8	\$338.1	\$25.7	Initial phase funded in Regional Measure 2 Toll Bridge Program
21006	511/Transit (regional transit information systems) and transportation marketing	\$75.9	\$40.7	\$35.2	Initial phase funded in Regional Measure 2 Toll Bridge Program
21008	511/Traffic	\$142.8	\$121.3	\$21.5	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
21007	Rideshare Program	\$54.0	\$54.0		
21010	Performance monitoring	\$3.5	\$3.5		
21011	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) — regional and county programs	\$454.0	\$454.0		
21320	Golden Gate Bridge moveable median barrier	\$23.8	\$23.8		
21627	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$602.0		Resolution 3434 Regional Transit Expansion Program; cost shown is the three-county combined cost
22241	Regional Measure 2 Studies (includes regional rail study, transit connectivity study, Water Transit Authority environmental studies, I-680/Pleasant Hill BART connector study and Caldecott Tunnel transit ridership study)	\$19.0	\$19.0		Regional Measure 2 Toll Bridge Program
22242	Real-Time Transit Grant Program	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22244	City CarShare	\$2.5	\$2.5		Regional Measure 2 Toll Bridge Program
22245	Safe Routes to Transit	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22247	Regional Bicycle and Pedestrian Program	\$200.0	\$200.0		
22421	Clean Air Program	\$255.5	\$255.5		
22423	Lifeline Transportation Program	\$216.0	\$216.0		
22425	Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties	\$95.0	\$95.0		
22674	BART Core Capacity Program — system capacity	\$205.0	\$19.4	\$185.6	
22675	BART Core Capacity Program — station access	\$762.6	\$32.0	\$730.6	Includes funding from Regional Measure 2 Toll Bridge Program
22676	BART Core Capacity Program — station capacity	\$625.1	\$47.4	\$577.7	
22677	BART Core Capacity Program — vehicles	\$848.0		\$848.0	
22090	California Interregional Intermodal Study (CIRIS) — rail freight service between Port of Oakland and Central Valley	TBD		TBD	
<b>Strategic Expansion</b>					
94514	I-880/Route 92 interchange improvements	\$133.8	\$133.8		Regional Measure 1 Toll Bridge Program
21066	California High-Speed Rail with terminal in San Francisco	TBD		TBD	
21618	Dumbarton rail corridor (Phase 1)	\$300.0	\$300.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22719	Dumbarton rail corridor (Phase 2)	\$15.6		\$15.6	

(Continues on next page)

Projects for 2030

Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> <i>(continued from previous page)</i>					
21619	Caltrain express tracks (Phase 2)	\$482.0	\$390.0	\$92.0	Resolution 3434 Regional Transit Expansion Program. Grade separation and passing track elements in San Mateo County are fully funded. No increase in service level assumed.
22009	Capitol Corridor: Phase 1 intercity rail service (track capacity/frequency improvements from Oakland to San Jose designed to allow 16 daily round trips between Oakland and Sacramento/San Jose)	\$158.0	\$158.0		Resolution 3434 Regional Transit Expansion Program
22003	Capitol Corridor: Phase 2 enhancements	\$96.0	\$96.0		Resolution 3434 Regional Transit Expansion Program
22006	Downtown Ferry Terminal improvements and spare ferry vessels	\$36.0	\$36.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22243	Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$10.5	\$10.5		Regional Measure 2 Toll Bridge Program
22240	Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	\$9.0	\$9.0		Regional Measure 2 Toll Bridge Program
22005	ACE service expansion to eight trains	\$128.0	\$50.0	\$78.0	Resolution 3434 Regional Transit Expansion Program
22016	Improvements to high-occupancy-vehicle (HOV) network (including HOV lane gap closures and express bus services); convert HOV network to high-occupancy/toll (HOT) network	\$3,000.0		\$3,000.0	
22001	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (environmental, preliminary engineering and right-of-way)	\$62.0	\$62.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22513	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (construction reserve only; full project not included in Financially Constrained Element)	\$277.0	\$63.0	\$214.0	Resolution 3434 Regional Transit Expansion Program; no operating funds identified
21342	Caltrain downtown extension/Transbay Terminal replacement (environmental, preliminary engineering and right-of-way acquisition)	\$274.0	\$274.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22008	Caltrain downtown extension/TransBay Terminal replacement (construction reserve only; full project not included in Financially Constrained Element)	\$1,543.0	\$946.0	\$597.0	Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds and 2003 Proposition K sales tax funds); under construction

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

# appendix one

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94681	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8		
94138	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$43.6	\$43.6		
94139	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	\$551.2	\$41.0	\$510.2	
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$572.9	\$562.5	\$10.4	
21869	Local bridge maintenance	\$29.3	\$29.3		
22711	Senior/disabled transit capital and operating funds	\$129.2		\$129.2	
<b>System Efficiency</b>					
94153	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	\$80.0	\$3.0	\$77.0	
98212	Local bicycle and pedestrian projects	\$56.0	\$22.0	\$34.0	
21823	Route 12 from Sacramento River to I-80 operational and safety improvements as identified in Route 12 Major Investment Study (MIS)	\$42.7	\$42.7		State Highway Operation and Protection Program (SHOPP) project
22623	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left-turn lane and ramp improvements)	\$10.0	\$10.0		
22625	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$14.0	\$14.0		100% locally funded
22630	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	\$9.5	\$9.5		100% locally funded
22631	Route 12 westbound (Red Top Road) truck lane	\$10.2	\$10.2		State Highway Operation and Protection Program (SHOPP) project
<b>Strategic Expansion</b>					
94148	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	\$40.0	\$20.0	\$20.0	Includes funding from Regional Measure 2 Toll Bridge Program and State Transportation Improvement Program (STIP) funds for Benicia Siding Project
94150	I-80/I-680/Route 12 interchange improvements (Phase 1); includes 2-lane connectors between I-80 and I-680 and a fifth lane in each direction on I-80 between I-680 and Route 12.	\$18.6	\$18.6		This is the auxiliary lane project.

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
21807	I-80/I-680/Route 12 interchange improvements (Phase 2): widen I-80 from Route 12 to Air Base Parkway for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	\$139.5	\$139.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
22701	I-80/I-680/Route 12 interchange improvements (Phase 3); including partial relocation/reconstruction of Cordelia truck weigh station, ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)	\$532.5	\$100.0	\$432.5	
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$101.1	\$70.4	\$30.7	Segments 1, 3 and 5 are completed
94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$51.0	\$51.0		See companion Napa County project #94074 on page 99
94675	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	\$58.0	\$58.0		
98168	Intercity bus service and transit hubs in Solano County (capital costs)	\$78.0	\$25.0	\$53.0	
21341	Fairfield/Vacaville multimodal rail station for Capitol Corridor intercity rail service in Solano County (Phases 1, 2 and 3)	\$34.0	\$34.0		Includes Regional Measure 2 Toll Bridge Program funds
21348	Install a second span along existing Green Valley Bridge to facilitate 4 lanes of travel each way and an acceleration/deceleration lane in each direction	\$16.8	\$16.8		100% locally funded
21809	Match for improvements to local interchanges and arterials	\$418.0	\$2.0	\$416.0	
22626	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	\$62.0	\$62.0		100% locally funded
22628	Realign Wilson Avenue from Florida Street to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	\$16.5	\$16.5		100% locally funded
22629	New Vallejo Ferry Terminal intermodal facility	\$56.0	\$46.9	\$9.1	Partially funded with Regional Measure 2 Toll Bridge Program funds
22632	American Canyon Road ramp improvements at I-80	\$8.2	\$8.2		100% locally funded
22633	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway	\$9.0	\$9.0		
22634	Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	\$9.0	\$9.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	\$68.0	\$68.0		Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
22703	I-80/I-680/I-780 corridor mid- and long-term capacity and operation improvements except transit hubs and park-and-ride lots (as identified in I-80/I-680/I-780 Corridor Study)	\$1,058.1	\$94.4	\$963.7	

(Continues on next page)

appendix one

San Francisco Bay Area

**Solano County**

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> <small>(continued from previous page)</small>					
22794	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	\$12.0	\$12.0		Partially funded with Regional Measure 2 Toll Bridge Program funds
22795	Fairfield Transportation Center improvements (Phase 3 — add 600 parking spaces)	\$14.5	\$14.5		Partially funded with Regional Measure 2 Toll Bridge Program funds
22898	Widen I-80 from 6 lanes to 8 lanes from west of Meridian Road to west of Kidwell Road	\$60.0	\$60.0		
22985	Benicia Intermodal Transportation Station	\$30.0	\$4.3	\$25.7	Partially funded with Regional Measure 2 Toll Bridge Program funds
22986	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	\$4.9	\$4.9		100% locally funded
22708	Route 12 from I-80 to Sacramento Bridge as identified in Route 12 Major Investment Study (MIS)	\$3.3	\$3.3		
21824	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 2) as identified in Route 12 Major Investment Study (MIS)	\$101.7		\$101.7	
22712	Expanded express bus capital and operating funds	\$71.8		\$71.8	
22716	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	\$50.0		\$50.0	
22988	Commuter Rail Service — Sacramento to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville, Dixon and Benicia	\$113.0		\$113.0	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.



DATE: November 26, 2007  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: STA's Annual Audit Fiscal Year (FY) 2006-07

**Background:**

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133. The Certified Public Accountant (CPA) firm Maze & Associates from Walnut Creek continues to perform the annual audit compliance. This audit is performed to review and appraise STA's accounting internal controls and funding compliance. In October 2007, Maze & Associates completed the FY 2006-07 audit.

**Discussion:**

STA's Basic Financial Statements and Single Audit for FY 2006-07 prepared by the auditors, Maze and Associates, reflected an overall financial position with no reportable deficiencies or material weakness that will adversely affect the STA's primary missions.

Maze & Associates issued STA an unqualified audit evaluation for the second consecutive fiscal year, as a result of a well-prepared audit process and noted no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133.

This fiscal and administrative requirement is sufficient to ensure that STA funds were used in compliance with all applicable Federal statutory and regulatory provisions and costs were reasonable and necessary for operating its programs.

**Fiscal Impact:**

None.

**Recommendation:**

Accept the FY 2006-07 Annual Audit for STA.

**Attachment:**

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2007. (Copies have been provided to the STA Board Members. Copies are available upon request by contacting the STA office at (707) 424-6075.)

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DATE: December 2, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: 10-Year Investment Plan for Highways and Transit Facilities

**Background:**

The State Transportation Improvement Program (STIP) is expected to bring in approximately \$10 million every two years for Solano County over the four STIP cycles. The components of the STIP are Highway Investment Funds and Transportation Enhancement (TE) funds. With the passage of Senate Bill (SB) 717 in the fall of 2007, the STIP no longer has the Public Transportation Account (PTA) funds element. The exact amount of available funds for each STIP cycle will be based on the adopted state budget and California Transportation Commission (CTC) fund estimate.

On September 24, 2007, the CTC adopted the STIP Fund Estimate for the 2008 STIP. The 2008 STIP County Share for Solano County has been substantially changed from earlier estimates developed by the Metropolitan Transportation Commission (MTC) due to the structure of the approved state budget this year, the passage of SB 717, increased Caltrans staff costs, and increased Caltrans Right-of-Way costs. In addition, the revised STIP will require programmed funds to be pushed out due to cash flow limitations.

At the September 2007 Technical Advisory Committee (TAC) meeting, the draft 10-Year Investment Plan was presented. This was followed by a presentation of the draft Plan to the STA Board in October 2007. The 10-Year Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about priority projects in the County.

STA staff met with project sponsors for the transit projects and transit fleet needs. Sponsors submitted requested information relating to transit capital project details including unfunded needs. The highway/major road project information included in this Investment Plan is based on information in the I-80/I-680/I-780 Major Investment and Corridor Study, the State Route (SR) 12 Major Investment Study, or from updated project information. The Investment Plan appendix has the detailed project information. The transit fleet needs element has been separated as a stand alone document that will focus on investments from primarily the Proposition 1B Transit Capital Solano County share through Metropolitan Transportation Commission (MTC).

**Discussion:**

The 10-Year Investment Plan has two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. The Highway/Major Road Projects element of the Investment Plan has three tiers for projects: Tier One is projects that can begin construction in the next five years, Tier Two is projects that can begin construction in the next ten years, and Tier Three is projects that are in the planning phase and potential future Tier One or Two priorities for the STA Board to consider.

The Major Transit Projects element of the Investment Plan is proposed to have the same three tiered categories. The Transit Fleet element of the Investment Plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814. This element of the Investment Plan is part of separate staff report.

It is intended that STA will update this Investment Plan every two years in association with the STIP cycles.

Attachment A is the 10-Year Investment Plan for Highways and Major Transit Facilities. The Tier One priority for the Highway/Major Road Projects in the 2008 STIP is the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway Project is approved, design and right of way acquisition can begin. Additional Tier One projects include the North Connector West, I-80 Auxiliary Lane Eastbound in Fairfield, Travis AFB Access Improvements, I-80/I-680/SR 12 Interchange, and the Cordelia Truck Scales Relocation.

Tier One for Major Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2), the Fairfield/Vacaville Rail Station and the Vacaville Intermodal Station (Phase 1). These projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show continued regional support for the ferry. Fairfield/Vacaville Rail Station, once completed, will provide the county with the second Capital Corridor Rail Station. Vacaville's Intermodal Station (Phase 1), once fully funded will begin construction in FY 2008-09 and supports the County's express bus system on I-80.

At the November 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the 10-Year Investment Plan for Highways and Major Transit Facilities.

**Fiscal Impact:**

The 10-Year Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds.

**Recommendation:**

Approve the attached 10-Year Investment Plan for Highways and Major Transit Facilities as shown on Attachment A.

Attachment:

- A. 10-Year Investment Plan for Highways and Major Transit Facilities

**10-Year Investment Plan for Highway and Major Transit Capital Projects**

List of Tier 1, Tier 2, and Tier 3 projects (11-13-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W Texas to Abernathy	\$5.8 M	\$5.8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5.8 M	\$5.8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied	pending	pending
Caltrans	SR113 Improvements	Currently being studied	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 08-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule	\$64 M	\$11 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$13.0 M	\$5.0 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M



DATE: November 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Programs  
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan

**Background:**

Various capital transit funding opportunities are becoming available and will continue over the next several years. These include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by the voters in November 2006, the county will receive additional funds for transit projects. The Metropolitan Transportation Commission (MTC) passed Resolution 3814 (Attachment A) regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds and \$72 million of uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years. Of this total \$419 million to be available, Solano County will receive a portion of the funds through the \$35 million for Small Operators/North Counties - Capital Improvements category. In addition the County will also receive funding from the \$133 million Lifeline Funding for Transit Operators and \$20 million State Transit Assistance (STA) Base/Proposition 42 Estimates for Lifeline Funding for Transit Operators categories.

MTC Resolution 3814 may bring to Solano County as much as \$600,000 per year over the next ten years for a total of \$6 million from the \$35 million for Small Operators/North Counties - Capital Improvements category. The first Call for Projects for Prop. 1B capital was issued in October and project applications were due at the end of October.

MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects. In June 2006, the STA Board allocated the first Lifeline Funds for the County. The regional commitment to this program provided for in MTC's Resolution 3814 will provide additional resources for this program. Based on staff discussions with MTC it is estimated that Solano County will receive \$8 million over the ten year period for eligible recipients.

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about capital priority needs in the County.

STA staff met with project sponsors for the transit fleet needs. Sponsors submitted requested information relating to transit details including unfunded capital needs.

**Discussion:**

The 10-Year Investment Plan has two main components: Highway and Major Transit Facilities and Minor Transit Capital/Transit Fleet. Separating the 10-Year Investment Plan into these components is prudent given the different procurement processes for transit fleet and minor capital versus major transit highway and transit facilities. This report will focus on Minor Transit Capital/Transit Fleet needs.

Tier One projects can be procured in the next five years, Tier Two projects can be procured in the next five to ten years.

Based on the data collected from transit operators, transit fleet needs have been prioritized into Tier 1 and Tier 2 categories and is shown on Attachment A.

This prioritization was used as the basis of submitted projects for MTC's recent initial Call for Projects for the Proposition 1B Transit Capital. Based on the amount released regionally and if it is allocated on a population-share basis, approximately \$900,000 to \$1 million would be distributed to Solano projects for this cycle. STA submitted three transit vehicle replacement projects requiring a total of \$938,000 in matching funds as follows:

Fairfield-Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
<u>Vallejo Transit (20 vehicles)</u>	<u>\$298,000</u>
TOTAL	\$938,000

If this funding is secured, this will make a considerable reduction in the Tier 1 transit fleet needs.

A second release of Prop 1B transit capital funds is planned for the Spring of 2008 by MTC. In addition to transit fleet and transit facilities needs, there are also Minor Transit Capital needs. These are shown on Attachment B. Over the next few months, STA staff will continue to work with transit operator staff to refine this list and priorities in preparation for a spring call for projects.

It is recommended that STA will update the 10-Year Transit Fleet and Minor Transit Capital Investment Plan at least every two years in association with other capital investment plans, the STIP and other major funding cycles.

The STA Consortium and TAC reviewed this item in November and recommended the STA Board's approval.

**Fiscal Impact:**

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds, Prop. 1B Transit Capital, and other transit capital funds.

**Recommendation:**

Approve the attached 10-Year Transit Fleet Investment Plan as shown in Attachment A.

**Attachments:**

- A. 10-Year Transit Fleet Investment Plan
- B. Preliminary 10-Year Minor Transit Capital Needs

## 10-YEAR TRANSIT FLEET INVESTMENT PLAN

STA FLEET REPLACEMENT COST SUMMARY  
(2007 Dollars)

<b>TIER 1 FLEET REPLACEMENT -- Five Years ending FY 2011-12</b>			
<b>Fleet Type</b>	<b>Assumptions</b>	<b>Total Cost</b>	<b>Unfunded Local Match</b>
Local Fixed Route	47 Buses Replaced in Tier 1	\$23,500,000	\$4,700,000
Paratransit	38 Vehicles Replaced in Tier 1; Assumes 5 year vehicle life	\$2,850,000	\$570,000
<b>TOTAL</b>		<b>\$26,350,000</b>	<b>\$5,270,000</b>

<b>TIER 2 FLEET REPLACEMENT -- Five Years ending FY 2015-2016</b>			
<b>Fleet Type</b>	<b>Assumptions</b>	<b>Total Cost</b>	<b>Unfunded Local Match</b>
Intercity	47 Buses Replaced in Tier 2	\$25,850,000	\$5,170,000
Local Fixed Route	23 Buses Replaced in Tier 2	\$11,500,000	\$2,300,000
Paratransit	36 Vehicles Replaced in Tier 2; Assumes 5 year vehicle life	\$2,700,000	\$540,000
<b>TOTAL</b>		<b>\$40,050,000</b>	<b>\$8,010,000</b>

**STA TRANSIT CAPITAL PLAN - Minor Capital  
Unfunded Projects**

**Near Term**

Jurisdiction	Project		Total Cost	Unfunded
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000
Vallejo	Systemwide AVL	FY 10-11		
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000
<b>5 YEAR TOTAL, MINOR CAPITAL</b>			<b>\$20,795,984</b>	<b>\$8,554,348</b>

**Longer-term**

Benicia	AVL System	Future	\$475,000	\$475,000
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000
<b>TOTAL, FUTURE MINOR CAPITAL</b>			<b>\$650,119</b>	<b>\$630,000</b>



DATE: November 29, 2007  
 TO: STA Board  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: 2008 State Transportation Improvement Program (STIP) and Eastern Solano Congestion Mitigation & Air Quality Improvement Program (ECMAQ) Proposed Programming

**Background:**

**State Transportation Improvement Program (STIP)**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period (see attachment A). As of September 2007, the California Transportation Commission (CTC) estimated that Solano County would receive about \$14.390 M in new STIP funding in Fiscal Year (FY) 2011-12 & FY 2012-13.

On September 12, 2007 the STA Board approved programming of 5% of the 2008 STIP for Planning, Programming and Monitoring (PPM) purposes as allowed by Assembly Bill (AB) 2538 (Wolk). In addition, the STA Board approved a STIP Swap of \$1.9 million from the 2008 STIP funds to provide the STA with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs.

On October 10, 2007, the STA Board approved a draft 2008 STIP recommendation for the following projects:

Draft 2008 STIP project recommendations for Solano County (FY 2011-12 & FY 2012-13)	
\$14.390 M Fund Estimate (as of Sept 2007)	
\$8.962 M Highway Funds, (Transportation Investment Fund, TIF)	
\$2.684 M Base Share thought to ultimately be Public Transportation Account (PTA)	
\$1.900 M STIP Swap for flexible planning needs (recommended on 9-12-07)	
Highway Funds (Transportation Investment Fund, TIF)	\$8.962 M
Planning, Programming and Monitoring (PPM)	\$0.720 M
Jepson Parkway	\$8.242 M
Base Share (Thought to ultimately be PTA Funds)	\$2.684 M
Vallejo Ferry Maintenance Facility (Phase 1 and 2)	\$1.342 M
Vacaville Intermodal Station (Phase 1)	\$1.342 M
Fairfield/Vacaville Rail Station	\$ Pending

Eastern Solano Congestion Mitigation Air Quality Improvement (ECMAQ) Program  
 The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Transportation Bill reauthorized funding for the Congestion Mitigation Air Quality Improvement Program (CMAQ). The objective of the CMAQ program is to provide funding to transportation projects and transportation-related air improvement projects and programs that reduce transportation related air emissions in air quality non-attainment and maintenance areas. The Metropolitan Transportation Commission (MTC) receives CMAQ funds from both the Bay Area region and the Sacramento region because of Solano County being located within the two air basins. The Sacramento CMAQ funds for eastern Solano County is commonly referred to as ECMAQ funding. This funding is programmed by MTC in three 2-year cycles over the life of the 6-year SAFETEA-LU bill ending in FY 2008-09.

MTC staff recently confirmed that a balance of \$1.02 million of second-cycle ECMAQ funding remains to be programmed by the STA. \$120,000 in third-cycle ECMAQ funding also remains to be programmed by the STA. This funding can be applied to eligible ECMAQ projects that can be delivered before SAFETEA-LU expires in 2009.

**Discussion:**

State Budget Bills Divert Millions In Transportation Funding

The FY 2007-08 State Budget and associated trailer bills (Chapters 171, 172, 173, and 313, Statutes of 2007), have left the STIP severely underfunded. The enacted FY 2007-08 Budget (and implementing trailer bills) diverted \$1.3 billion in 2007-08 and, beginning in 2008-09, permanently reduced the percent of Public Transportation Account (PTA) spillover revenue statutorily available for the STIP (from 50% to approximately 17%). Based on May 2007 Department of Finance estimates, this on-going spillover diversion is a reduction of STIP funding of approximately \$300 million annually. More recently, the Legislature passed and the Governor signed Senate Bill 717. This bill reduced the percentage of the Transportation Investment Fund (TIF) transfer that remains in the PTA. This results in a decrease of approximately \$85 million annually statewide.

\$3.79 M In Lost Programming Capacity For New Projects

The result of these funding diversions is a loss of \$3.79 M in 2008 STIP funding capacity for Solano County, leaving the STA a total of \$10.6 M to recommend towards new projects in the 2008 STIP programming process for FY 2011-12 and 2012-13 as “mode-neutral” funding (see attachment B). This means that all STIP eligible projects can be funded with the new programming capacity, regardless of mode (Highway, Transit, etc.). STA staff recommends programming the limited remaining funding for Planning, Programming, and Monitoring (PPM) and the next segment of the Jepson Parkway.

**Revised 2008 STIP project recommendations for Solano County  
 (FY 2011-12 & FY 2012-13)**

<del>\$10.600 M Fund Estimate (Mode Neutral)</del>	
<del>\$1.900 M STIP Swap for flexible planning needs (STA Board approved on 9-12-07)</del>	
<b>Mode Neutral Funding Remaining</b>	<b>\$8.700 M</b>
Planning, Programming and Monitoring (PPM)	\$0.458 M
Jepson Parkway	\$8.242 M
Vallejo Ferry Maintenance Facility (Phase 1 and 2)	\$0 M
Vacaville Intermodal Station (Phase 1)	\$0 M
Fairfield/Vacaville Rail Station	\$0 M

\$216,000 lost in PPM capacity:

This total loss of funding has also dropped the total Planning, Programming and Monitoring (PPM) funds that the STA is eligible to request by \$216,000 in 4-year STIP period from FY 2008-09 to FY 2011-12. MTC has recommended that the STA reprogram PPM funds between fiscal years 2008-09 and 2011-12 for a total of nearly \$1.996 M. The estimated funding amounts for the next 4-year STIP period leave \$1.866 M available to program towards PPM between FY 2012-2013 and FY 2015-16, leaving an average of \$466,000 available to program to PPM activities each year. STA staff recommends programming only \$229,000 in FY 2011-12 & FY 2012-13 for a total of \$0.458 M that remains after programming funding for the Jepson Parkway Project for \$8.242 M. The additional capacity can be programmed in FY 2008-09, 2009-10, and 2010-11 at \$589,000 each.

PPM Programming, \$216,000 lost capacity						
Fiscal Year	2008-09	2009-10	2010-11	2011-12	2012-13	5-year TOTAL
Current programming	737,000	737,000	738,000	*360,000	*360,000	\$2.9 M
New 4-Year Capacity	\$1.996 M (2008-12)				\$1.866 M (**(2012-16)	\$2.5 M
Recommended Programming	589,000	589,000	589,000	229,000	229,000	\$2.2 M

\*\$360,000 was the estimated 5% amount of PPM capacity available from earlier CTC estimates. \*\*Based on \$1.866 M of PPM capacity between 2012-16, \$545,000 can be programmed in the next three years during the 2010 and 2012 STIP cycles.

Existing Projects To Be Reprogrammed To Later Years:

The funding diversions have also resulted in lost allocation capacity in existing years of the STIP (FY 2008-09, FY 2009-10) which is not allowing the CTC to allocate funding previously programmed in the 2006 STIP. An example of this lost allocation capacity is Dixon's Train Station \$1.330 M rejected allocation request at the November 2007 CTC meeting (In cooperation with regional agencies, CTC staff will come back in December with a revised allocation plan to deal with the crisis.) Due to this lost allocation capacity, MTC is recommending pushing projects currently programmed in the STIP out several years (or "Respreading" programming amounts from earlier years to later years). There is no lost capacity during this "respreading" of funding but projects will be delayed.

STIP programmed funding "Respreading" recommendation from MTC				
Fiscal Year	2008-09	2009-10	2010-11	2011-2012
Current TIF (Highway)	\$36.876 M	\$7.772 M	\$4.496 M	
MTC TIF Respreading	\$31.754 M	\$12.190 M	\$4.812 M	\$0.389 M
MTC TIF Net Respread	-\$5.122 M	+\$4.418 M	+\$0.316 M	+\$0.389 M
Current PTA (Transit)	\$6.000 M	\$15.528 M	\$0 M	
MTC PTA Respreading	\$0 M	\$3.168 M	\$5.011 M	\$13.349 M
MTC PTA Net Respread	-\$6.000 M	-\$12.360 M	+\$5.011 M	+\$13.349 M
TOTAL Current Prog.	\$42.876 M	\$23.300 M	\$4.496 M	
TOTAL Respreading	\$31.754 M	\$15.358 M	\$9.823 M	\$13.738 M
TOTAL Net Respreading	-\$11.122 M	-\$7.942 M	+\$5.327 M	+\$16.754 M

Delaying the construction of the Jepson Parkway Project by one fiscal year to FY 2009-10 (one year) will satisfy the TIF respreading targets. Delaying the Vallejo Baylink Ferry maintenance facility to FY 2010-11 (two years), the Vallejo Ferry Terminal Parking project to FY 2011-12 (two years), and the Fairfield/Vacaville Capitol Corridor Rail Station to FY 2009-10 (one year) will come close to satisfying the PTA respreading targets.

For projects that require currently programmed amounts to maintain critical project delivery deadlines, the STA does not need to push the funding out, but will require substantial evidence to justify programming funds during these lean years of the STIP. Project sponsors across the state will be competing in this arena for these limited STIP funds.

Shift \$2.3 M from the Vallejo Station project into Vallejo's Ferry Maintenance Facility Project

The Vallejo Ferry Maintenance Facility is an \$11.4 M project with \$8.1 M already secured from a variety of funding sources, with \$2.0 M from the STIP in FY 2008-09, recommended to be delayed to FY 2009-10. An additional \$1 M earmark is currently listed in the latest Federal House/Senate Annual Appropriations bills for ferry facility. This leaves a shortfall of \$2.3 M.

To fully fund this project, STA staff recommends shifting \$2.3 M in STIP funding from the Vallejo Station project to the Vallejo Ferry maintenance Facility project. To reach MTC's "respreading targets", STA staff initially recommended to the Technical Advisory Committee (TAC) at their November meeting that the STA Board program the total of \$4.3 M dedicated to the maintenance facility in FY 2010-11.

However, at the request of STA staff, TAC members discussed the project delivery potential between constructing the Vallejo Ferry Maintenance Facility with FY 2009-10 funds versus constructing the Fairfield/Vacaville Train Station with FY 2009-10 funds. Programming funding for a project ready to go to construction will increase the likelihood of receiving an allocation from the CTC. The TAC recommended programming \$4.3 M to the Vallejo Ferry Maintenance Facility in FY 2009-10 and \$4.0 M to the Fairfield/Vacaville Train Station in FY 2010-11.

\$900,000 in Eastern Solano Congestion Mitigation & Air Quality (ECMAQ) funds for Vacaville Intermodal Station (Phase 1):

In October 2007, the STA Board approved a draft recommendation for \$1.342 M in STIP funding for the Vacaville intermodal Station. That funding is no longer available. To help cover the \$2.75 M construction funding shortfall for the Vacaville Intermodal Station (Phase 1) project, the STA has submitted requests for additional third-cycle CMAQ funds, currently being discussed by the MTC. To make this request more competitive, STA staff recommends programming \$900,000 of the remaining \$1.02 M in second-cycle ECMAQ for the Vacaville Intermodal Station (Phase 1) project, leaving \$120,000 in second-cycle ECMAQ available.

Also in October 2007, the STA Board directed STA staff to pursue funding for Rio Vista's Waterfront Project as the next Transportation for Livable Communities project to be funded. ECMAQ funding can be used for such TLC projects, provided that funding is identified to build a usable construction phase. To help Rio Vista carry their project

forward, STA Staff is recommending to pursue the next two years of AB8 Yolo-Solano Air Quality Management District (YSAQMD) funds for their environmental and preliminary engineering work. This recommendation is explained in further detail in the STA Board action item "Rio Vista's Waterfront Access TLC Project Funding Strategy".

Reprogram \$350,000 to Vacaville's Jepson Parkway Gateway Enhancements Project  
Vacaville Public Works Staff has requested to reprogram \$175,000 in discretionary Transportation Enhancements (TE) funds from the Vacaville Regional Transit Center Landscaping project to the Jepson Parkway Gateway Enhancements Project. This will effectively delete the Vacaville Regional Transit Center Landscaping project from the STIP and increase the Jepson Parkway Gateway Enhancements Project's total TE funding to \$350,000 in FY 2008-09.

\$240,000 in ECMAQ for STA Safe Routes to School Program

The STA is circulating a Draft Countywide Safe Routes to School (SR2S) Plan as part of the beginning of a STA SR2S Program. To kickoff the program, STA Staff recommends funding the new program with the remaining ECMAQ funding (\$120,000 from the second-cycle of ECMAQ and \$120,000 in third-cycle ECMAQ for a total of \$240,000). Currently, the new Safe Routes to Schools Program has no dedicated funding.

The STA plans to submit a Countywide Safe Routes to School Grant Application for the Federal Safe Routes to School (SRTS) grant program (applications are expected to be due in late December 2007). This initial ECMAQ funding will make the countywide grant application more competitive. Non-federal funding is required to match the ECMAQ funding, which is expected to come from Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) STA Program manager funds and Yolo-Solano AQMD Clean Air Funds (approximately \$100,000). Countywide priority education and encouragement projects (such as brochures, public service announcements, and route maps) identified in the Draft Countywide STA Safe Routes to School (SR2S) Plan will be considered in the STA federal grant application. The draft Countywide SR2S plan is being circulated among various STA advisory committees, with a scheduled STA Board action in February 2008.

At the November 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board approve the actions relative to STIP and ECMAQ programming.

**Fiscal Impact:**

Several transit projects will be delayed by one to two years while the first segment of the Jepson Parkway Project will be delayed by one year. Previously recommended new 2008 STIP funded projects in FY 2011-2012 and FY 2012-2013 will not be funded in the 2008 STIP with the exception of the Jepson Parkway Project for \$8.242 M and the reduced amount of PPM funding of \$0.458 M.

\$175,000 in TE funding programmed for the Vacaville Regional Transit Center Landscaping project will be reprogrammed towards the Vacaville Jepson Parkway Gateway Enhancements Project, giving this project a total of \$350,000 in TE funding.

The Vacaville Intermodal Station will receive \$900,000 in ECMAQ while \$240,000 in ECMAQ will be programmed to leverage a countywide STA Federal Safe Routes to School grant application for education and encouragement projects and programs.

**Recommendation:**

Approve the following:

1. Program the 2008 State Transportation Improvement Program (STIP) as shown in Attachment C; and
2. Program Eastern Solano Congestion Mitigation and Air Quality funding as shown in Attachment D.

Attachments:

- A. Current 2006 STIP, as listed the CTC “Orange Book”, 8-01-07
- B. CTC Draft 2008 STIP Fund Estimate, 10-24-07
- C. 2008 State Transportation Improvement Program (STIP) Recommendation
- D. Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ) Recommendation

# SUMMARY OF STIP COUNTY SHARES

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

Total County Share, June 30, 2006 (from 2006 Report)	68,821
Less 2005-06 Allocations and closed projects	-2,321
Less Projects Lapsed, July 1, 2006-June 30, 2007	0
2006 STIP Augmentation Fund Estimate Formula Distribution	17,350
Total County Share, June 30, 2007 (includes TE)	83,850

## Solano

Agency	Rte	PPNO	Project	Ext	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component							
							Prior	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Caltrans	37	5201D	Napa Riv-Sonoma Bl. planting/#5201C		Jul-06	441	0	441	0	0	0	0	0	0	441	0	0	0	0
MTC	cash	2152A	AB 3090 reimbursement (03-04 PPM)(02S-124)		Jul-06	26	0	26	0	0	0	0	0	0	26	0	0	0	0
MTC		2152	Planning, programming, and monitoring		Jul-06	29	0	29	0	0	0	0	0	0	29	0	0	0	0
MTC/STA		2263	Planning, programming, and monitoring		Oct-06	39	0	39	0	0	0	0	0	0	39	0	0	0	0
Caltrans	12	367D	Jameson Canyon Rd widening (TCRP #157)(CMIA)			7,000	0	0	0	0	7,000	0	0	7,000	0	0	0	0	
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			13,099	0	0	0	13,099	0	0	0	13,099	0	0	0	0	
Solano TA	loc	5301	Jepson: Walters Rd ext (Fairfield)			3,300	0	0	0	3,300	0	0	0	3,300	0	0	0	0	
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			1,837	0	0	1,837	0	0	0	0	0	1,837	0	0	0	
Solano TA	loc	5301	Jepson: Vanden Rd widen (County)			5,893	0	0	0	5,893	0	0	0	5,893	0	0	0	0	
Solano TA	loc	5301	Jepson Parkway (I-80 reliever)			6,123	0	0	0	2,400	0	3,723	0	3,723	0	2,400	0	0	
Solano TA	loc	5301K	Loc rds north of Rt 80/680/12 (TCRP #25)			11,412	0	0	0	11,412	0	0	0	11,412	0	0	0	0	
MTC		2152	Planning, programming, and monitoring		Jul-07	35	0	0	35	0	0	0	0	35	0	0	0	0	
MTC/STA		2263	Planning, programming, and monitoring		Jul-07	853	0	0	853	0	0	0	0	853	0	0	0	0	
MTC		2152	Planning, programming, and monitoring			105	0	0	0	35	35	35	0	105	0	0	0	0	
MTC/STA		2263	Planning, programming, and monitoring			2,212	0	0	0	737	737	738	0	2,212	0	0	0	0	
<b>Subtotal, Non-TE/PTA Projects</b>						52,404	0	535	2,725	36,876	7,772	4,496	0	48,167	1,837	2,400	0	0	
CapCorr/JPA	rail	2064	CP Coast-Santa Clara track improvements (RIP)		Jul-06	4,200	0	4,200	0	0	0	0	0	4,200	0	0	0	0	
Caltrans	rail	6046	Dixon rail station improvements		Apr-07	543	0	543	0	0	0	0	0	0	0	543	0	0	
Vallejo	ferry	2261	Baylink ferry maintenance facility (ext 4-06)	Jun-07	Jun-07	425	425	0	0	0	0	0	0	425	0	0	0	0	
Vallejo	ferry	2261	Vallejo Baylink ferry maintenance facility			2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0	
Vallejo	ferry	2260	Vallejo ferry terminal, parking, phase 2 (06S-03)			15,528	0	0	0	0	15,528	0	0	15,528	0	0	0	0	
Dixon	rail	6046	Dixon rail station improvements (supplemental)			1,330	0	0	1,330	0	0	0	0	0	0	1,330	0	0	
Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield			4,000	0	0	0	4,000	0	0	0	4,000	0	0	0	0	
<b>Subtotal, Public Transportation Account (PTA) Projects</b>						28,026	425	4,743	1,330	6,000	15,528	0	0	26,153	0	1,873	0	0	
Fairfield	te	5152F	Downtown Fairfield ped enhancements (ext 6-06)	Apr-07	Apr-07	350	350	0	0	0	0	0	0	350	0	0	0	0	
Suisun City	te	5152G	Driftwood Drive waterfront pedestrian plaza		Jul-07	372	0	0	372	0	0	0	0	372	0	0	0	0	
Vacaville	te	5152D	Regional transit center landscaping			175	0	0	0	175	0	0	0	175	0	0	0	0	
Vacaville	te	5152E	Jepson Parkway Gateway enhancement			175	0	0	0	175	0	0	0	175	0	0	0	0	
MTC	res	5152A	TE reserve			2,364	0	0	333	701	740	590	0	2,364	0	0	0	0	
<b>Subtotal Transportation Enhancement (TE) Projects</b>						3,436	350	0	705	1,051	740	590	0	3,436	0	0	0	0	
<b>Total Programmed or Voted Since July 1, 2006</b>						83,866													
<b>Balance of STIP County Share, Solano</b>																			
Total County Share, June 30, 2007						83,850													
Total Now Programmed or Voted Since July 1, 2006						83,866													
Unprogrammed Share Balance						0													
Share Balance Advanced or Overdrawn						16													

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ATTACHMENT A

**Metropolitan Transportation Commission  
2008 Regional Transportation Improvement Program (RTIP)**

**FINAL CTC-ADOPTED COUNTY SHARE TARGETS**

Resolution 3825 Attachment 1-B: County Targets

October 24, 2007

County	2006 STIP				2008 RTIP Programming				Total Target w/PPM & TE	Maximum
	Orange Book Under (Over) Programmed Share through FY 10-11	Supplemental Allocations and Lapses since Orange Book	Formula Adjustment	Net Carryover Under (Over) Programming from 2006 STIP	CTC Formula Distribution (New Funds) FY 11-12	GARVEE Debt Service Repayments	Net Share FY 08-09 through FY 11-12	CTC Formula Distribution (New Funds) FY 12-13	Net Funding Capacity FY 08-09 through FY 12-13	With Estimated Future Share through FY 15-16
Alameda	47	(2,158)	12	(2,109)	(11,004)	0	(13,113)	43,877	30,764	117,964
Contra Costa	280	177	(33)	424	(7,129)	0	(6,705)	28,427	21,722	8,930
Marin*	(30,717)	3	0	(30,714)	(2,084)	0	(32,798)	8,309	(2,483)	(7,976)
Napa	(2,413)	0	17	(2,396)	(1,293)	0	(3,689)	5,154	1,465	11,709
San Francisco	43,013	0	98	43,111	(5,630)	0	37,481	22,448	59,929	104,541
San Mateo	8,707	0	714	9,421	(5,843)	0	3,578	23,296	26,874	73,713
Santa Clara**	(138)	0	72	(66)	(12,888)	(47,547)	(60,501)	51,388	(9,113)	93,015
Solano	(16)	575	(39)	520	(3,374)	0	(2,854)	13,454	10,600	37,338
Sonoma*	(25,403)	0	(170)	(25,573)	(4,110)	0	(29,683)	16,387	(13,296)	19,271
<b>Totals</b>	<b>(6,640)</b>	<b>(1,413)</b>	<b>671</b>	<b>(7,382)</b>	<b>(53,355)</b>	<b>(47,547)</b>	<b>(108,204)</b>	<b>212,740</b>	<b>104,456</b>	<b>458,505</b>

County	Transportation Enhancement Programming			PPM Programming			Existing Programming Respreading Targets (PTA + TIF) +			
	TE Target	TE Held in MTC Reserve	TE Available for CMA Programming	PPM Available for CMA*** Programming FY 2011-12	PPM Available for CMA Programming FY 2012-13	MTC PPM FY 2011-12 & FY 2012-13 (each year)	Estimated Respreading Target FY 2008-09	Estimated Respreading Target FY 2009-10	Estimated Respreading Target FY 2010-11	Estimated Respreading Target FY 2011-12+
Alameda	3,921	1,960	1,961	4,685	2,080	114	18,453	9,521	9,283	8,990
Contra Costa	2,541	1,270	1,271	(454)	1,347	74	61,629	15,413	12,444	21,591
Marin*	743	371	372	(124)	394	21	7,572	13,331	18,407	9,485
Napa	460	230	230	695	245	13	27	8,959	1,253	2,471
San Francisco	2,006	1,003	1,003	1,791	1,064	58	3,539	266	10,693	3,498
San Mateo	2,082	1,041	1,041	2,078	1,105	60	40,003	3,797	22,342	15,959
Santa Clara**	4,593	2,296	2,297	6,890	2,436	133	464	53,724	15,808	16,889
Solano	1,203	601	602	(216)	638	35	31,754	15,358	9,823	13,737
Sonoma*	1,465	732	733	(257)	777	42	52,139	0	17,297	16,754
<b>Totals</b>	<b>19,014</b>	<b>9,504</b>	<b>9,510</b>	<b>15,088</b>	<b>10,086</b>	<b>550</b>	<b>215,580</b>	<b>120,369</b>	<b>117,350</b>	<b>109,374</b>

\* Marin and Sonoma Counties have advances on their county shares; their total targets for the 2008 will effectively be \$0.

\*\* Santa Clara County's GARVEE bond debt service exceeds the new funding from the 2008 STIP, making their highway target effectively \$0.

\*\*\* Negative numbers indicate that the county is over the PPM limitation and must reduce previously programmed PPM in earlier years (with no new PPM programming in FY 11-12).

+ Respreading amounts should be used as an idea of the overall statewide situation for shifting funds by year. They do not represent guaranteed funding; counties may propose different spreads.

**ATTACHMENT C**

Agency	2008 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	Total	08-09	09-10	10-11	11-12	12-13
	<b>Transportation Investment Fund Projects, (TIF)</b>						
Caltrans	Napa Riv-Sonoma Bl, planting/#5201C	441	0	0	0		
MTC	AB 3090 reimbursement (03-04 PPM)(02S-124)	26	0	0	0		
MTC	Planning, programming, and monitoring	29	0	0	0		
MTC/STA	Planning, programming, and monitoring	39	0	0	0		
Caltrans	Jameson Canyon Rd widening (TCRP #157)(CMIA)	7,000	0	7,000	0		
Solano TA	Jepson Parkway (1.80 reliever)	13,099	13,099	0	0		
Solano TA	Jepson, Walters Rd ext (Fairfield)	3,300	3,300	0	0		
Solano TA	Jepson, Vanden Rd widen (County)	1,837	0	0	0		
Solano TA	Jepson, Vanden Rd widen (County)	5,893	5,893	0	0		
Solano TA	Jepson Parkway (1.80 reliever)	6,123	2,466	0	3,723		
Solano TA	JEPSON PARKWAY RESPREAD	36,657	0	24,692	3,723	8,242	0
Solano TA	Loc rds north of Rt 80/680/12 (TCRP #25)	11,412	11,412	0	0		
MTC	Planning, programming, and monitoring	35	0	0	0		
MTC/STA	Planning, programming, and monitoring	853	0	0	0		
MTC	Planning, programming, and monitoring	105	35	35	35		
MTC/STA	Planning, programming, and monitoring	2,932	737	737	738	360	360
MTC/STA	PLANNING, PROGRAMMING, AND MONITORING REPROGRAMMING	2,225	589	589	589	229	229
	<b>REVISED TIF SUBTOTAL</b>	<b>59,822</b>	<b>12,036</b>	<b>32,316</b>	<b>4,347</b>	<b>8,471</b>	<b>229</b>
	<b>TIF RESPREAD TARGETS</b>		<b>31,754</b>	<b>12,190</b>	<b>4,812</b>	<b>389</b>	
	<b>Public Transportation Account Funds, (PTA)</b>						
CapCorr/JPA	CP Coast-Santa Clara track improvements (RIP)	4,200	0	0	0		
Caltrans	Dixon rail station improvements	543	0	0	0		
Vallejo	Baylink ferry maintenance facility (ext 4-06)	425	0	0	0		
Vallejo	Vallejo Baylink ferry maintenance facility	2,000	2,000	0	0		
Vallejo	Vallejo Baylink ferry maintenance facility RESPREAD	4,300	0	4,300	0		
Vallejo	Vallejo ferry terminal parking phase 2 (06S-03)	15,528	0	15,528	0		
Vallejo	Vallejo ferry terminal parking phase 2 (06S-03) RESPREAD	13,128	0	0	13,128		
Dixon	Dixon rail station improvements (supplemental)	1,330	0	0	0		
Fairfield	Capitol Corridor rail station, Fairfield	4,000	4,000	0	0		
Fairfield	Capitol Corridor rail station, Fairfield RESPREAD	4,000	0	4,000	0		
	<b>REVISED PTA SUBTOTAL</b>	<b>26,596</b>	<b>0</b>	<b>4,300</b>	<b>4,000</b>	<b>13,128</b>	<b>0</b>
	<b>PTA RESPREAD TARGETS</b>		<b>0</b>	<b>3,188</b>	<b>5,011</b>	<b>13,349</b>	
	<b>Transportation Enhancement Projects, TE</b>						
Fairfield	Downtown Fairfield ped enhancements (ext 6-06)	350	0	0	0		
Suisun City	Driftwood Drive waterfront pedestrian plaza	372	0	0	0		
Vacaville	Regional transit center landscaping	175	175	0	0		
Vacaville	Regional transit center landscaping PROJECT DELETED	0	0	0	0		
Vacaville	Jepson Parkway Gateway enhancement	175	175	0	0		
Vacaville	Jepson Parkway Gateway enhancement REPROGRAMMING	0	350	0	0		
MTC	TE reserve	2,364	701	740	590		
	<b>REVISED TE SUBTOTAL</b>	<b>3,436</b>	<b>1,401</b>	<b>740</b>	<b>590</b>	<b>0</b>	<b>0</b>
	<b>TOTAL BY FISCAL YEAR</b>	<b>88,854</b>	<b>13,437</b>	<b>37,356</b>	<b>8,937</b>	<b>21,599</b>	<b>229</b>

**Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ)**

Recommended programming:

- \$900,000 in second-cycle Eastern Solano Congestion Mitigation and Air Quality Improvement Program (ECMAQ) for the Vacaville Intermodal Station Project.
- \$120,000 in second-cycle ECMAQ and \$120,000 in third-cycle ECMAQ funding for the STA's Safe Routes to School Program.



DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Rio Vista's Waterfront Access Transportation for Livable Communities (TLC)  
Project Funding Strategy

**Background:**

The City of Rio Vista's Waterfront Access Transportation for Livable Communities (TLC) Project is identified as part of the Solano Transportation Authority's (STA) Countywide TLC Plan. The project will improve the downtown waterfront in an effort to focus future growth toward the historic city core and away from outlying areas of town. This project completed two TLC funded planning studies to identify pedestrian, bicycle and land use connections. The first TLC planning study was provided by the Metropolitan Transportation Commission in Fiscal Year (FY) 99-00 to develop a concept plan with TLC components for the downtown waterfront. The STA followed up with the concept plan by providing additional TLC planning funds to develop a specific plan for the downtown waterfront in FY 2005-06.

On June 13, 2007 the STA Board issued a call for projects for Solano TLC capital funds. The City of Rio Vista submitted an application for Solano County TLC Capital funds to begin constructing bicycle and pedestrian access features identified in the Waterfront Access Concept and Specific Plan. The STA Board did not approve the project for TLC funding due primarily to time constraints related to obligating federal funds (source of TLC funds). Instead, the STA Board did recognize the significance of the project and its potential TLC benefit for Rio Vista and the County and unanimously agreed to prioritize future TLC funding for the Rio Vista Waterfront Access Project. The STA Board followed up on this action on October 10, 2007, by directing STA staff to assist Rio Vista in developing a funding implementation strategy to construct the Waterfront Access Project.

The most immediate step to begin implementing the Waterfront Access Project is to complete the environmental document and preliminary engineering. STA staff reviewed funding options and determined that the ideal source of funds for this project phase is Yolo Solano Air Quality Management District's (YSAQMD) Clean Air Funds.

Similar to the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA), the YSAQMD annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

Below is the amount of AB 2766 and AB 8 funding Solano County received over the past 5 years through the Clean Air Program.

Fiscal Year 07/08	AB 2766: \$140,000	AB 8: \$280,000	Total: \$420,000
Fiscal Year 06/07	AB 2766: \$140,000	AB 8: \$220,000	Total: \$360,000
Fiscal Year 05/06	AB 2766: \$140,000	AB 8: \$150,000	Total: \$290,000
Fiscal Year 04/05	AB 2766: \$141,532	AB 8: \$150,000	Total: \$291,532
Fiscal Year 03/04	AB 2766: \$140,000	AB 8: \$150,000	Total: \$290,000

Each year, the YSAQMD partners with the STA to form the STA/YSAQMD Clean Air Application Committee which reviews application submittals and provides a funding recommendation to the YSAQMD Board. STA Board members from areas within the Yolo Solano Air Basin are appointed to participate on the STA/YSAQMD Clean Air Application Committee. Typically, the YSAQMD Board adopts the STA/YSAQMD Clean Air Application Committee's recommendations.

**Discussion:**

Based on past funding amounts, STA staff anticipates at least \$150,000 in AB8 funding over the next two years. AB8 funds can be used for environmental and design, plus it serves as a good source of local match for obtaining additional state and federal grants for the project. Staff recommends the STA Board recommend the STA/YSAQMD Clean Air Application Committee commit the next two years of AB8 Clean Air Funds to Rio Vista's Waterfront Access Project to complete environmental and design phase of the project. The remaining AB 2766 funds would continue to be available on a competitive basis.

STA staff originally considered recommending a portion of available ECMAQ funds as described in a separate TAC staff report, Agenda Item VI.C. However, according to the Metropolitan Transportation Commission staff, the ECMAQ funds cannot be used for environmental documents unless the project includes additional funding committed to complete construction. Rio Vista's Waterfront Project does not have funding identified for construction at this time.

Upon approval of the YSAQMD, STA staff will work with Rio Vista's staff to obtain a project manager to oversee the progress of the project. The project manager will be responsible for working with Rio Vista, Caltrans, MTC and other agency staff to develop an adequate document in order to proceed to the next phase of the project (i.e. plan, specs and estimates; right of way acquisition, and construction).

The STA Technical Advisory Committee unanimously recommended this item for approval at their November 26, 2007 meeting.

**Fiscal Impact:**

YSAQMD Clean Air funds do not have an impact to the STA general funds. Clean Air funds are local funds and are administered by the YSAQMD with STA assistance. An estimated total of \$150,000 of AB8 Clean Air funds will be available for the STA/YSAQMD Clean Air Application Committee to program per year.

**Recommendation:**

Support committing YSAQMD AB8 funds to Rio Vista's Waterfront Pedestrian Bicycle Improvement Project for 2008 and 2009.

**Attachment:**

- A. Project Description for the City of Rio Vista's Waterfront Pedestrian Bicycle Improvement Project

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STA Project Details Form

BASIC INFORMATION

<b>Project Title:</b>	Rio Vista Waterfront Public Access Project, public right-of-way	<b>Project Description:</b>	The Rio Vista Waterfront Public Access, Public right-of-way improvement project would entail the improvement of the shoreline along the publically-held land adjacent to the Sacramento River in the City of Rio Vista. The project would involve background engineering and environmental studies to ensure the best project possible, would provide erosion control and analysis of potential flood control needs along the shoreline and would result in the construction of a 20 foot wide multi-use pathway to connect the waterfront to existing and planned alternative transportation pathways and to our transit system facilities. The pathway would begin at the State Fishing Pier adjacent to the Helen Madera Bridge, would extend 784 linear feet and would include a concrete deck designed to provide flood protection and would include pedestrian lights, decorative railing and lights, benches, trash receptacles, bicycle racks, structural soil and excavation, shade trees and irrigation.	<b>Sponsor:</b>	STA
				<b>Implementing Agency:</b>	City of Rio Vista
<b>TIPID:</b>	SOL#####			<b>Primary Contact:</b>	Emi Theriault
				<b>Secondary Contact:</b>	Brent Salmi

PROGRESS

Action #	Date	Project Note	Programmed Amounts						TOTAL
			ENV	PS&E	RW Sup	CON Sup	ROW	CON	
ENV/E&P		Next Step							0
City Council	11/15/2007	Specific Plan document approved							0
City Council	11/1/2007	ENV APPROVED; MND approved by City Council							0
Planning Commission	10/1/2007	Reviewed ENV and recommended approval to Council							0
Steering Committee	12/18/06	Public process conducted to consider all issues contemplated in							
Work with public and waterfront property owners	11/1/2007	Specific Plan document including erosion, flood control and public promenade (multi-use pathway)							

FUNDING

Fund Source 1:	Type:	Redevelopment*	Phase:	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Local Approved	DATE		ENV/E&P/PE									\$ -
STA Approved	DATE		PS&E									\$ -
MTC Approved	DATE		RW Sup									\$ -
CTC Approved	DATE		CON Sup									\$ -
Other Approved	DATE		ROW									\$ -
			CON									\$ -
			Total	0	0	0	0	0	0	0	0	\$ -

Fund Source 2:	Type:	General Fund*	Phase:	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Local Approved	DATE		ENV/E&P/PE									\$ -
STA Approved	DATE		PS&E									\$ -
MTC Approved	DATE		RW Sup									\$ -
CTC Approved	DATE		CON Sup*									\$ 50,000
Other Approved	DATE		ROW									\$ -
			CON									\$ -
			Total	0	0	0	0	0	0	0	0	\$ 50,000

Unfunded:	Potential Sources:	Phase:	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
Yolo-Solano Air Quality Management District Clean Air funds, TLC, ESCMAC		ENV/E&P/PE			250,000						\$ 250,000
*\$96,000 of available Redevelopment Funds have been tentatively approved by the City Manager/are subject to formal Council review due to the shortened timeline for project submittal		PS&E				75,000					\$ 75,000
		RW Sup									\$ -
		CON Sup									\$ -
		ROW									\$ -
		CON				500,000					\$ 500,000
		Total	0	0	250,000	575,000	0	0	0	0	\$ 875,000

TIMELINE:

Action	Dates		Phase:	PRIOR	06/07	07/08	08/09	09/10	10/11	11/12	FUTURE	TOTAL
	Estimated	Actual										
DBE Approved	MAR	2008										
Field Review	JUN	2008										
Request PE E-76												
Receive PE E-76												
ENV Type		MND/FONSI	ENV/PE									
ENV Circulation	SEP											
ENV Adopted	NOV											
Begin Design	NOV	2008	PS&E									
Final Design	JAN	2009										
ROW E-76												
ROW Acquisition req?		NO	RW Sup									
ROW Utilities Acq?												
ROW Cert			ROW									
Request CON E-76	MAR	2009										
Receive CON E-76	JUN	2009	CON Sup									
Advertise Date	JUN	2009										
Award Date	AUG	2009	CON									
Complete	AUG	2009										
			Total									\$ 875,000

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DATE: December 2, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: State Route (SR) 12 Jameson Canyon Project Implementation

**Background:**

Solano Transportation Authority (STA) staff has been actively working with Caltrans, the Napa County Transportation and Planning Authority (NCTPA), affected regulatory agencies and the interested public to deliver the State Route (SR) 12 Jameson Canyon Project. The purpose of the project is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The project will be implemented in phases due to funding constraints. The Phase 1 Project has been identified, which includes adding an additional lane in each direction and constructing a concrete median barrier on SR 12 from Kelly Road in Napa County to Red Top Road in Solano County.

Funding for the \$139 million Phase 1 Project is from Proposition 1B - Corridor Mobility Improvement Account (CMIA), State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP), and federal funds. Construction is expected to begin in late 2010.

Currently Caltrans is the lead agency for the environmental phase of the project. This Phase was initiated in March 2001 with funding from the TCRP dedicated to the Project. Caltrans released the draft environmental document for public comment in late August 2007. Caltrans anticipates issuing the Final Environmental Document for the project by December 31, 2007.

The cost estimates provided from Caltrans for the Phase 1 Project is:

PA/ED	\$6.9 M
Design	\$7.7 M
Right-of-Way (Capital & Support)	\$19.2 M
Construction (Capital & Support)	\$105.7 M
<hr/> TOTAL	<hr/> \$139.5 M

See Attachment A the Phase 1 Project Fact Sheet for further details.

**Discussion:**

SR 12 is a vital link between Solano and Napa Counties. The STA and NCTPA support the timely completion of the Project in the most cost effective solution that meets the Project Purpose and Need.

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. The MOU outlines roles and responsibilities of a multi-agency represented project team, provides a tiered management approach to the project delivery as well as a cost reporting and financial responsibility structure. This MOU will require follow-up Cooperative Agreements between Caltrans, STA, and NCTPA.

The MOU includes provisions for a Co-Project Manager (PM) retained by STA and NCTPA to work in partnership with Caltrans assigned PM. A consultant Co-PM was retained by the STA and NCTPA in September 2007. The Co-PM has been actively working with Caltrans, NCTPA and STA staffs to develop an implementation strategy for expedited delivery of the Project.

Presented below is the Project Schedule for the SR 12 Jameson Canyon Phase 1 Project:

<b>SR 12 Jameson Canyon (Phase 1) Project Schedule</b>		
<b>Phase-Milestone</b>	<b>Planned</b>	
	<b>Start Date</b>	<b>Completion Date</b>
Environmental Document	3/01	01/08
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	3/01	01/08
Final Design - Plans, Specs. & Estimates (PS&E)	03/08	04/10
Right-of-Way Activities /Acquisition (R/W)	03/08	04/10
Construction	09/10	08/13

In order to advance timely delivery of the project the Caltrans, STA, and NCTPA management team is recommending the following next steps/actions:

- Develop a Phase 1 project that minimizes detrimental impacts to the natural resources in the corridor and minimizes costly right of way acquisition and utility relocations.
- Establish definitive right of way needs (appraisal maps, legal descriptions etc.) for the project as soon as possible. It is imperative to clearly identify the required

right of way needs for the project. In addition to the environmental phase, the Right-of-Way acquisition will also be the critical path activity for the project.

- Execute the appropriate agreements with Caltrans and NCTPA in order to proceed as quickly as possible with detailed preliminary engineering and final design activities.

Presented below is the first set of recommended activities required for expedited implementation. These recommendations are from STA and will require approval from the full the Executive Steering Committee (ESC) for the Project to implement. The ESC is comprised of Daryl Halls – STA Executive Director, Bijan Sartipi – Caltrans District Director and Jim Leddy – NCTPA Executive Director. The recommended steps are:

1. *Authorize the STA Executive Director to Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the Design and Right-of-Way activities for the project.*

A draft Cooperative Agreement is currently being prepared by Caltrans for STA and NCTPA staff review. This agreement assigns detailed responsibilities for preparation of the design documents including Plans, Specifications, and Estimates (PS&E) and Right-of-Way acquisition and related support services. Attachment B, Cooperative Agreement Fact Sheet, outlines the currently proposed underlying principles of responsibility for the project. As currently outlined STA will play a major role in facilitating completion of critical design and Right-of-Way acquisition activities. It is imperative that this Cooperative Agreement be executed as soon as possible in order to assign the necessary resources to commence design and Right-of-Way acquisition activities.

2. *Authorize the Executive Director to issue a Request for Proposals (RFP) to retain a consultant to prepare Preliminary Engineering leading to Final Design (PS&E) documents and provide Right-of-Way Acquisition Support Services.*
3. *Authorize the Executive Director to execute a consultant agreement to provide such services for an amount not to exceed \$10,300,000.*

The Environmental Document is expected to be completed by the end of this year. The implementation strategy calls for moving forward concurrently with detailed preliminary engineering, final design and Right-of-Way acquisition and support services. Based on the progress of the completion of the environmental document, staff is recommending a RFP be issued immediately after Board approval for a consultant to provide detailed final design and right of way acquisition support services. Attachment C is the draft RFP which would be issued in mid December 2007, with the goal of executing a contract by late February 2008. Issuing the RFP also requires the Project's ESC to approve this action. The ESC meeting is scheduled for December 11, 2007.

At the November 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the actions relative to project implementation for SR 12 Jameson Canyon.

**Fiscal Impact:**

Final design and right of way support services will be funded as follows:

\$2,000,000 STIP/RIP (prior) – PS&E

\$2,000,000 STIP/IIP (prior) - PS&E

\$1,500,000 TCRP (07/08) – PS&E

\$1,100,000 STIP/RIP Augmentation (Napa) – PS&E

\$1,100,000 STP (Napa) – PS&E

\$2,600,000 STIP/RIP Augmentation (Napa) – R/W Support

Total = \$10,300,000

**Recommendation:**

Authorize the Executive Director to:

1. Negotiate and Execute a Caltrans Cooperative Agreement with Caltrans and NCTPA for the SR 12 Jameson Canyon Project;
2. Issue a Request for Proposals (RFP) to retain a consultant to prepare Final Design (PS&E) documents and provide Right of Way Acquisition Support Services; and
3. Execute a consultant agreement to provide such services for an amount not to exceed \$ 10,300,000.

Attachments:

- A. Phase 1 Project Fact Sheet
- B. Caltrans Cooperative Agreement Fact Sheet
- C. Draft RFP for SR 12 Jameson Canyon Final Design and Right of Way Acquisition Support Services



# Jameson Canyon Road Widening & Median Barrier



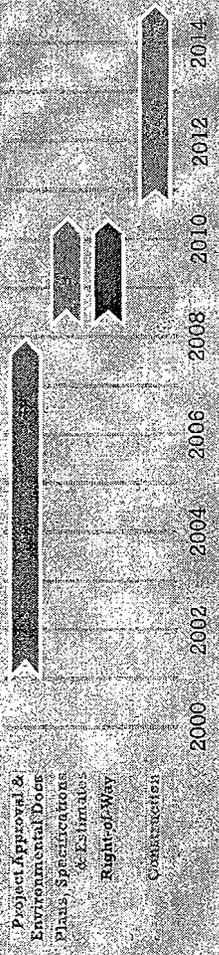
## Project Scope

On State Route (SR) 12, from SR 29 in Napa County of Red Top Road in Solano County. This project proposes to widen SR 12 from two to four lanes in two phases.

Phase 1 proposes to add two lanes to the existing two-lane highway, including a median barrier.

Phase 2 proposes to change the vertical and horizontal alignments of the existing two lanes.

## Delivery Timeline



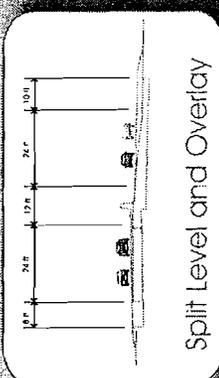
## Phase 1 Funding

In thousands  
Congestion Management Improvement Account \$70,990

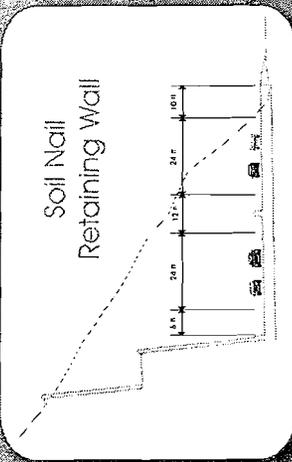
STIP Regional Augmentation \$68,500

STIP Interregional Augmentation \$12,110  
Prior Funds \$19,900

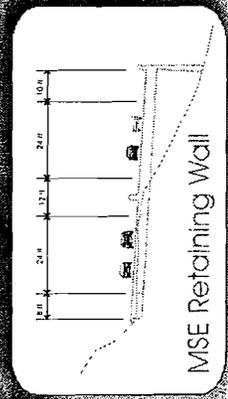
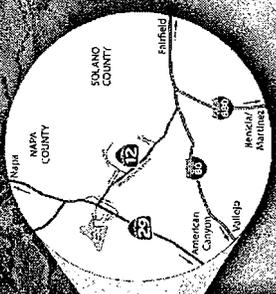
**TOTAL COST = \$139,500**



CONCRETE BARRIER OPENING



CONCRETE BARRIER OPENING



Truck Climbing Lane Project



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# Cooperative Agreement Fact Sheet

## To support a PACT interview

NOTE: This Fact Sheet is not an official document. It is intended as a guide for PDT members to gather information that is needed for a Cooperative Agreement. The PACT interview will ask more detailed questions as necessary.

For definitions, see the PACT Language Library at <http://pd.dot.ca.gov/design/coop/>

Date prepared: November 4, 2007 Prepared by: Kelly Hirschberg/Eric Cordoba

### Project Information

District Agreement Number: \_\_\_\_\_  
District: 4 \_\_\_\_\_ County: Napa and Solano  
Route 12 Post Mile(s) Napa PM 0.2 – 3.3 Solano PM 0.0 – 2.6  
EA (Expenditure authorization):264100  
Federal Number(s): \_\_\_\_\_

### CALTRANS Information

Project Manager Name Kelly Hirschberg \_\_\_\_\_ Job Title Regional PM \_\_\_\_\_  
Street Address 111 Grand Ave. \_\_\_\_\_  
City Oakland, CA \_\_\_\_\_ State CA \_\_ ZIP Code 94612  
Office Phone (510) 286-4925 \_\_\_\_\_ Mobile Phone (510)715-9016  
Fax optional ( \_\_\_\_\_ ) Email Address [Kelly\\_Hirschberg@dot.ca.gov](mailto:Kelly_Hirschberg@dot.ca.gov).

Who will sign this Agreement from the District?

Name Lenka Culik-Caro \_\_\_\_\_ Job Title Deputy District Director

Who is the District Budget Manager (certification of funds)?

Name Mike Neff \_\_\_\_\_ Job Title: District Budget Manager

**Partner 1**

Official Name Napa County Transportation and Planning Agency

Self-insured?  Yes  No

Contact Name Eliot Hurwitz Job Title Program Manager

Street Address 707 Randolph St. Suite 100

City Napa State CA ZIP Code 94559

Office Phone (707) 256-8782 Mobile Phone ( )

Fax optional ( ) Email Address ehurwitz@nctpa.net

*Billing Information (if different from above)*

Contact Name Job Title

Street Address

City State ZIP Code

Office Phone ( ) Mobile Phone ( )

Fax optional ( ) Email Address

*Signors:*

Approve this Agreement Name Title

Witness or attest Name Title

Other: Name Title

**Partner 2**

Partner's Official Name Solano Transportation Authority

Self-insured?  Yes  No

Contact Name Janet Adams Job Title Director of Projects

Street Address One Harbor Center Suite 130

City Suisun City State CA ZIP Code 94585

Office Phone (707) 424 -6010 Mobile Phone (707) 580-0536

Fax optional ( ) Email Address jadams@STA-SNCI.com

*Billing Contact Information (if different from above)*

Contact Name Job Title

Street Address

City State ZIP Code

Office Phone ( ) Mobile Phone ( )

Fax optional ( ) Email Address

*Signors:*

Approve this Agreement Name Title

Witness or attest Name Title

Other: Name Title

**Agreement Information**

**Project description.** Even if this agreement is only for a part of a phase of work, please describe the PROJECT that it is contributing too.

State Route 12 Jameson Canyon Widening from Kelly Road in Napa to Red Top Road in Solano County. The project proposes to widen SR 12 from two to four lanes including a median barrier.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Deliverables completed or on-going:**

Who completed it or is working on it.

- Project Initiation Document PSR approved 3/01 by STATE \_\_\_\_\_
- Project Report Ongoing work performed by STATE \_\_\_\_\_
- Environmental Document Ongoing work performed by STATE \_\_\_\_\_
- Plans, Specifications and Estimate \_\_\_\_\_
- Right of Way Certification \_\_\_\_\_
- Other (explain below) \_\_\_\_\_

**Previous cooperative agreements for this PROJECT (list the agreement numbers):**

04-2164 (ongoing) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Responsibilities**

SPONSOR(s) – *select one or more*

- Caltrans
- Partner: NCTPA and STA \_\_\_\_\_
- Other: \_\_\_\_\_

IMPLEMENTING AGENCY – *select one or more for each phase*

	Caltrans	Partner	Partner
PA&ED	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PS&E	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
R/W	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CONS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**What work is being done in this agreement, and Who is doing it?**

*If any of the activities below are shared, check all the appropriate PARTNERS. The PACT interview will capture more details.*

	WBS Code	Project Delivery Workplan Standards Activity Description	Who is doing the work?			
			Caltrans	Partner 1	Partner 2	N/A
Environmental (PA&ED)	2.160	PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT PROJECT REPORT				
	2.165	PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT				
	2.175	CIRCULATE DRAFT ENVIRONMENTAL DOCUMENT AND SELECT PREFERRED PROJECT ALTERNATIVE IDENTIFICATION				
	2.180	PREPARE AND APPROVE PROJECT REPORT AND FINAL ENVIRONMENTAL DOCUMENT				
	2.205	OBTAIN PERMITS, AGREEMENTS, AND ROUTE ADOPTIONS				
Design (PS&E)	3.185	PREPARE BASE MAPS AND PLAN SHEETS			X	
	3.215	STRUCTURES GENERAL PLANS AND PRELIMINARY DESIGN DATA			X	
	3.230	PREPARE DRAFT PS&E			X	
	3.235	MITIGATE ENVIRONMENTAL IMPACTS AND CLEAN UP HAZARDOUS WASTE			X	
	3.240	DRAFT STRUCTURES PS&E			X	
	3.250	PREPARE FINAL STRUCTURES PS&E PACKAGE			X	
	3.255	CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE			X	
	3.260	CONTRACT BID DOCUMENTS READY TO LIST			X	
Right of Way	4.195	RIGHT OF WAY PROPERTY MANAGEMENT AND EXCESS LAND	X			
	4.200	UTILITY RELOCATION			X	
	4.220	PERFORM RIGHT OF WAY ENGINEERING			X	
	4.225	OBTAIN RIGHT OF WAY INTERESTS FOR PROJECT RIGHT OF WAY CERTIFICATION			X	
	4.245	POST RIGHT OF WAY CERTIFICATION WORK			X	
	4.300	PERFORM FINAL RIGHT OF WAY ENGINEERING ACTIVITIES			X	
Construction	3.265	AWARDED AND APPROVED CONSTRUCTION CONTRACT				
	5.270	CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION				
	5.285	CONTRACT CHANGE ORDER ADMINISTRATION				
	5.290	RESOLVE CONTRACT CLAIMS				
	5.295	ACCEPT CONTRACT, PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT				

**Environmental and Permits**

PA&ED – *select one party per lead responsibility*

	Caltrans	Partner	Other
CEQA Lead	X <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NEPA Lead	X <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Permits required for work under this agreement – *select all that apply*

- |   |   |
|---|---|
| <input type="checkbox"/> U.S. Army Corps of Engineers | <input type="checkbox"/> Local Agency Concurrence         |
| <input type="checkbox"/> U.S. Forest Service          | X <input type="checkbox"/> Waste Discharge (NPDES)        |
| <input type="checkbox"/> U.S. Coast Guard             | X <input type="checkbox"/> U.S. Fish and Wildlife Service |
| <input type="checkbox"/> Dept. of Fish and Game       | X <input type="checkbox"/> Regional Water Control Board   |
| <input type="checkbox"/> Coastal Zone Development     | <input type="checkbox"/> Updated ECR                      |
| <input type="checkbox"/> Other _____                  |   |

**Funding Partner(s): Who is paying for the work in this agreement?**

*Specify funds and matching funds supplied by partners*

- |                                    |                  |       |
|------------------------------------|------------------|-------|
| <input type="checkbox"/> CALTRANS  | STIP/IIP _____   | _____ |
|                                    | TCRP _____       | _____ |
|                                    | CMIA _____       | _____ |
| <input type="checkbox"/> PARTNER 1 | STIP/RIP _____   | _____ |
|                                    | SAFETEA-LU _____ | _____ |
|                                    | STP _____        | _____ |
| <input type="checkbox"/> PARTNER 2 | STIP/RIP _____   | _____ |
|                                    | _____            | _____ |
|                                    | _____            | _____ |

**What, if any, schedule restraints are there for the work in this agreement?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Additional comments, concerns and commitments**

*What issues or concerns should the PDT address when writing this agreement?*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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December 17, 2007

**RE: Request for Proposal (RFP 2007-XX) – Design Services for Jameson Canyon Project located in Solano and Napa Counties**

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal for Design Services for the State Route (SR) 12 Jameson Canyon Project. The STA is seeking a design team that has extensive experience in the successful completion of comprehensive design services for major highway transportation projects.

The RFP describing the project, the requirements of the proposal, the services sought, and an outline of the criteria that will be used to evaluate the proposals is available on STA's website at [www.solanolinks.com](http://www.solanolinks.com).

Please deliver eight (8) copies of your proposal to the STA offices no later than 3:00 PM, Friday, January 25, 2008. The STA offices are located at One Harbor Center, Suite 130, Suisun City. Note that this deadline is firm, and late submittals will not be accepted. Interviews are tentatively scheduled for the week of February 11th.

We look forward to receiving a proposal from your firm. If you have any questions regarding this project, please contact Janet Adams, Director of Projects at (707) 424-6010.

Sincerely,

DARYL K. HALLS  
Executive Director

**Request for Proposals (Project 2007-XX)  
for  
Design Services  
SR 12 - Jameson Canyon Project  
in  
Solano and Napa Counties**

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1. Introduction
2. Services to be Provided
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5. Selection of Consultant
6. Selection Process Dates

**Request for Proposals (RFP 2007-XX)  
for  
Design Services**

**SECTION 1 — INTRODUCTION**

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. STA serves as the Congestion Management Agency for Solano County and is responsible for programming State and Federal funding for transportation projects within the county. Over the past few years, STA has taken on additional responsibilities in the delivery of priority projects and as part of this effort the STA in partnership with Caltrans and the Napa County Transportation and Planning Authority (NCTPA) are working to deliver the SR 12 - Jameson Canyon Project.

**SECTION 2 — SERVICES TO BE PROVIDED**

The STA intends to retain a qualified and committed professional engineering firm/team to provide comprehensive design engineering and support services required for delivery of the SR 12 - Jameson Canyon Project. The scope of work includes, but may not be limited to, preparation of project plans, specifications and estimates, obtaining approvals and permits, and to provide design support during construction for the proposed project. The successful firm shall demonstrate competency in all fields of expertise required by this project and continuous availability of the qualified personnel proposed to perform the services required. The selected consultant will work closely with STA, as well as NCTPA and Caltrans.

The project is on an accelerated schedule and it is imperative that all deliverables are completed within scheduled timelines. Therefore, the successful proposal shall commit adequate resources to dedicate to this project, and shall include a Schedule and Implementation Plan necessary to meet the timeline.

All project services and deliverables must adhere to current Caltrans requirements on the State system. These requirements include adherence to all applicable State design standards, regulations, policies and procedures at the time of project advertisement. All work must be performed and work products prepared in a format and manner customarily anticipated by the appropriate approving agency.

The consultant will provide the following design services:

## **2.1 Final Design (PS&E)**

Final design shall commence immediately following receipt of a Notice to Proceed from STA, and shall consist generally of the preparation of plans, specifications and estimates in accordance with current Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the Design Consultant shall be responsible for the preparation, submittal and approval all accompanying documents (i.e. various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, etc.).

The design limits include the widening of SR 12 Jameson Canyon from Kelly Road in Napa County to Red Top Road in Solano County. Design generally consisting of demolition, earthwork, pavement, drainage, retaining walls, utility verification and relocation, electrical systems (lighting, irrigation, and electrical service), signing, pavement delineation, stage construction/traffic control, material/foundation investigations, surveys, right-of-way engineering and mapping, right-of-way acquisition document preparation, lot line adjustment, permit preparation and other design features required to implement the project. Below are the tasks that are anticipated to be performed but the STA reserves the rights to add or eliminate any individual tasks. The consultant should add additional tasks as necessary.

### **2.1.1 Project Management**

- Coordinate with STA project manager and staff on a day-to-day basis.
- Make presentations to Caltrans, STA, and NCTPA .
- Attend monthly project meetings.
- Prepare monthly progress reports and earned value analysis on a quarterly basis
- Prepare agendas and meeting minutes for distribution to project roster as determined by the STA .
- Communicate and coordinate with staff at various participating or affected agencies (e.g. STA staff, NCTPA and Caltrans, other agencies, utility providers and affected property owners).
- Prepare and maintain a current project schedule with MS-Project, including milestones through the construction phase.

#### ***Deliverables***

1. Copies of presentations and/or handouts in hard copy and electronic formats.
2. Meeting agendas and records of meetings.
3. Monthly progress reports w/earned value analysis on a quarterly basis
4. Project Schedule in MS-Project format

### **2.1.2 PS&E (65% Submittal)**

#### ***Deliverables***

1. 65% Plans including storm drainage, lighting, utility, landscaping and irrigation Plans

2. Tree Survey
3. Geotechnical Report
4. Foundation Report
5. Hydraulics Report
6. Draft Agreements and Permits (Caltrans and utility providers, etc.)
7. SWPPP, if required
8. Draft/Edited Special Provisions in Caltrans format.
9. Draft Construction Cost Estimate
10. Electronic copy of plans, design, reports, draft permits and draft agreements
11. QA/QC documentation
12. Public Information Meeting Documents

### **2.1.3 Draft Final PS&E (95% Submittal)**

#### *Deliverables*

1. 95% Plans including storm drainage, lighting, utility, landscaping and irrigation Plans, Construction Details, and Erosion Control Plans
2. Draft Agreements and Permits (Caltrans and utility providers, etc.)
3. SWPPP, if required
4. Fully Edited Special Provisions in Caltrans format.
5. Draft Final Construction Cost Estimate
6. Constructability Review
7. Final Agreements and Permits
8. Electronic copy of plans, design, reports, draft permits and draft agreements
9. QA/QC documentation

### **2.1.4 Final PS&E (Final Submittal)**

#### *Deliverables*

1. Final Contract Plans
2. Final Reports, modified as necessary
3. Final Agreements and Permits
4. Final Special Provisions
5. Final Cost Estimate
6. Resident Engineer's Files and Survey Files
7. Permits, Agreements, Mitigation Reports
8. Project Files
9. Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions.
10. QA/QC Documentation

## 2.1.5 Right of Way Engineering

### *Deliverables*

- Lot Line Adjustment, as necessary
- Right-of-Way Hard Copy, as necessary
- Right-of-Way Appraisal Map, as necessary
- Right-of-Way Legal Descriptions and Deeds Packages, as necessary
- Right of Way Certification
- Project and Right-of-Way Monumentation
- Right-of-Way Record and Monumentation Maps
- Electronic copy of plans and right-of-way plans documents

## 2.1.6 Optional Additional Services – Turn Key Right of Way Acquisition Services

- Turn key right of way acquisition services including right of way Project Management, Appraisals, Acquisition, Relocation Assistance and support services. All services to be conducted in accordance with the Caltrans Right of Way Manual and applicable State and Federal guidelines.

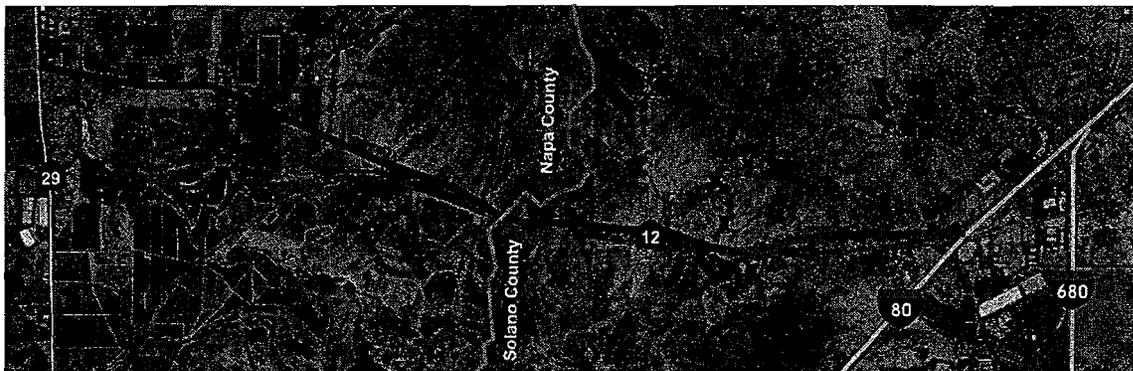
### *Deliverables*

- To be determined along with the scope of any optional additional services.

### Disadvantaged Business Enterprise (DBE) Requirements:

While this contract is not subject to specific DBE Requirements, the STA encourages participants to utilize services of disadvantaged business enterprises.

## SECTION 3 — Project Description



\* Solano County's 2.8 mile portion of State Route 12 between the County line and I-80 is in red; Napa County's 3.3 mile portion is shown in blue.

Jameson Canyon on SR 12 is a regionally significant highway linking Solano and Napa Counties.

It is one of the significant links between the two counties. The movement of goods and people along this interregional route has increased in recent years as the demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with population growth in Solano County, has resulted in increased commuting on SR 12.

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

The environmental document combines the SR 12 Jameson Canyon project and the SR 12/29 Interchange Improvement into a single study area for a comprehensive environmental evaluation and approval. Currently the final environmental document is being prepared with an expected Negative Declaration for CEQA and FONSI for NEPA.

Final Environmental Document – January 2008

Caltrans is the current lead on completing the environmental document. The STA, NCTPA and Caltrans are working together in partnership to expeditiously complete the document. Recently the California Transportation Commission (CTC) awarded this project with \$74 million Proposition 1B Corridor Mobility Improvement Account (CMLA) funds and \$11 million Interregional Transportation Improvement Program (ITIP) funds to fully fund the project.

An electronic copy of the Caltrans Draft Project Report and Environmental Document is available to download at the STA website: [www.solanolinks.com](http://www.solanolinks.com).

#### **SECTION 4 — RFP SUBMITTAL REQUIREMENTS**

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal shall not exceed a total of 40 single-sided, 8.5” x 11” pages. These page numbers includes the transmittal letter, copies of resumes may included in an appendix, which will not be counted toward the page count.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm’s interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for at least a 90-day period and should include the name, title, address, telephone number, and e-mail address of the individual to whom correspondence and other

contacts should be directed during the consultant selection process. The person authorized by the firm to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Janet Adams, P.E., Director of Projects  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

3. *Project(s) Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, including coordination with and approvals from STA, Caltrans and other agencies.
4. *Approach and Management Plan:* This section shall provide the firm's proposed approach and management plan for providing the services.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant that will be available for these projects. Please emphasize the specific qualifications and experience from projects similar to this project. Replacement of the Project Manager will not be permitted.
6. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
7. *References:* Provide at least three references (names and current phone numbers) from recent work (previous three years) similar to these projects. Include a brief description of each project associated with the reference, and the role of the respective team member.
8. *Submittal of Proposals:* Eight (8) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, "**Proposals Enclosed.**"
9. *Cost Proposal:* A cost proposal should be submitted in a separate sealed envelope titled "**Consultant Cost Proposal.**" The cost submittal should indicate the number of anticipated hours by all key staff members. The estimated level of hours for other staff, can be summarized in general categories. The cost proposal shall include the estimated cost by general category.

## SECTION 5 — SELECTION OF CONSULTANT

The overall process will be to evaluate the technical components of all the proposals completely and independently from the cost component. The proposals will be evaluated and scored on a 100 point total basis using the following criteria:

1. Qualifications and specific experience of the Project Manager.
2. Project understanding and approach, including reviews, approvals and coordination processes, and an understanding of STA, NCTPA and Caltrans.
3. Experience with final design services, including State and Federal procedures.
4. Demonstrated technical ability
5. Satisfaction of previous clients.
6. Capability of developing innovative or advanced techniques to complete the Project within scope, schedule and budget.

The firms will be invited to an interview during the week of February 11, 2008. The evaluation/interview panel may include representatives from STA, NCTPA, Caltrans and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultant.

Once the top firm has been determined, STA staff will start contract negotiations with the firm. If contract negotiations are not successful, the second ranked firm/team may be asked to negotiate a contract with STA, etc. Provided the negotiations are proceeding well, the STA may elect to initiate a portion of the work scope with a Notice to Proceed (NTP), prior to execution of the contract.

## SECTION 6 — SELECTION PROCESS DATES

**January 25, 2008:**                    **Proposals are due no later than 3:00 PM** at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. *Late submittals will not be accepted.*

**Week of February 11<sup>th</sup>:**        Interviews for consultant selection.

If you have any questions regarding this RFP, please contact:

Janet Adams, P.E.  
Director of Projects, Solano Transportation Authority  
Phone (707) 424-6010  
Fax (707) 424-6074  
[jadams@sta-snci.com](mailto:jadams@sta-snci.com)

**Request for Proposals, Project No. 2007-XX  
Design Services**

**Solano Transportation Authority  
December 17, 2007**

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DATE: November 29, 2007  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2008 Legislative Priorities and Platform

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. Legislative updates from STA's legislative consultants are included (Attachments A and B). On December 13, 2006, the STA Board adopted its 2007 Legislative Priorities and Platform to provide policy guidance on transportation legislation and activities during 2007. On June 13, 2007, the STA Board amended the legislative platform to include the monitoring of global warming issues.

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the Legislative Priorities and Platform is developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board.

The Technical Advisory Committee (TAC) and Consortium gave staff their feedback on the Draft 2008 Legislative Priorities and Platform (Attachment C) and have forwarded to the STA Board their recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2008 Legislative Platform and Priorities will be placed on the January 2008 STA Board agenda for consideration of adoption. As there are not 30 days between the December and January STA Board meetings, staff recommends a 21-day review and comment period.

Key additions to the draft 2008 legislative platform are as follows:

Priorities #8:

- support dedication of Public Transportation Account spillover funds to transportation;

Priorities #10:

- monitor Senate Bill 976 cleanup language, implementing the Bay Area Water Emergency Transportation Authority;

V. Funding #6:

- seek eligibility for the STA to directly claim Transportation Development Act (TDA) funds;

V. Funding #11:

- ensure that High Occupancy Toll (HOT) lane fees are spent in the originating corridor;

V. Funding #13:

- participate in federal transportation funding reauthorization efforts.

**Recommendation:**

Release STA's Draft 2008 Legislative Priorities and Platform for a 21-day review and comment period.

Attachments:

- A. Shaw/Yoder State Legislative Update
- B. The Ferguson Group Federal Legislative Update
- C. STA's Draft 2008 Legislative Priorities and Platform

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**SHAW / YODER, inc.**  
LEGISLATIVE ADVOCACY

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November 29, 2007

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner  
Gus Khouri, Legislative Advocate  
Shaw / Yoder, Inc.

RE: **STATE LEGISLATIVE UPDATE- NOVEMBER 2007**

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**Proposition 1B- Trade Corridor Improvement Fund (TCIF)**

The California Transportation Commission (CTC) approved a funding allocation plan, by a vote of 8-1, for the expenditure of the \$2 billion TCIF pot made available through the passage of Proposition 1B to ease congestion along the state's major trade corridors despite objections made by the Speaker of the Assembly Fabian Nunez. The Speaker and several Los Angeles area legislators were opposed to the plan on the grounds that it did not provide adequate funding for the heavy congestion surrounding the Ports of Los Angeles and Long Beach as well the freeways and freight lines that run through the Los Angeles/San Bernardino Corridor.

The pot could grow to as much as \$3 billion with the addition of SHOPP, GARVEE, and federal funding from the next reauthorization. The guidelines provide a range of \$640 to \$840 million, or 26 to 28 percent, to the Bay Area/Northern California for funding. The list of projects compiled by MTC totaled \$857 million. Of particular importance to STA is the \$50 million it has requested for the relocation and modification of the Cordellia Truck Scales. The project is a Tier 1 priority for MTC and has an excellent chance of receiving the requested amount.

The five southern counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura are eligible for \$1.5 billion to \$1.7 billion, or 56 to 60 percent of the available funds. Officials had asked for 70 to 85 percent of the funds. The San Diego/ Border Corridor will receive between \$250 million to \$400 million.

Your advocacy team will continue to monitor the process and work with STA staff to help ensure that the Cordellia Trucks Scales receive the requested amount from the TCIF program.

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1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update  
 Date: November 30, 2007

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As previously reported, the House passed the FY 2008 Transportation Appropriations bill in July. The Senate version of the transportation bill was also marked up in July and stands ready for final Senate approval. Thanks to the hard work and strong support of STA's congressional delegation (Rep. Tauscher, Rep. Miller, Rep. Lungren, Sen. Boxer, Sen. Feinstein), the House bill includes the following earmarks for STA projects:

- Vallejo Ferry Maintenance Facility – \$1 million; and
- Fairfield / Vacaville Intermodal Station – \$200,000.

Virtually all appropriations efforts are on hold until Congress reconvenes on December 3. Congress then has two weeks<sup>1</sup> to finish the remaining 11 FY 2008 appropriations bills and send them to the President for consideration. The overall discretionary spending level set by Congress is about \$23 billion higher than the Administration asked for and President Bush vetoed the first appropriations bill (Labor HHS Education) sent to him earlier this month. Congress failed to override the veto by two votes, so now committee staffers are working on cutting approximately \$11 billion out of the appropriations bills in order to meet the Administration halfway. Notwithstanding efforts on Capitol Hill, the Administration has not shown any sign yet of backing down from the \$23 billion figure. To put the budget figure into perspective, the President recently requested \$800 billion in supplemental appropriations for the war in Iraq.

Congressional leadership's goal is to move all bills - including Transportation - before December 14 and send them to the President either individually or in small or large groups (omnibus bills). The best case scenario has all bills and programs and projects (including earmarks) cut across the board by a relatively small percentage. The middle road approach could mean significant cuts to all earmarks – this idea is circulating on Capitol Hill today but is meeting significant opposition. The worst case scenario is another year covered by a continuing resolution and without a true budget and no earmarks. Another bad case scenario is appropriations bills enacted with earmarks stricken from the bills to meet the President's budget number. There is no way at this time to confidently predict the outcome.

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<sup>1</sup> Target adjournment and date of continuing resolution expiration.

<b><i>Project</i></b>	<b><i>Request</i></b>	<b><i>Status</i></b>
Vallejo Ferry Maintenance Facility	\$3.272 million	\$1 million in House bill. Action likely Dec 3-14.
Fairfield / Vacaville Intermodal Station	\$2 million	\$200,000 in House bill. Action likely Dec 3-14.
I-80/680 Interchange	\$6 million	No earmark thus far. Action likely Dec 3-14. Transportation Reauthorization efforts likely to begin Winter 2008.
Travis Access (Jepson)	\$3 million	No earmark thus far. Action likely Dec 3-14. Transportation Reauthorization efforts likely to begin Winter 2008.
SR-12 Traffic Safety Signage & Education	\$200,000	No earmark thus far. Action likely Dec 3-14. Transportation Reauthorization efforts likely to begin Winter 2008.

**Solano Transportation Authority**  
**Draft 2008 Legislative Priorities and Platform**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure in Solano County.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. Travis AFB North Gate Access Improvements/Jepson Parkway Project\*
  - b. State Route 12 Traffic Safety Signage/Education and Highway Improvements (Median Barrier Study)\*
  - c. I-80/I-680/SR 12 Interchange\*
  - d. Vallejo Intermodal Station\*
  - e. Vallejo Ferry Maintenance Facility\*
  - f. Fairfield/Vacaville Intermodal Rail Station\*
  - g. Vacaville Intermodal Station (Phase 1)\*
  - h. Bus Replacement (Alternative Fuel)
4. Monitor implementation of AB 32, The California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning and public information process.
5. Monitor the legislative development of SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming issues and transportation needs.
6. Monitor legislative efforts to merge or modify Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) governing boards and their respective responsibilities.
7. Monitor any new bridge toll proposals, support the implementation of Regional Measure 2 (RM 2) funded projects.
8. Support efforts to dedicate future Public Transportation Account (PTA) spillover funds to transportation.
9. Support federal and state legislation that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).
10. Support cleanup legislation of SB 976 (Torlakson) that addresses the following: 1. Provide local representation on the Bay Area Water Emergency Transportation Authority (WETA), the regional agency that will manage the Vallejo ferry system (Baylink); 2. Provide assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced; and 3. Provide assurances that there will be a local role in the development of the Emergency Water Transportation System Management Plan and the transition plan.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

11. Support legislative and regulatory efforts to ensure that projects from Solano county cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

*\* Federal Priority Projects*

### **LEGISLATIVE PLATFORM**

#### ***I. Air Quality***

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
3. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
4. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
5. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
6. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
7. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

### **II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)**

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.
4. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
5. Support legislation that increases employers' opportunities to offer commute incentives.

### **III. Congestion Management**

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

### **IV. Employee Relations**

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

### **V. Funding**

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures.
11. Ensure that fees collected for the use of High Occupancy Toll (HOT) lanes are spent to improve operations and mobility for the corridor in which they originate.
12. Support ongoing efforts to protect and enhance federal funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.
13. Participate in efforts to reauthorize federal transportation policy and funding, focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2009.
14. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
17. Monitor the distribution of state transportation demand management funding.
18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
19. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

### **VI. Liability**

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### **VII. Paratransit**

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

### **VIII. Project Delivery**

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### ***IX Rail***

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed High Speed Rail Bond scheduled for the November 2008 ballot.

### ***X. Ferry***

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.

## **Draft 2008 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area that includes expanded ferry service to Vallejo, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### ***XI. Safety***

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

### ***XII. Transit***

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.

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DATE: December 5, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: North Connector California Environmental Quality Act (CEQA)  
Environmental Impact Report (EIR) Environmental Document

**Background:**

STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the North Connector Project.

STA is the Lead Agency for CEQA compliance for the North Connector Project. The STA is also the project sponsor and in conjunction with Solano County and the City of Fairfield, will be providing funding for the construction of the North Connector Project.

**Discussion:**

The STA prepared an Environmental Impact Report (EIR) for the North Connector, which was made available for agency and public review in September 2007. The public and agency comment period ended on October 26, 2007. Twelve (12) comments were received, which are attached. (Attachment A). In summary the comments focus on; the project description scope/objectives/goals, agricultural resources and land use (easements, Williamson Act Contracts, replacement ratios, remnant parcels, access), consistency with plans/policies, truck scales, biological resources, air quality, traffic and transportation, hazardous materials, hydrology and water quality, population and housing, recreation (Linear Park), alternatives analysis and cumulative/growth inducement.

Due to issues raised during the public and agency comment period, this EIR will be amended and recirculated in late December for a 45-day review period.

**Fiscal Impact:**

The North Connector Project is being funded with Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), and funding from Solano County and the City of Fairfield.

**Recommendation:**

Informational.

**Attachment:**

- A. Comment Letters for North Connector Project  
*(Copies of the comment letters have been provided to the Board Members –  
Copies are available upon request by contacting the STA at (707) 424-6075.)*

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DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan Update and Bay Area  
FOCUS Project

**Background:**

Bay Area FOCUS is a joint project sponsored by Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD), working together as the Joint Policy Committee (JPC). FOCUS is an outgrowth of the Smart Growth Strategy/Regional Livability Footprint report, issued in October 2002. FOCUS is an attempt to concentrate on land use issues that impact transportation, other regional development and livability issues, and to identify Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the nine (9) Bay Area counties. Participation in the FOCUS process is entirely voluntary.

The RTP is the long-range blueprint for transportation improvements prepared by the MTC for the nine (9) County Bay Area. The current RTP is called the Transportation 2030 Plan (T2030). The RTP must be updated every four (4) years. T2030's priorities are 1.) adequate maintenance, 2.) system efficiency, and 3.) strategic expansion. The RTP is required to be "financially constrained." Projects listed in the RTP must be those that can be reasonably expected to be financed in the 30-year time frame of the RTP. The RTP must also undergo environmental analysis and air quality conformity analysis. The new T2035 is scheduled for adoption in early 2009.

MTC and the JPC have worked to make the RTP and FOCUS processes parallel and interrelated. One of the factors used to evaluate the ability of the Bay Area to reach congestion management and air quality goals was the concentration of new housing development near public transit, as proposed by FOCUS.

**Discussion:**

During the spring and summer of 2007, 50 Bay Area communities submitted over 100 PDA applications. Local applications were submitted by Fairfield (Fairfield/Vacaville Train Station, North Texas Street, West Texas Street Gateway/Fairfield Transit Center, and Downtown South/Jefferson Ave/Union Ave) and Vallejo (Waterfront and Downtown). The Bay Area and Solano County PDA applications are shown in Attachment A.

The PDAs are projected to be able to accommodate approximately 50% of the regional housing growth anticipated through 2035. The expected cost for these projects (including all public infrastructure and affordable housing subsidies, but excluding construction) exceeds \$26 billion.

No source of funding for PDA incentives has been identified. MTC staff has suggested possible options include seeking Proposition 1C funds (\$285 million over 3 years), although these are being administered by the state Department of Housing and Community Development; redirection of Housing Incentive Program and/or Transportation for Livable Communities funds; and, redirection of transportation and capital construction and maintenance funds directed by MTC through the RTP process.

PCAs are on a slower track than PDAs because of the requirement to determine community consensus on the applications. The JPC has not publically released a copy of the PCA application map.

MTC has spent the summer identifying RTP goals, performance targets and preparing and analyzing a series of transportation investment scenarios. Attachment B are the MTC four broad themes to be used in preparing MTC's analysis. Also included in Attachment B are STA staff five additional themes that are recommended to be included as part of the RTP.

The RTP investment scenarios were focused on:

- 1) Improved freeway performance through active traffic management, ramp metering and arterial traffic coordination;
- 2) High Occupancy Vehicle/High Occupancy Toll lanes throughout the Bay Area and Bus Rapid Transit improvements, and
- 3) Rail and ferry investments. MTC also analyzed the impacts of improving the auto fleet fuel efficiency as a way of reducing tailpipe emissions (especially CO2 and PM2.5), increasing the cost of operating an auto in order to discourage auto use and to provide funds for transportation/transit investment, and concentrating new housing near public transit.

MTC and ABAG held a joint summit on October 26<sup>th</sup> to unveil the analysis of the RTP investment scenarios. This ended Phase I of the RTP update. MTC's conclusions, as presented at the October 26<sup>th</sup> summit, are:

- Infrastructure improvements alone do not achieve the targets (especially reductions in air pollutant emissions); but improving freeway performance through active management does have a significant impact.
- Increasing operating costs has a more significant impact than active traffic management.
- Concentrating housing near public transit helps reach targets over the long term.
- Technology changes will help reach targets, but will not do so on their own.
- Behavior changes in the Bay Area populace are also needed.

MTC staff is now hosting regional meetings to further discuss the results of the analysis. In January, MTC will issue a Call for Projects to be included in the RTP. It is not known at this time what criteria developed during the previous analysis will be used to help identify the types of projects that will be requested or given priority. However, STA has reviewed the previous RTP project submissions, and is preparing for the 2008 submittal process (see separate staff report).

MTC will consider a variety of projects for the RTP, not just those submitted by Congestion Management Agencies such as STA. For example, one of the Bay Area bicycle and pedestrian coalitions has submitted a propose \$1.2 billion bike/ped investment program, up from \$200 million in the current RTP.

MTC is also developing revenue estimates for the timeframe of the RTP. This will allow development of the 'financially constrained' project list, where anticipated project costs (adjusted for projected year-of-construction inflation) can be compared to anticipated revenues; the cost of proposed projects cannot exceed anticipated revenues.

When the fiscally-constrained Draft RTP is completed, it will undergo environmental and air quality analysis. This is expected to take place in the summer and fall of 2008. Release of the Final RTP and related environmental analysis will complete Phase II of the update, and allow the MTC to take final action in early 2009.

**Fiscal Impact:**

None.

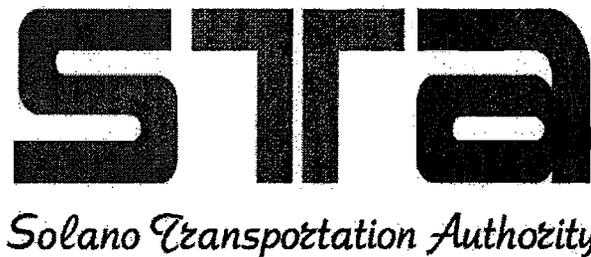
**Recommendation:**

Informational.

**Attachments:**

- A. Focus Description
- B. The Bay Area and Solano County PDA Application Map
- C. Focusing Our Vision and STA staff added themes
- D. October 26, 2007 MTC/ABAG Presentation
- E. MTC Post Summit Discussions

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MTC/ABAG focused on **four themes** at the October 26 summit. These themes will be carried forward into the new Regional Transportation Plan – T2035. After each theme are some of the ideas already discussed in relation to that theme.

1. **Linking Transportation and Land Use (Bay Area FOCUS)**
  - a. Higher Density
  - b. Adjacent to Public Transit
  - c. Mix of Residential, Employment, Shopping, School and Recreational
2. **Defining a regional role in Climate Change**
  - a. How can the Transportation share of Carbon Dioxide emissions be reduced
3. **Transportation Network Pricing**
  - a. Paying to drive a single occupant vehicle into a congested area
4. **Transportation Equity**
  - a. Making sure the poor have access to transportation and jobs

While STA staff think these are important, there are some **additional themes** that also need to be addressed.

1. **Corridor Mobility and Safety (I-80 & SR 12)**
  - a. Many of our residents need to get around without using public transit
  - b. Existing roadways are crowded
  - c. Some roads need significant funding to be made safe
2. **Senior and Disabled Transportation**
  - a. Public transit for elderly and disabled citizens needs to be adequately funded
3. **Mobility and Safety for our Children (Safe Routes to Schools)**
  - a. Children get to school more safely, and get exercise at the same time
4. **Preserve the System (maintenance of local streets and roads and transit capital replacement)**
  - a. It's cheaper to maintain what you have than to rebuild it once it wears out
5. **Local flexibility and recognition that each County has distinctive and somewhat different transportation needs**
  - a. Local agencies have the best view of local needs
  - b. Regional agencies can plan and build the major systems that connect communities

# FOCUS

## FOCUSING OUR VISION

### A Development and Conservation Strategy for the San Francisco Bay Area

Four Bay Area regional agencies have joined forces in a Joint Policy Committee to encourage focused growth through a voluntary, incentive-based program, fittingly referred to as FOCUS. The program provides an opportunity for local governments and the regional agencies — Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC) — to work together to create complete, livable communities. These communities will, in turn, help achieve a more efficient, equitable and environmentally sustainable region.

Two key concepts are central to FOCUS: Priority Conservation Areas (PCAs) and Priority Development Areas (PDAs). Priority Conservation Areas are regionally significant open spaces for which there exists a broad consensus for long-term protection. They are near-term conservation opportunities in the Bay Area for purchase or conservation easement. Priority Development Areas, on the other hand, are infill development opportunities within existing communities. These communities welcome more residents; they are committed to creating more housing choices in locations easily accessible to transit, jobs, shopping and services.



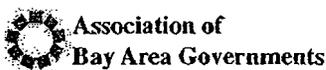
PCAs and PDAs are inextricably linked. For the region's vibrant economy to prosper, and to conserve more open space, future housing demand must be accommodated within the Bay Area's developed districts. Otherwise, inevitable growth will continue to eat up farmland and natural habitats and will continue to spill out into the Central Valley and other surrounding regions. This will further strain the region's transportation system, make it more difficult to conserve energy and water resources, and thwart efforts to reduce the carbon emissions that contribute to climate change.

In response to a regional-agency invitation, over 50 local-government entities stepped forward and proposed well over 100 Priority Development Areas (shown on map inside and listed on the back page). Together, these areas comprise about 115,000 acres of urban and suburban land, less than 5 percent of the Bay Area's total land area. The proposed PDAs could accommodate half of the Bay Area's projected housing growth to the year 2035, mostly at relatively moderate densities.



To achieve these housing objectives in a way that works for both new and existing residents and ensures complete, livable communities, PDAs will require help and resources. The regional agencies are working to develop a program of technical assistance, planning grants and capital funding for local governments undertaking PDA development. The regional transportation plan being developed now for adoption in 2009 is one opportunity to identify supportive funds. Other opportunities will be pursued in partnership with the State of California and a variety of funding sources. The Joint Policy Committee and ABAG Regional Planning Committee have reviewed the proposed PDAs and recommended that the ABAG Executive Board adopt the PDAs at the board's November meeting. The areas will soon be eligible to compete for financial incentives. Additional communities may apply for PDA status next year.

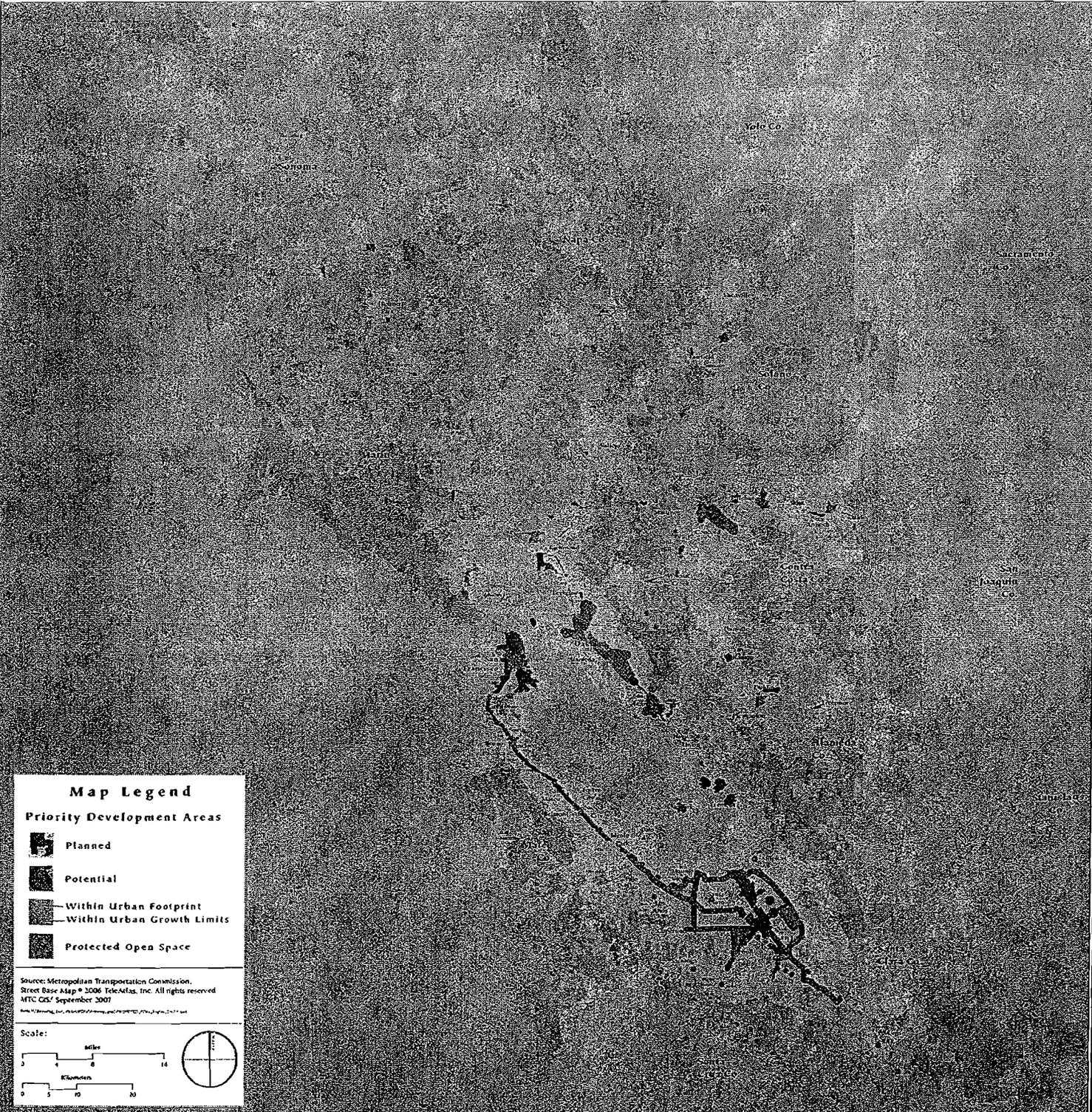
The PCA process is also moving forward at this time, with adoption scheduled for mid-winter 2008. The regional agencies are working with state agencies and other conservation funding entities to provide funding for the protection of key natural and scenic lands and farmland in the Bay Area through purchase or conservation easements with willing landowners.



# Focusing Our Vision: Regional Policy Analysis

Association of Bay Area Governments

Metropolitan Transportation Commission

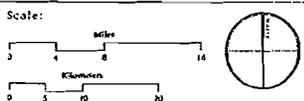


### Map Legend

#### Priority Development Areas

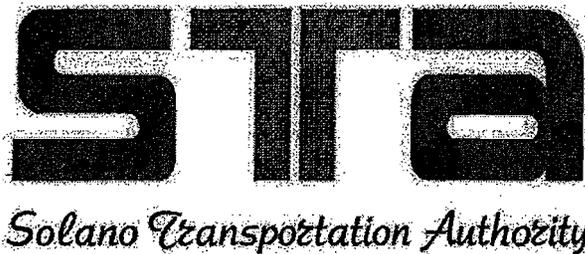
-  Planned
-  Potential
-  Within Urban Footprint
-  Within Urban Growth Limits
-  Protected Open Space

Source: Metropolitan Transportation Commission, Street Base Atlas © 2006 TeleAtlas, Inc. All rights reserved. MTC GIS / September 2007



## PDA Status: Planned or Potential





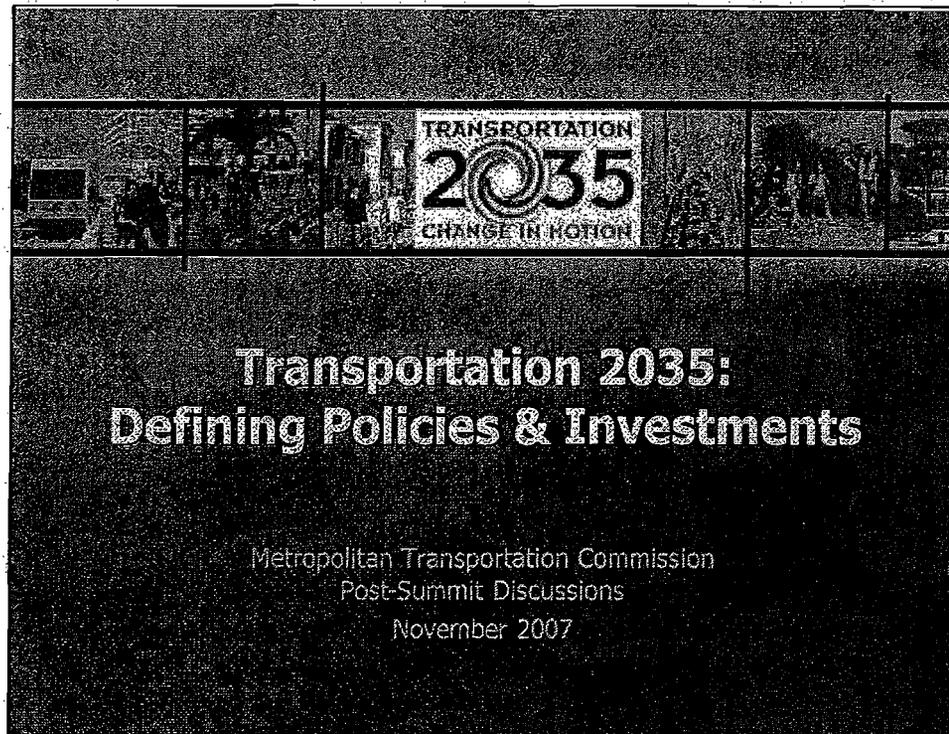
MTC/ABAG focused on **four themes** at the October 26 summit. These themes will be carried forward into the new Regional Transportation Plan – T2035. After each theme are some of the ideas already discussed in relation to that theme.

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While STA staff think these are important, there are some **additional themes** that also need to be addressed.

1. **Corridor Mobility and Safety (I-80 & SR 12)**
  - a. Many of our residents need to get around without using public transit
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  - a. Local agencies have the best view of local needs
  - b. Regional agencies can plan and build the major systems that connect communities

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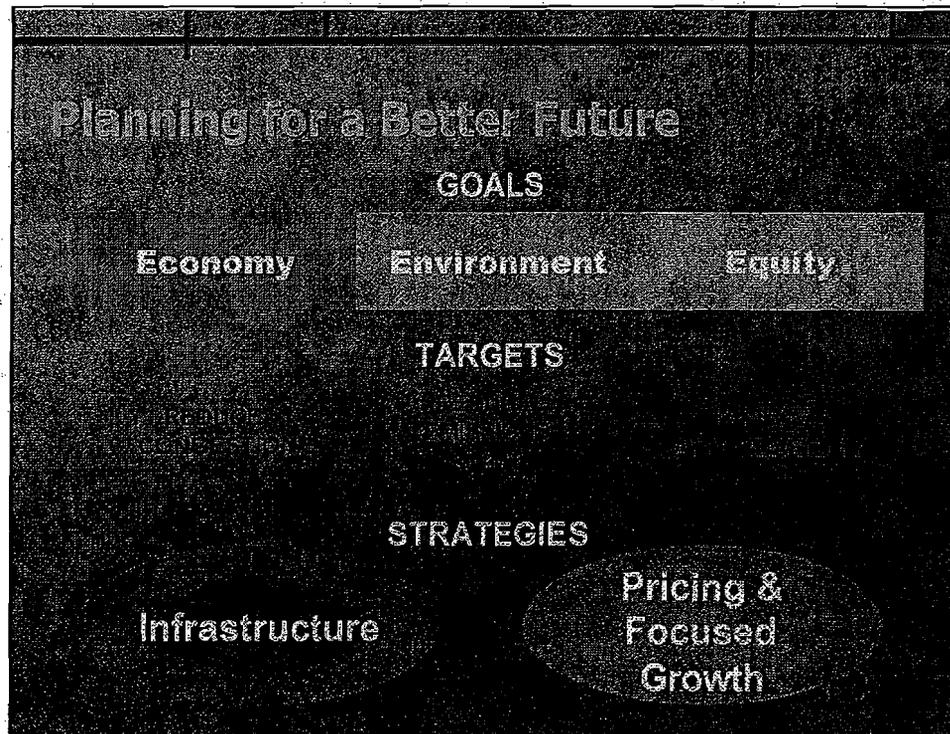
## Agenda

1. Transportation 2035 Overview
2. Target Analysis Results
3. Policy Questions & Group Discussion
  - a. What did we learn?
  - b. Should we adopt targets?
  - c. How do we turn targets into investment policies?



•MTC's Planning Committee provisionally approved the Three E principles (economy, environment, and equity) and the accompanying eight goals for the Transportation 2035 Plan in July 2007.

•Six of the eight goals are carried forward from the Transportation 2030 Plan. MTC added two new goals – security and climate protection – to respond to new federal planning regulations and growing public consciousness about climate protection.

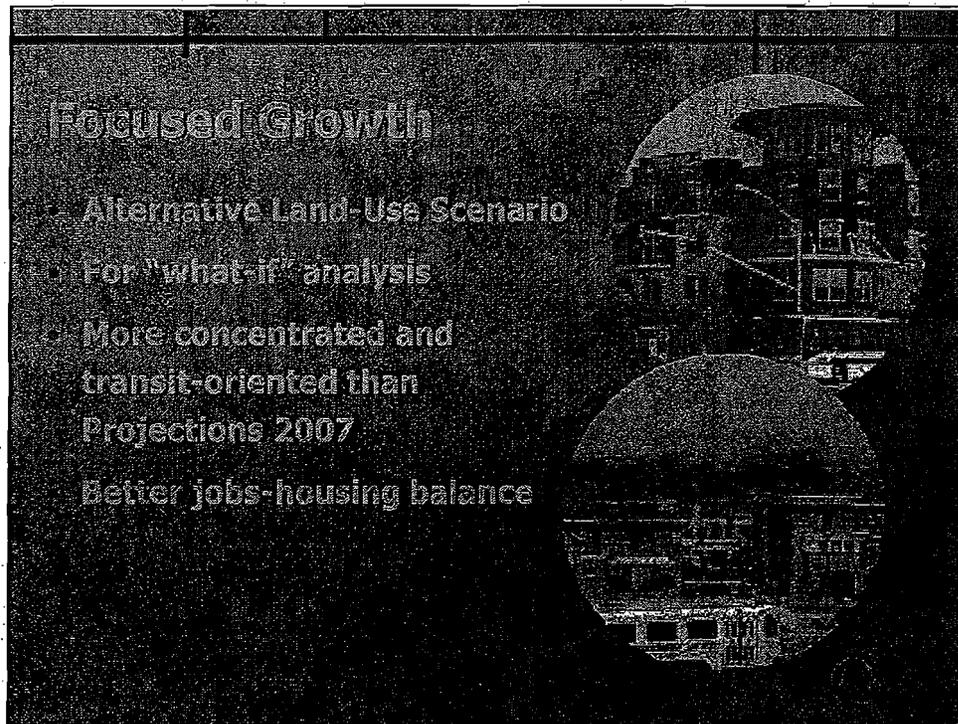


- The approach for developing the Transportation 2035 Plan is to begin with defining a vision as to what the region’s future ought to look like, and then draft the policies and investment strategies to implement that vision.

- To help us define the vision, MTC conducted a target analysis wherein we first identified four ambitious targets. The targets of congestion, vehicle miles traveled, emissions, and affordability are largely driven from current state plans or legislation.

- We then analyzed how infrastructure investments could help us reach the targets. The three infrastructure packages evaluated are Freeway Operations, High-Occupancy Toll (HOT) network complemented by bus transit, and Regional Rail and Ferry investments.

- We also layered on policies such as more focused growth (which is much more aggressive than ABAG’s adopted Projections 2007 series) and aggressive transportation pricing to see how much closer we could get to the targets.



•The FOCUS program through which we are pursuing focused growth is voluntary and incentive based. On the basis of potential incentives and more importantly on the basis of wanting to do the right thing, over fifty local jurisdictions have applied to create well over one-hundred priority development areas (PDAs) in their communities. Together these PDAs are planned to accommodate nearly half of the region's housing growth in compact forms near transit.

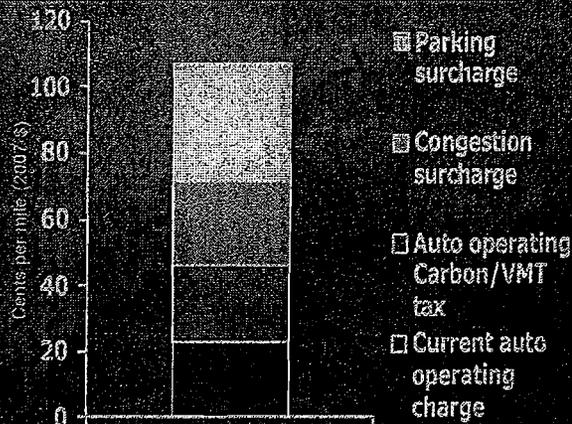
•As part of the target analysis, we assessed how more aggressive land use and pricing strategies could help us reach the targets.

•For our aggressive focused growth scenario, we located more housing growth near transit corridors and stations than in the ABAG adopted Projections 2007, or those projected to be accommodated by PDAs, and we assumed a much better jobs-housing balance.

•Embedded in this scenario are housing policies such as inclusionary zoning that help to make housing affordable in transit-oriented communities.

## Transport Pricing

### Cost Increase for Typical Commute

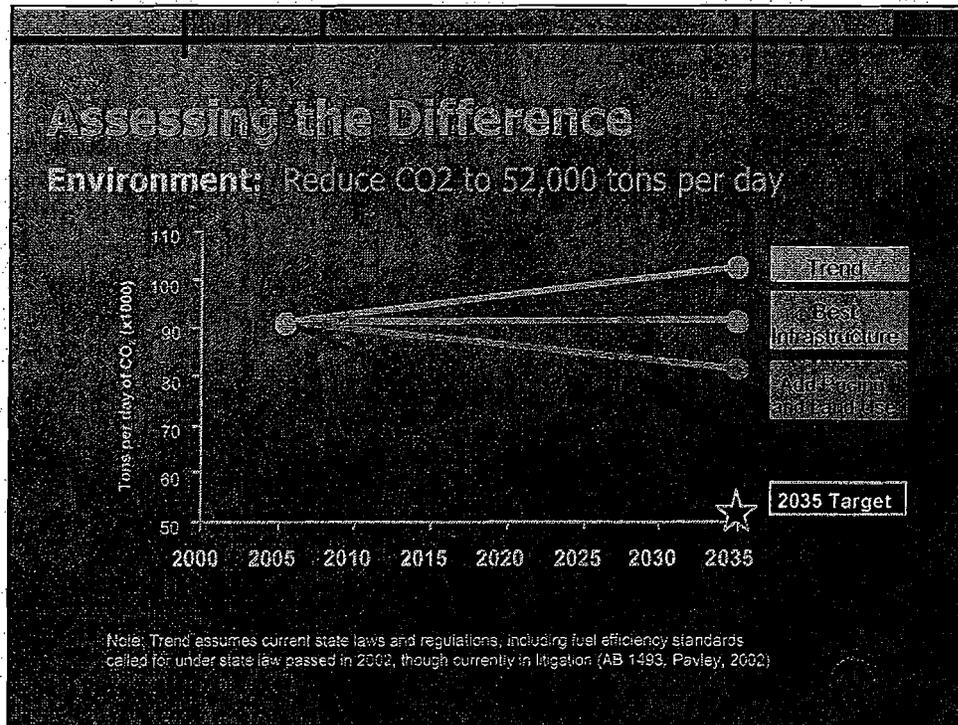


Note: Represents cost for typical commute trip.  
Does not reflect discounts for low-income travelers.

Pricing package increases auto operating costs five-fold, with focus on peak congested times

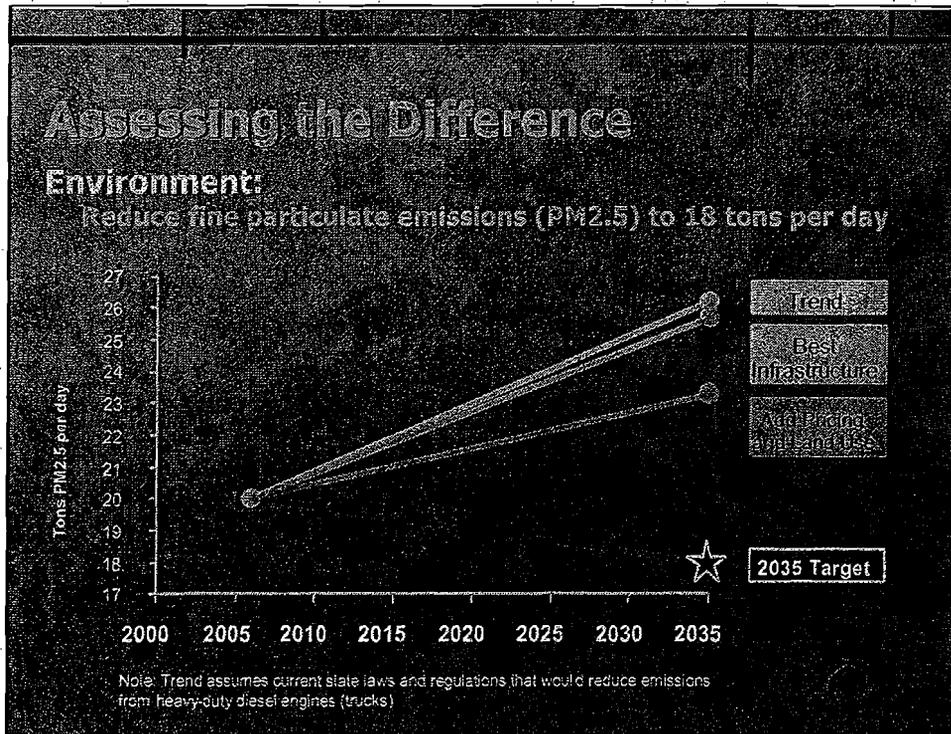
- For the aggressive pricing scenario, we tested the effects of increasing the cost of driving on travel behavior. The pricing strategies included a carbon or vehicle miles traveled (VMT) tax that would double auto operating costs, congestion surcharge of 25 cents per mile to drive on congested freeways, and a \$1 parking surcharge for all trips.

- This aggressive pricing scenario increases auto operating costs five-fold, with a focus on peak congested times.



- Target: Reduce carbon dioxide (CO2) to 52,000 tons per day (40% below 1990 level)

- Under current trend, CO2 emissions will increase from 90,000 tons per day in 2006 to 101,000 tons/day in 2035. The three infrastructure packages are about equally effective, With the best infrastructure package, we reduce 2035 emissions to 92,000 tons/day, just a small dent. If we combine the aggressive focused growth and pricing with infrastructure, we reduce 2035 emissions to 82,000 tons/day, about 1/3 of the needed reduction.



- Target: reduce finer particulate matter (PM2.5) to 18 tons per day (10% below today)

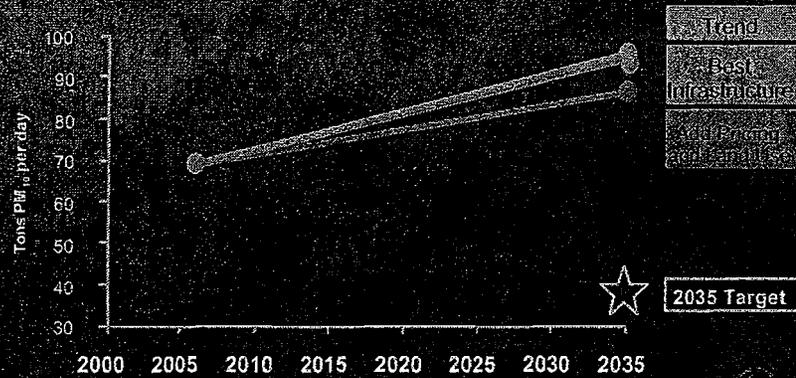
- Examples of PM2.5 emissions include exhaust, brake wear, and tire wear.

- Under the current trend, we see an increase from 20 tons per day in 2006 to 26 tons/day in 2035. With infrastructure, we reduce 2035 emissions to by about ½ ton /day. When we add in the aggressive focused growth and pricing, PM2.5 is reduced to 23 tons/day, about 1/3 of the needed reduction

## Assessing the Difference

### Environment:

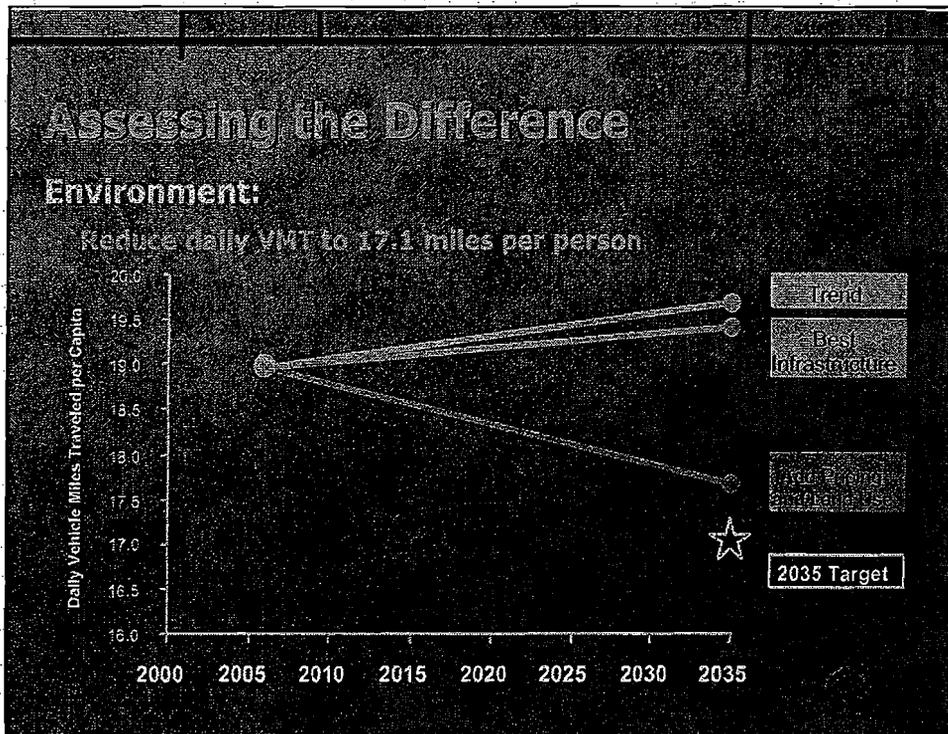
Reduce coarse particulate emissions (PM<sub>10</sub>) to 38 tons per day



- Target: reduce coarser particulate matter (PM<sub>10</sub>) to 38 tons per day (45% below today)

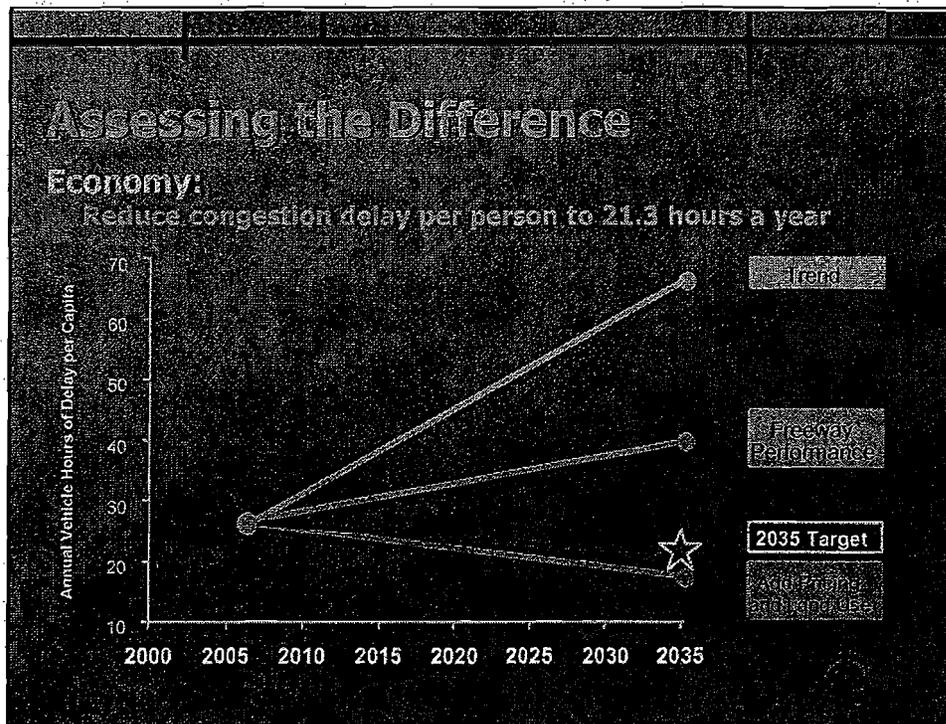
- Example of PM<sub>10</sub>: Road dust

- Under the current trend, the daily PM<sub>10</sub> emissions will increase from 69 tons per day in 2006 to 95 tons/day in 2035. With infrastructure, we are able to reduce 2035 emissions to about 1.5 tons/day. When the aggressive focused growth and pricing are added, the 2035 PM<sub>10</sub> emissions are reduced to 86 tons/day, about 1/5 of the needed reduction.



- Target: Reduce VMT to 17.1 miles per person per day (10% below today)

- Under current trend, we see an increase from 19 miles per person per day in 2006 to 19.7 in 2035. (This reflects growth in population from 7 million to 9 million between 2006 and 2035). With infrastructure, 2035 VMT is reduced to 19.4 miles per person per day. When we add in the aggressive focused growth and pricing, we see a reduction of 17.7 miles per person per day, about 4/5 of the needed reduction.

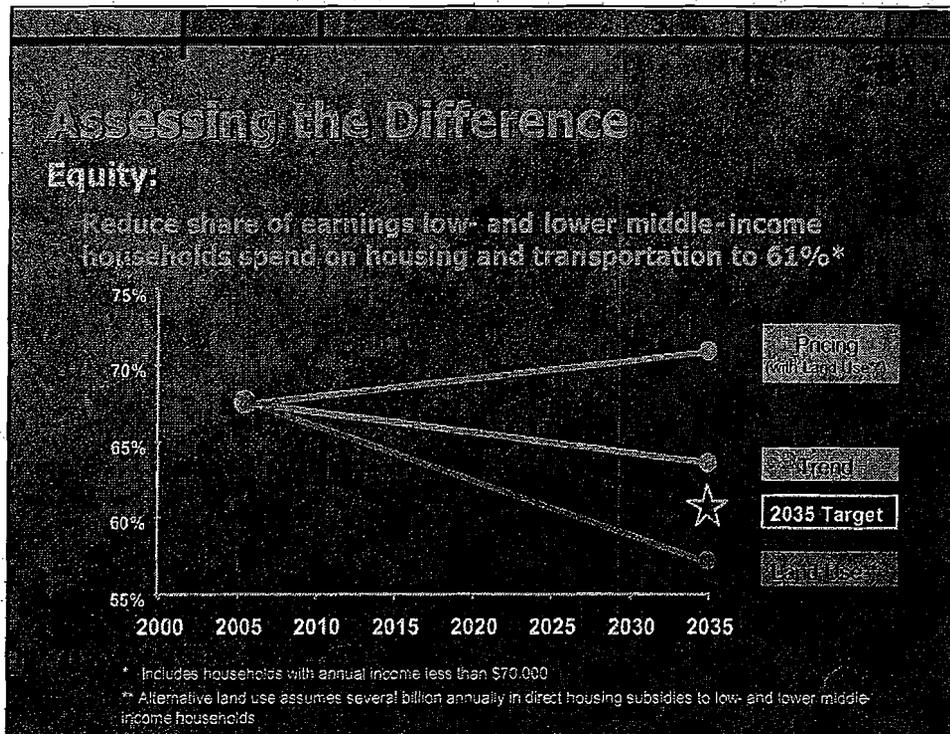


- Target: Reduce delay to 21.3 vehicle hours per person per year (20% below today)

- Under the current trend, we see an increase from 26.7 vehicle hours of delay per person per year in 2006 to 66.2 in 2035. (This reflects growth in population from 7 million to 9 million between 2006 and 2035).

- With infrastructure, one investment strategy stands out when it comes to reducing delay – Freeway Operations. Improving freeway operations through ramp metering and traffic operations systems could reduce annual delay per person to 39.7 hours in 2035, about ½ the needed reductions needed to achieve the target.

- When we add the aggressive focused growth and pricing, we see a reduction of 2035 delay below the target - to 17.7 hours per person per year.



- Bay Area residents in the low and lower-moderate income brackets spend much more on the combined transportation and housing costs than others around the nation. The good news here is that transportation costs in our region are projected to be lower over the next 25 years as focused growth policies are implemented regionwide.

- As part of the land use sensitivity analysis, housing becomes more affordable by creating mixed-income neighborhoods compared to the current trend, as well as assuming there will be housing subsidies available to low and lower-moderate income households to the tune of several billion per year.

- However, if we apply aggressive pricing, which is effective for all our other targets, we wipe away the affordability gains – even despite the savings from the aggressive focused growth.

- While pricing policies would likely not result in costs this high, it's clear that some level of pricing may need to fund subsidies or travel alternatives for lower income drivers.

## What Did We Learn?

### SUMMARY:

Infrastructure alone does not help us reach our targets, however, Freeway Operations is effective for congestion relief

Pricing has much bigger effect – first step is with HOT network and SF Doyle Drive/cordon pricing

Focused growth helps us reach targets in longer-term – first step is with FOCUS Priority Development Areas (PDAs)

Technology advances are needed

Behavioral changes are needed

The five key lessons learned from the target analysis are:

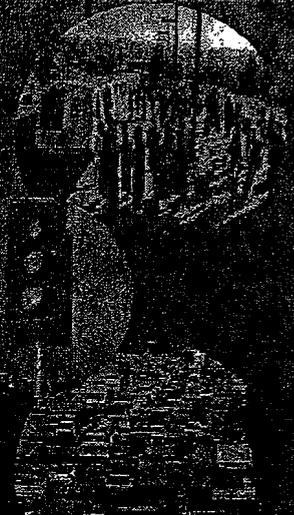
1. Infrastructure alone does not help us reach our targets, however, Freeway Operations is effective for congestion relief.
2. Pricing has a much bigger effect. A good first step is implementing a regional High-Occupancy Toll (HOT) network and the San Francisco Doyle Drive/cordon pricing project. Other strategies may include a regional gas tax.
3. Focused growth helps us reach targets over a longer period of time. A good first step is the identification of Priority Development Areas through the FOCUS program.
4. Technology advances such as higher fuel economy or zero-emissions vehicles are needed to help us close the gaps.
5. Behavior changes are needed to help us close the gaps.

## What Did We Learn?

Targets are incredibly ambitious, and are only achievable with significant technology break-throughs and behavioral change

Infrastructure alone does not get us close to our targets. The best infrastructure makes a small dent. However, low-cost freeway operations improvements show real promise for delay and CO<sub>2</sub> targets

Focused growth, combined with pricing, does more toward meeting targets than infrastructure alone



## What Did We Learn?

Pricing can be a near-term strategy, while land use changes can be achieved over a longer period of time

Pricing helps us to reach targets, but has significant impact on low and lower-moderate income households, therefore, use of pricing revenue and pricing discounts must be considered to offset such impacts



## What Did We Learn?

Focused growth can increase transit, bicycle and pedestrian trips. However, safe and well-maintained streets that support bicycle and pedestrian travel and quality local transit are needed.

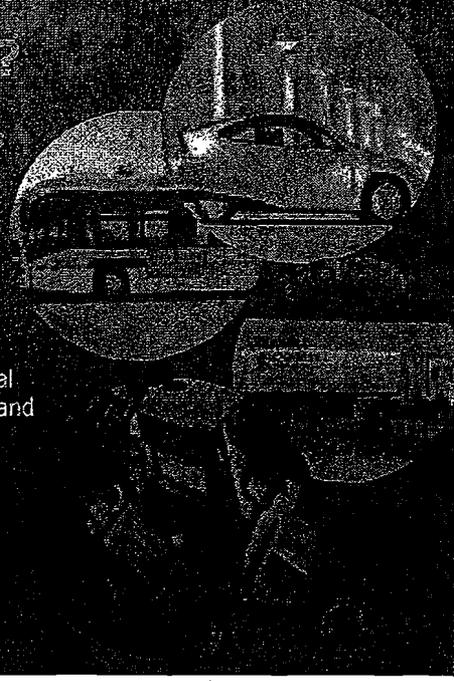
Focused growth must be made affordable through inclusionary zoning, affordable housing policies and subsidies to reduce housing costs for low and lower-moderate income households.



## What Did We Learn?

We can close the remaining gaps towards meeting targets by taking some additional steps:

- Promote telecommuting and other employer-based changes
- Lobby federal and state environmental regulators to increase fuel economy and increase share of zero-emissions vehicles
- Fund vehicle buy-back programs to accelerate turnover to a cleaner fleet



## Should We Adopt Targets?

CO<sub>2</sub> and PM are the only two statutorily required targets (national PM<sub>2.5</sub> designation pending)

However, if performance-based planning is a good idea, targets help to maximize performance

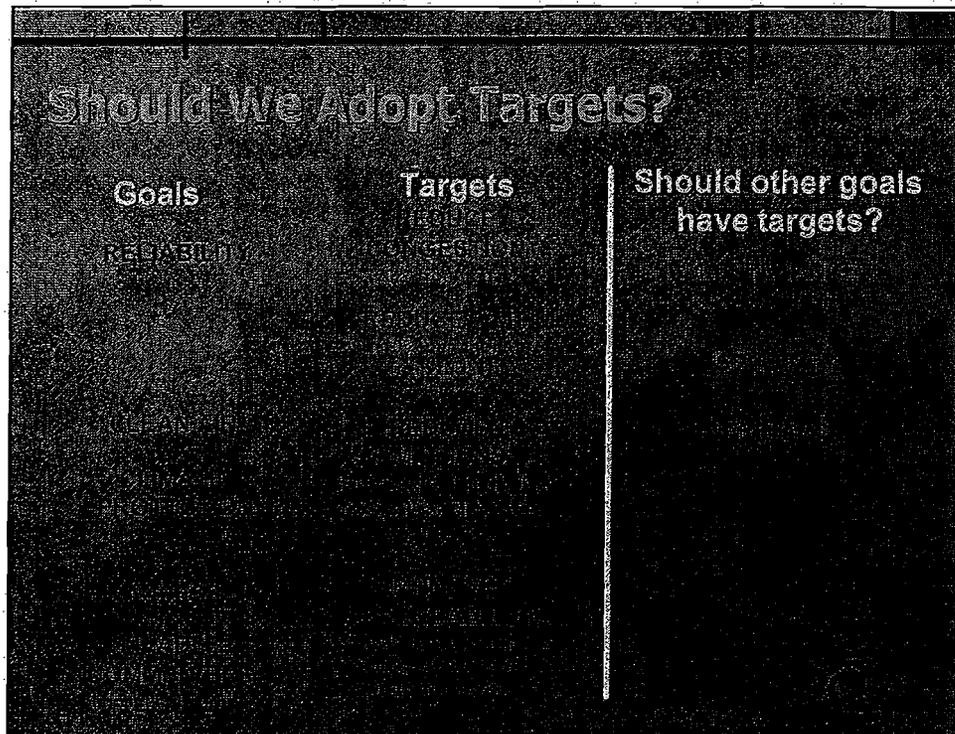
If we adopt targets, consider narrowing to key set --- CO<sub>2</sub>, PM<sub>2.5</sub>, Delay and Affordability

Drop PM<sub>10</sub> because less health-protective, and drop VMT per-capita which is subsumed into CO<sub>2</sub>

•**Policy Question:** Should we adopt the current targets?

•If performance-based planning is deemed a good idea, then should MTC consider adopting numerical targets to help guide our investment decisions? Only two targets are defined in statute – carbon dioxide (AB 32) and particulate matter (EPA).

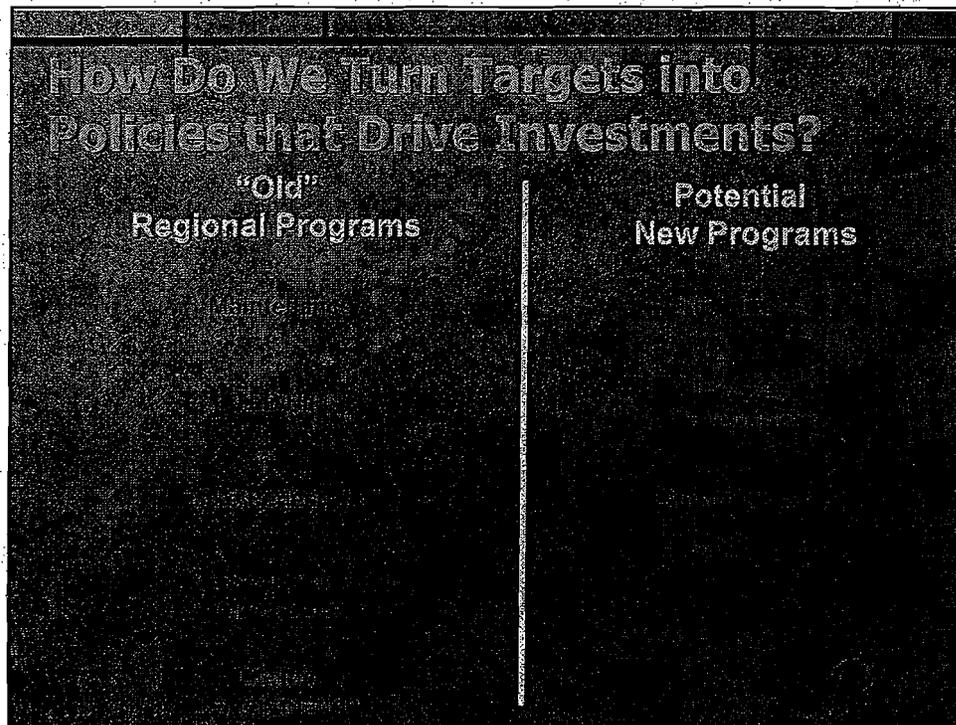
•If we do decide to adopt targets, MTC staff recommends adopting the carbon dioxide, finer particulate matter, and affordability targets, but dropping the coarser particulate matter since it's less health-protective and vehicle miles traveled per capita because it is already accounted for in the carbon dioxide target and finer particulate matter target.



•**Policy Question:** Should we adopt other targets that match up to the goals?

•There are three goals that are not captured in the four performance-based targets – maintenance and safety, security, and freight.

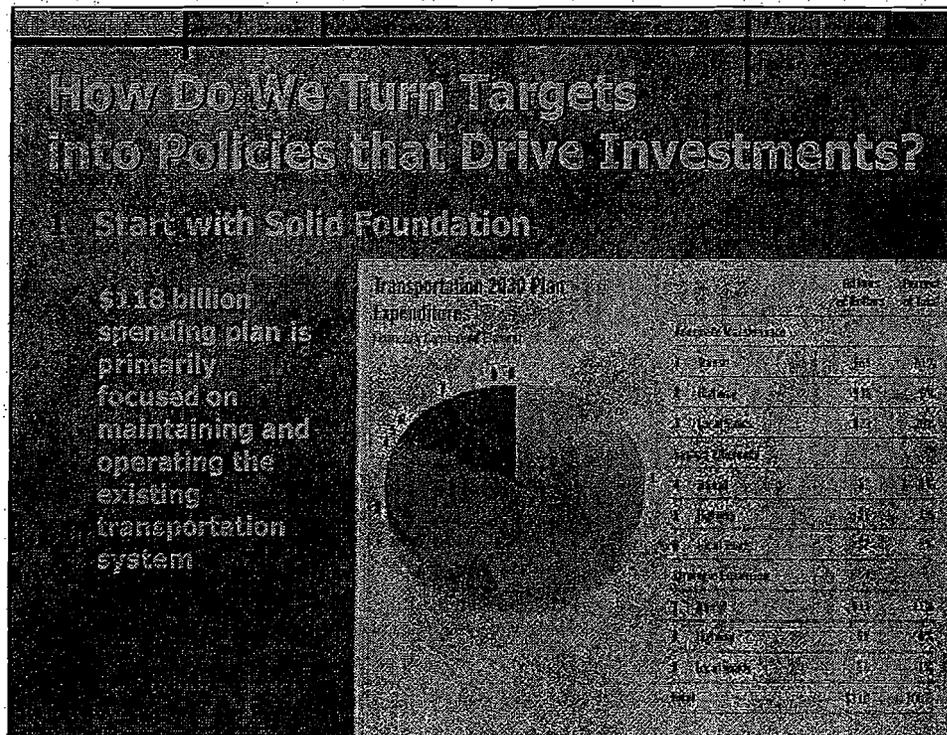
•Should we consider defining some numeric targets for these three goals or do some of the existing targets serve as a proxy (e.g. freight is served by reduced congestion since 80% of goods are carried by trucks)?



•**Policy Question:** Are existing regional programs still relevant? What new programs should be considered based on our recent scenario outcomes and emerging issues?

•If the existing programs are still relevant should we consider changing them (e.g. eligibility criteria, funding amount)?

•If we agree these are the right new programs, what kinds of specific projects should they fund and how should they be funded?



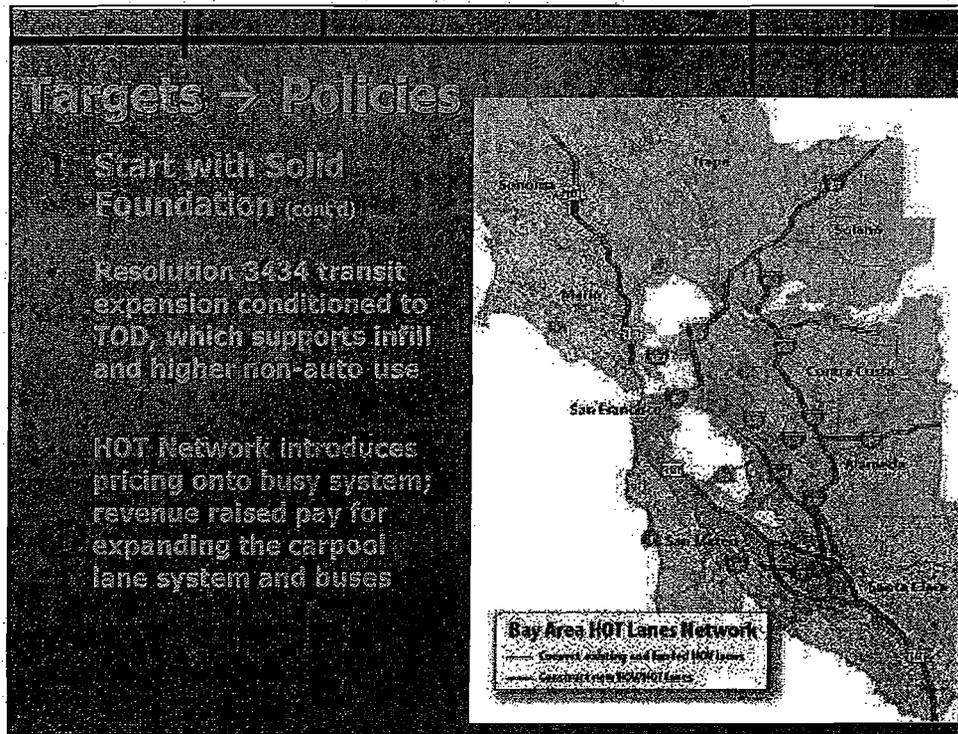
•**Policy Question:** How do we turn targets into policies that drive investments?

•The good news is that we don't have to start from scratch. Our current Transportation 2030 Plan provides a solid base for this challenge. Eighty percent of our budget goes to maintenance and operations. Most of these investments are occurring in urbanized areas.

•Of the \$118 billion, about 80% was invested in maintenance of our existing transportation system

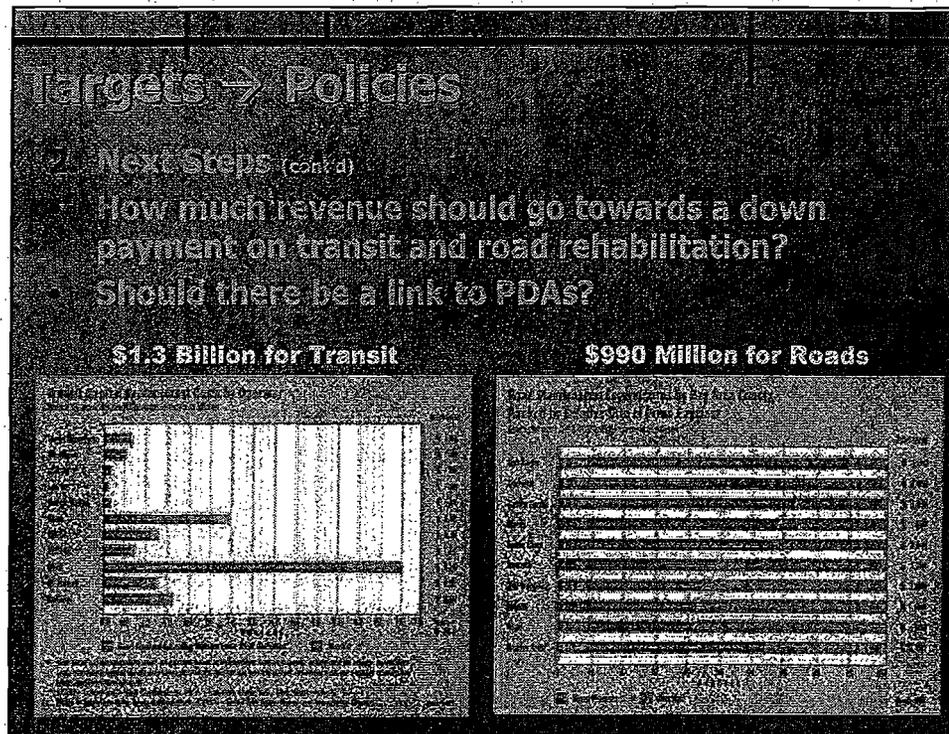
•About 90% of this \$118 billion was committed for specific purposes, either by law or current policy.

•The remaining 10%, or about \$9 billion, was for discretionary spending – about 30%, or over \$2 billion was spent on maintaining transit and local roads.



•In addition, our current Transportation 2030 Plan and Commission policy calls for conditioning funding for Resolution 3434 transit expansion projects on supportive land uses. This helps us to support infill development and higher transit, walking and bicycle use.

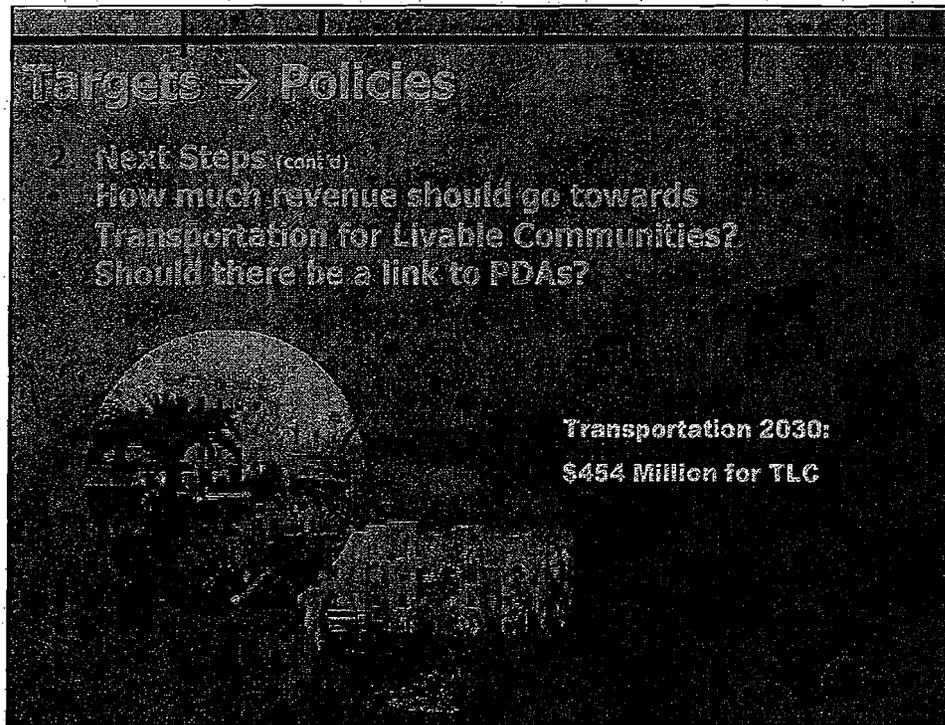
•A Regional High-Occupancy Toll (HOT) Network was also introduced in the current Transportation 2030 Plan, and has been under study over the past two years. We have an opportunity to more effectively manage freeway travel and expand our HOV lanes by allowing solo drivers willing to pay a toll to use a carpool lane. Buses, carpools, and vanpools would continue to travel for free in carpool lanes. Revenues raised could be used to expand the carpool lane system and regional express bus services.



- Maintaining our existing assets remains a regional priority.

- In our current Transportation 2030 Plan, our region is investing \$1.3 billion for transit capital and \$990 billion for local streets and roads, but substantial shortfalls persist.

- Policy Questions:** Should we continue investing at this level? Should we consider linking our maintenance funds to support Priority Development Areas?

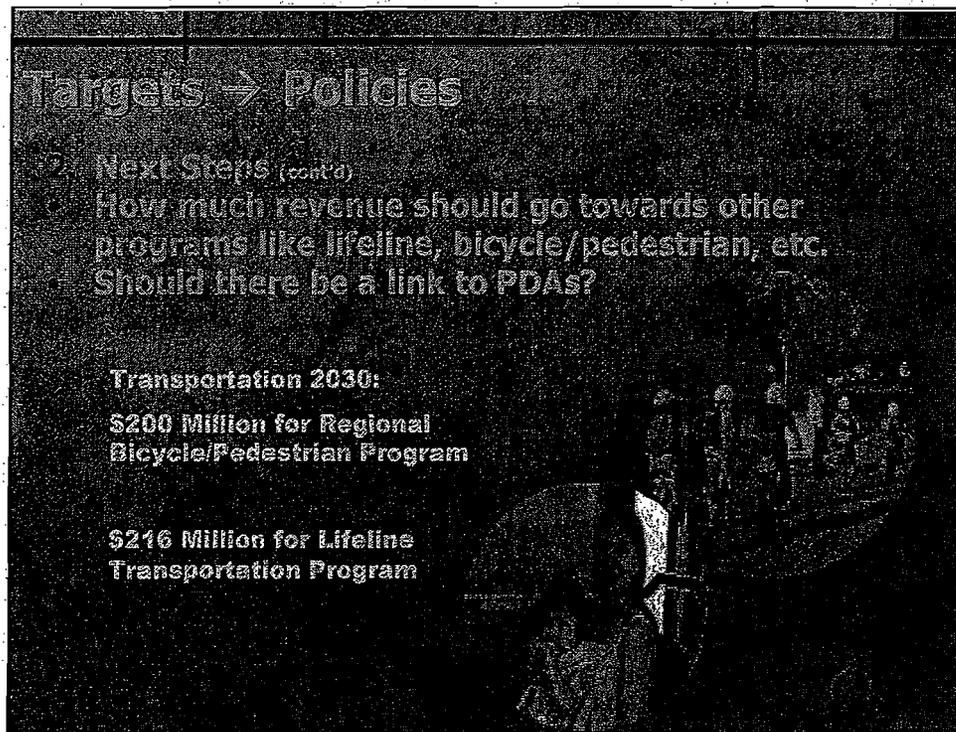


•**Policy Question:** How much revenue should go towards our Transportation for Livable Communities program which is aimed at providing planning and capital grants to cities/counties that are building compact, transit, bike, and walk friendly downtowns and neighborhoods?

•In our current Transportation 2030 Plan, we invest \$27 million a year over 25 years on the TLC program. Should this investment level remain the same, or be lower or higher?

•**Policy Question:** Should the TLC program evolve into a different kind of program (e.g. planning and technical assistance only)?

•**Policy Question:** Should TLC funding be directed to exclusively support Priority Development Areas?

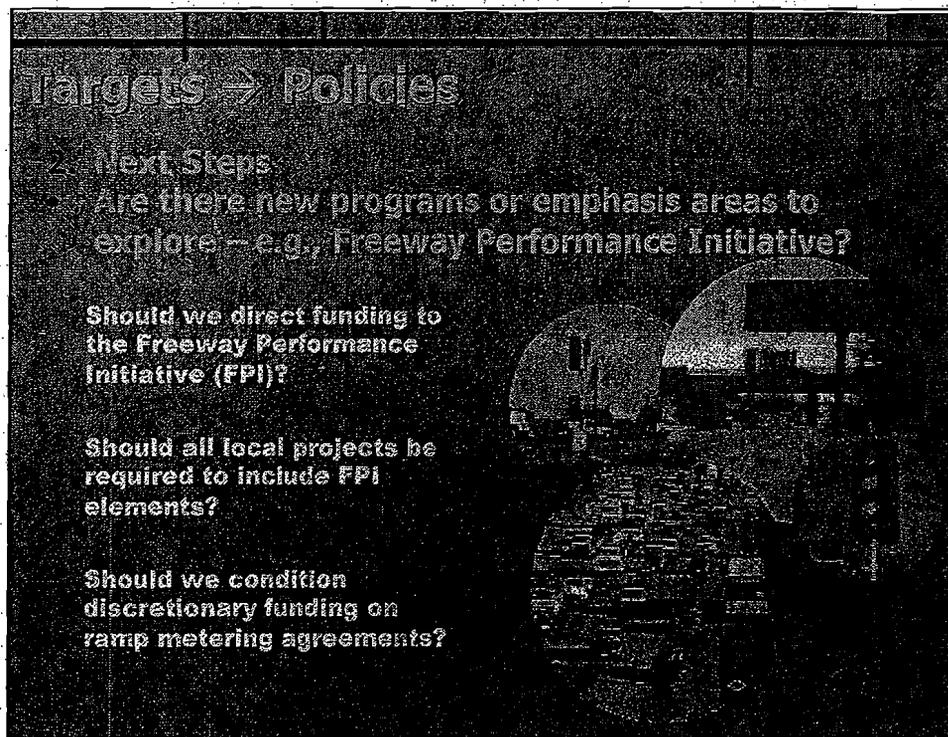


•**Policy Question:** How much revenue should go towards other programs like lifeline, bicycle/pedestrians, and other programs?

•In our current Transportation 2030 Plan, we invest \$200 million for a Regional Bicycle/Pedestrian Program, and another \$216 million for a Lifeline Transportation Program (another \$134 million of Prop 1B funds have been recently added).

•**Policy Question:** Should we continue to invest in these programs? Should the funding remain the same, or be lower or higher?

•**Policy Question:** Should we tie these funding programs to support Priority Development Areas?

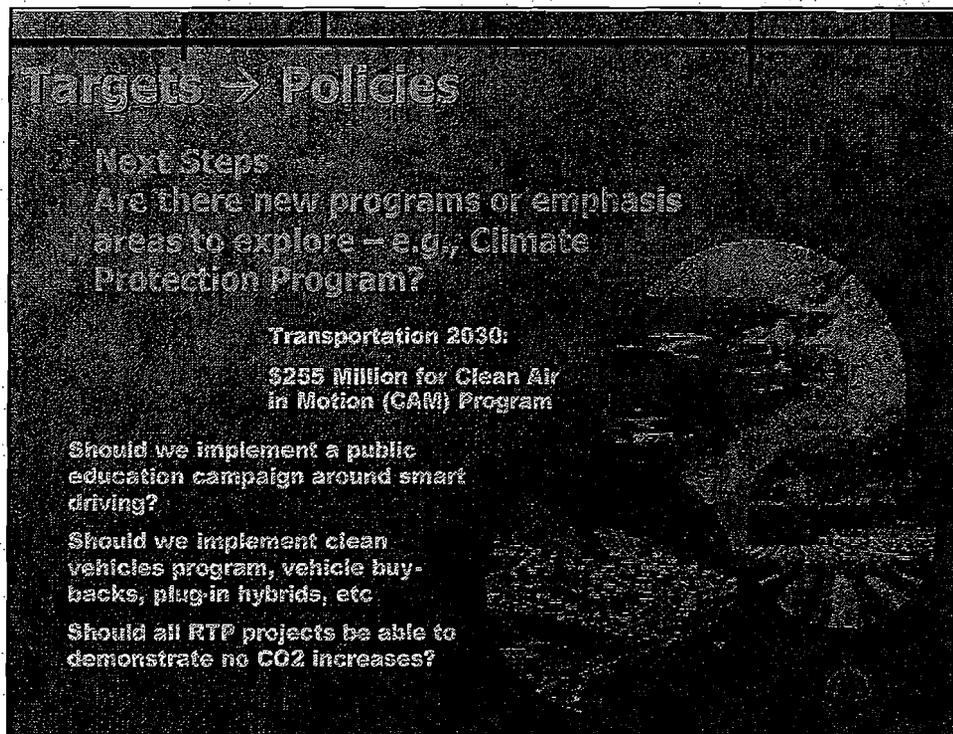


•The current RTP directs about 18% of the total estimated 25-year need to provide the highest priority system management improvements (roadway detection and communications systems) for the region's most congested corridors.

•**Policy Question:** Given that the scenario assessment indicates that freeway operational improvements are most effective in addressing congestion, should the Transportation 2035 Plan direct more funding toward these kinds of improvements?

•Current Caltrans and MTC policy requires that freeway projects include Traffic Operation System elements and ramp metering. There is no MTC or Caltrans policy that requires these elements to be implemented.

•**Policy Question:** Should RTP policy condition discretionary funding on commitments from project sponsors to develop corridor ramp metering agreements?



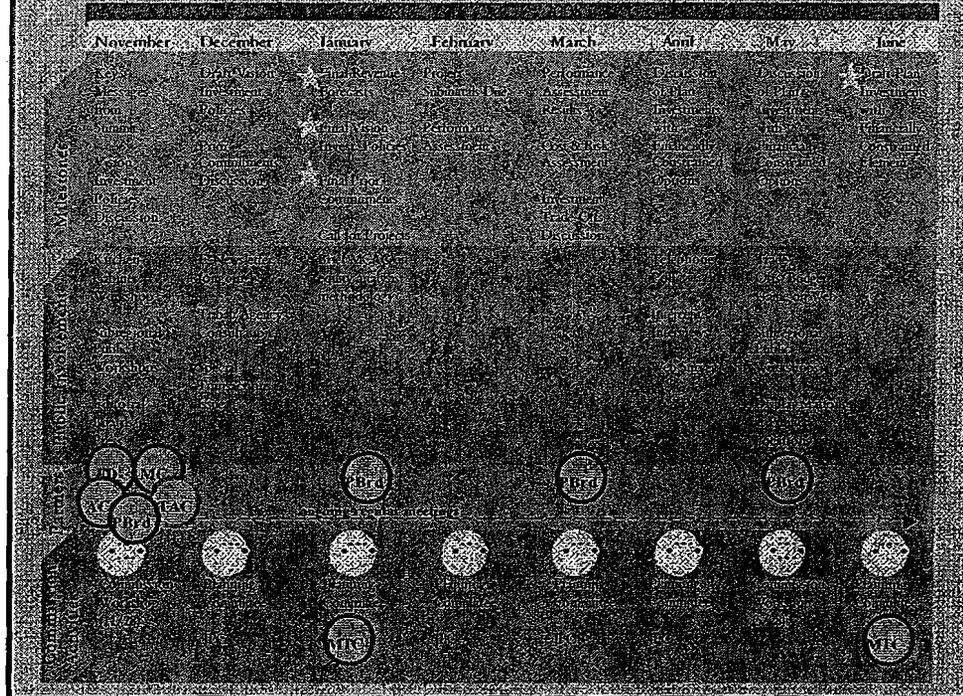
•Over 65% of the respondents in MTC's recent telephone poll thought that it was extremely important to consider global warming impacts when considering how we plan for transportation and land use in the Bay Area.

•The Air District has launched a \$1.5 million Climate Protection Grant Program to fund activities in the areas of youth outreach, city and county planning, and best practices that have proven their ability to reduce emissions. MTC and the Air District have previously partnered to fund a Clean Air In Motion Program that includes bus exhaust particulate traps, Spare the Air/Free Transit, Green Port Initiatives and other programs.

•**Policy Question:** Should the Transportation 2035 Plan dedicate discretionary funding to expanded existing or support a new climate change programs?

•**Policy Question:** Through the Transportation 2035 project-level performance evaluation process, should all expansion projects be required to demonstrate no CO<sub>2</sub> increases?

### Transportation 2035 - Phase Two Planning Process





DATE: November 29, 2007  
TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to School (SR2S) Program Update

**Background:**

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement, encouragement activities, and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Plan

**Discussion:**

The STA has completed meetings with all local Safe Routes to School (SR2S) task forces to revise and recommend their local SR2S plans to their city councils and school boards with the exception of Suisun City and Rio Vista. Suisun City's remaining meeting will be scheduled for sometime in November. Rio Vista's final task force meeting will be on November 13<sup>th</sup>. Attachment A describes each city's status in more detail. Attachment B is a projected schedule of the remaining task force and committee meetings before the STA Board adopts the Final Countywide SR2S Plan. The City of Benicia was the first city to have their Benicia SR2S Plan adopted by their school board and city council.

Once all of the local SR2S plans have been adopted and recommended to the STA for inclusion in the STA Countywide SR2S Plan, the STA Board will consider adoption of the countywide plan in February of 2008.

After the Plan is adopted, a call for projects through a Pilot SR2S Implementation Program will be considered by the STA Board. Since the only identified source of this funding will be Eastern Congestion Mitigation and Air Quality (ECMAQ), only the cities of Dixon, Vacaville, Rio Vista and Solano County will be eligible to apply for this first pilot program. Currently, \$240,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools. STA staff is currently reviewing other options to fund pilot SR2S projects Countywide.

Nearly \$100 million in Federal and State Safe Routes to School grants will be available this fall. The State SR2S grant program funds mainly capital projects for K-12 schools and

applications were due to Caltrans by November 16<sup>th</sup>. The Federal SRTS grant program is for a variety of engineering, education, enforcement, and encouragement projects for K-8 schools. Federal applications are expected to be due by late December (see Attachment C).

**Recommendation:**

Informational.

**Attachments:**

- A. STA Safe Routes to School (SR2S) Program Status Report, 11-13-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-2007
- C. Federal and State Safe Routes to School grants webpage

## STA Safe Routes to School (SR2S) Program Status Report Summary

11-13-07



### Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

### Phase 2 – Nearly Complete

Public Input Process

Community Task Forces	Next Meeting	Status
<b>Benicia</b>	COMPLETE	City Council Adopted, 11-6-07 School Board Adopted, 11-6-07
<b>Dixon</b>	Local plan adoptions in November	Local plan to be adopted by city council and school board.
<b>Fairfield</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Suisun City</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Rio Vista</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Vacaville</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>Vallejo</b>	Local plan adoptions in December	Local plan to be adopted by city council and school board.
<b>County of Solano</b>	Review draft Countywide STA SR2S Plan in November or December	Countywide plan draft being circulated in STA Advisory Committees.

**Below are the 28 schools currently participating in the STA's Safe Routes to School Program:**

<b>City</b>	<b>28 Schools Participating</b>
<b>Benicia</b>	<ul style="list-style-type: none"> <li>• Benicia High School</li> <li>• Benicia Middle School</li> <li>• Henderson Elementary School</li> <li>• Mary Farmar Elementary School</li> <li>• Matthew Turner Elementary School</li> <li>• Robert Semple Elementary School</li> <li>• St. Dominic's Catholic School</li> </ul>
<b>Dixon</b>	<ul style="list-style-type: none"> <li>• Anderson Elementary School</li> <li>• Tremont Elementary School</li> </ul>
<b>Fairfield</b>	<ul style="list-style-type: none"> <li>• Anna Kyle Elementary School</li> <li>• David Weir Elementary School (9-24-07)*</li> <li>• Laurel Creek Elementary School (9-26-07)</li> <li>• E. Ruth Sheldon Elementary School (10-09-07)</li> <li>• Vanden High School (10-11-07)</li> </ul>
<b>Suisun City</b>	<ul style="list-style-type: none"> <li>• Dan O. Root Elementary School (10-16-07)</li> <li>• Suisun Elementary School</li> </ul>
<b>Rio Vista</b>	<ul style="list-style-type: none"> <li>• D.H. White Elementary School</li> <li>• Riverview Middle School (9-25-07)</li> </ul>
<b>Vacaville</b>	<ul style="list-style-type: none"> <li>• Alamo Elementary School</li> <li>• Callison Elementary School</li> <li>• Cambridge Elementary School (10-04-07)</li> <li>• Hemlock Elementary School (10-15-07)</li> <li>• Foxboro Elementary School (9-27-07)</li> <li>• Paden Elementary School (10-22-07)</li> <li>• Sierra Vista Elementary School (10-02-07)</li> <li>• Will C. Wood High School</li> </ul>
<b>Vallejo</b>	<ul style="list-style-type: none"> <li>• Steffan Manor Elementary School</li> <li>• Widenmann Elementary School (9-20-07)</li> </ul>

### Phase 3 –Underway

#### STA Countywide SR2S Study Development

The STA’s Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) will review the countywide plan this fall and recommend the plan to the STA Board in either December 2007 or early 2008.

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, November 2007. Final review, Nov/Dec 2007.
STA Board	Adoption, Jan/Feb 2007.

#### **Background:**

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

*The SR2S outreach process is split into three major phases:*

- 1) City Council & School District Board presentations
  - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.
  
- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

  - Holding a training walking audit at a school of their choice
  - Reviewing a draft SR2S Plan of local projects and programs
  - Recommending a final SR2S Plan to their school board and city council
  
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
  - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
  - STA advisory committees review and recommend the final Countywide SR2S Plan.
  - STA Board adopts the final Solano Countywide SR2S Plan.

# STA SR2S Countywide Steering Committee

## STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

STA's Countywide SR2S Steering Committee		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Eva Laevastu	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

### Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
  - Introductory Materials, Layout Workplan
  - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
  - Recommended Goals, Policies, and Measurable Objectives
  - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
  - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
  - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
  - Made final recommendations for Discussion Materials

## **Phase 2 – Community Task Forces – IN PROGRESS**

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
  - Discussed Safe Route to Schools federal grants
  - Received update from Benicia's recent walking audit experience
  - Reviewed STA SR2S Status report.
  - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
  - Received update from Benicia's SR2S representative
  - Discuss draft SR2S meeting timeline
  - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
  - Receive countywide update on task forces from STA
  - Review draft outline of countywide SR2S plan
  - Review Federal SR2S Grant scoring criteria

## **Phase 3 –STA Board adoption of the SR2S Study**

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for their adoption in December, 2007.

- October 25, 2007
  - Receive countywide update on task forces from STA
  - Review draft text of countywide SR2S plan
  - Forward draft text to STA advisory committees for review
  - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

# Benicia

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
  - Benicia USD, August 24, 2006

### Phase 2 – Community Task Forces – COMPLETE

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
<b>City Council &amp; School Board Liaison Committee</b>	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
<b>City Traffic Pedestrian &amp; Bicycle Safety Committee</b>	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	<b>September 14, 2006</b> City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>October 19, 2006</b> Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	<b>November 28, 2006</b> Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> <li>• Jan 30, Benicia Middle School</li> <li>• All other schools completed June 2007</li> </ul>

<b>Second Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<ul style="list-style-type: none"> <li>• August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)</li> </ul>
<b>Third Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<ul style="list-style-type: none"> <li>• September 6, 2007 (City Council/School Board Liaison Committee)</li> </ul>
<b>Local Adoption of SR2S Plan</b>	<ul style="list-style-type: none"> <li>• City Council Adoption, Nov 1, 2007</li> <li>• School Board Adoption, Nov 6, 2007</li> </ul>

Private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

# Dixon

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

### Phase 2 – Community Task Forces – COMPLETE

Dixon's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
STA TAC Rep	Royce Cunningham	Dixon City Engineer
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 28</b>
School Based Training Audit	<b>March 29</b> Principal's meeting <b>April 18</b> Anderson Elementary School Event
Independent School Based Audits Conducted	April to September <b>May 15</b> Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 5<sup>th</sup></b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 3rd</b>
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Dixon's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

# Fairfield

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
  - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

### Phase 2 – Community Task Forces – COMPLETE

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Mark Schraer	Fairfield PD Traffic Division
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal’s meeting, <b>April 26</b> Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 29th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 17th</b>
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Fairfield	Calvary Baptist School	n/a	-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

# Rio Vista

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

### Phase 2 – Community Task Forces – COMPLETE

Rio Vista's SR2S Community Task Force – PENDING Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force		
Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>May 9th</b>
School Based Training Audit	<b>May 23</b> Informal audit at D.H. White Elementary. <b>August 2007,</b>  <b>Formal Audit to be at Riverview Middle School: September 25<sup>th</sup></b>
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	Recommended: October 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	November 2007
Local Adoption of SR2S Plan	City Council Adoption, Nov/Dec 2007 School District, Nov/Dec 2007

# Suisun City

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Suisun City's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	PW Engineer
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal's meeting
Independent School Based Audits Conducted	April – October <b>June 7</b> Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 19th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 29th</b>
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield-Suisun USD, November 2007

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7

# Vacaville

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

### Phase 2 – Community Task Forces – COMPLETE

Vacaville's SR2S Community Task Force		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	VUSD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 21</b>
School Based Training Audit	<b>March 13 &amp; 27</b> Principal's meeting <b>May 16</b> Will C. Wood High School event
Independent School Based Audits Conducted	May – September <b>May 23</b> Alamo Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 30th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 25th</b>
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12

# Vallejo

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

### Phase 2 – Community Task Forces – COMPLETE

Vallejo's SR2S Community Task Force		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	August 17 <sup>th</sup>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	October 24 <sup>th</sup>
Local Adoption of SR2S Plan	City Council Adoption, Nov 2007 School Board Adoption, Nov 2007

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

# County of Solano

## STA Safe Routes to School (SR2S) Program - Status Report

### **Phase 1 – Introductory Presentations - COMPLETE**

- Solano Community College, May 3, 2006
- Board of Supervisors Meeting, May 23, 2006

### **Phase 2 – Community Task Forces – IN PROGRESS**

**A Draft Countywide Safe Routes to School plan will come to the County Board of Supervisors for their review in November 2007. SR2S Steering Committee member, Robin Cox with the County Department of Public Health will help deliver the proposed plan and its specific health and safety benefits to County Board of Supervisors with STA staff.**

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. *The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.*

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

Concerning Solano Community College, other STA area plans and programs have the potential to be better suited to help increase safety as well as biking and walking to campus (e.g., the North Connector Transportation for Livable Communities Plan or the Solano Napa Community Information Program). Improvements and programs recommended through these other efforts will be incorporated into the STA's Safe Routes to School Program.

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# Phase 3: Local Adoption



Schedule of local adoption meetings:

City	Review Draft Plan	Recommend Final Plan	City Council Adoption	School Board Adoption	
Benicia	Aug 16	Sept 6	Oct 16/Nov 6	Nov 1	
Dixon	Sept 5	Oct 3	Oct 23	Nov 1	
Fairfield	Aug 29	Oct 17	Dec 4	Nov 8 (Fairfield)	Nov 13 (Travis)
Suisun	Oct 22	TBD	Nov 20		
Rio Vista	TBD	TBD	Dec 6	Nov 20	
Vacaville	Aug 30	Oct 25	Nov 13/Nov 27	Nov 15	
Vallejo	Sept 17	Oct 24	Nov 27/Dec 4	Nov 21	

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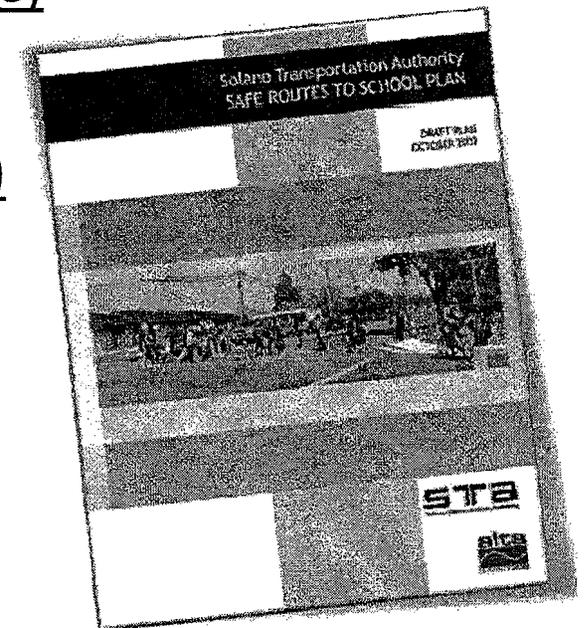
ATTACHMENT B

# Phase 3: STA Board Adoption



STA Committees to review countywide plan:

- SR2S Steering Committee  
Oct 23, Recommendation
- Bicycle Advisory Committee (BAC)  
Nov 1, Review  
Jan 3, Recommendation
- Pedestrian Advisory Committee (PAC)  
Nov 15, Review  
Jan 17, Recommendation
- Technical Advisory Committee (TAC)  
Nov 28, Review  
Jan 30, recommendation
- STA Board  
Jan 9, Review  
Feb 13, ADOPTION



## Safe Routes to School



### Safe Routes To School Programs

California has two separate and distinct Safe Routes to School programs:

#### → THE STATE-LEGISLATED SAFE ROUTES TO SCHOOL PROGRAM (SR2S)

The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. This program has been active since 2000 and is recognized by the acronym of SR2S. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

**NOTE: A CALL FOR PROJECTS WAS ANNOUNCED ON AUGUST 30, 2007; APPLICATIONS ARE DUE ON NOVEMBER 16, 2007.**

**\* Due to recent Southern California's wildfires, applicants in Caltrans Districts 7, 8, 11 and 12 are offered an extension of two weeks to submit the applications. The new application due date for these districts is Friday, November 30, 2007.**

#### → THE FEDERAL SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. The acronym for this program is SRTS. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

### PROGRAM COMPARISON...

Safe Routes to School Programs		
Program	State - SR2S	Federal - SRTS
Legislative Authority	Streets & Highways Code Section 2330-2334	Section 1404 in SAFETEA-LU
Expires	N/A	September 30, 2009
Eligible Applicants	Cities and counties	State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes
Eligible Projects	Infrastructure projects	Infrastructure and non-infrastructure projects
Local Match	10% required	None; 100% federally reimbursed
Project Completion Deadline	Within 4 state FYs after project is programmed	Within 4 federal FYs after funds are obligated
Location Restriction on Infrastructure Projects	None	Infrastructure projects must be within 2 miles of a grade school or middle school
Targeted Beneficiaries	Children in grades K-12	Children in grades K-8
Cycles Completed	6 cycles	1 cycle
Next Call for Projects	August, 2007 (Cycle 7)	September, 2007 (Cycle 2)
Available Funding	\$52M in Cycle 7 (06/07 & 07/08)	\$46M in Cycle 2 (08/09 & 09/10)

[Go to State SR2S Program website](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm)

[Go to Federal SRTS Program website](http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm)

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DATE: November 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Transit Consolidation Study Phase I and Phase II Status

**Background:**

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the transit services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed. The STA Board directed STA staff to initiate a countywide Transit Consolidation Study with approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). Subsequently, STA issued a Request for Proposal (RFP) and DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. The first major endeavor was to conduct an extensive outreach ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews began with STA Board members and Board alternates in March 2007 and with local staff and funding partners in April and continued into May and June. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted. Based on initial public official input, outreach to transit users was added at this point in the study process. To address this, the consultants held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May. In addition, two focus group sessions with transit users were held in June.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews completed by that point. It was a broad-based summary of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6<sup>th</sup>) alternative was requested. The added alternative is to consider consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

Subsequent to the TAC and Consortium, the STA Executive Committee discussed the Transit Consolidation study progress. The Executive Committee recommended that a Transit Consolidation Steering Committee be created consisting of the Mayors and City Managers of the Cities of Benicia, Fairfield, Suisun City, and Vallejo. This group would guide the study effort after all local jurisdictions' staff have reviewed and commented on the initial documents.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings and Options Reports once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions (Board member and City Manager/County Administrator).

The Consortium and TAC submitted comments on the draft documents discussed by July 20, 2007 and this was followed by a joint meeting of TAC and Consortium staff to discuss comments. Further refinements were requested and the Findings and Options Reports were updated. Both reports were released to the public in early September 2007.

Many of the comments received on the Findings and Options Reports will be addressed in Phase II. The purpose of Phase II is to more deeply analyze the potential impacts of the various options presented and evaluate and compare the options to one another and the status quo.

**Discussion:**

A draft scope for Phase II was presented to the TAC and Consortium for information in August and presented to the Transit Consolidation Steering Committee for review and approval at their initial meeting held on October 24<sup>th</sup>.

The Steering Committee meeting provided direction for Phase II. Each jurisdiction spoke to the various options and highlighted their issues. The scope of work was approved with clarification on which Options to study and clarify. Vallejo and Benicia reiterated their interest in pursuing Option 1 (Vallejo/Benicia consolidation). There was a consensus to not study Option 2 (Vallejo/Benicia/Fairfield-Suisun Transit consolidation) in Phase II. After some discussion, it was determined that Option 3 (North County intercity and paratransit consolidation) will not be studied as part of Phase II, but may be reconsidered depending upon the results of Options 4a and 4b (Intercity fixed-route and all intercity only paratransit service consolidation; intercity fixed-route and all paratransit). The Steering Committee also requested further clarification on Option 5 (Functional Consolidation) with the direction to study Options 4A and 5 (with clarification at the next meeting of the Committee). Option 6 (Full countywide consolidation) was kept on the table as a long-term goal.

The next Steering Committee meeting is scheduled for February 28, 2008 at 12 p.m. at Suisun City Hall.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. STA Transit Consolidation Goals and Criteria
- B. Phase I and Phase II Options

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**SOLANO TRANSPORTATION AUTHORITY**

**TRANSIT CONSOLIDATION STUDY**

**STA Board Goals and Criteria**

Scope of Consolidation Study:

- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit, Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdiction
- Flexibility to meet local changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)

**Initial Options Recommended from Phase I Study**

- Option 1:** South County Consolidation
- Option 2:** South/Central County Consolidation
- Option 3:** North County Intercity Consolidation
- Option 4:** a) All Paratransit and Intercity Fixed Route Consolidation  
b) All Intercity Paratransit and all Intercity Fixed Route Consolidation
- Option 5:** Functional Consolidation
- Option 6:** Full Countywide Consolidation

**Options Recommended from Phase II Study by Transit Consolidation Steering Committee**

- Option 1:** South County Consolidation (Benicia/Vallejo)
- Option 2:** ~~South/Central County Consolidation (Benicia/Vallejo/Fairfield/Suisun City)~~
- Option 3:** North County Intercity Consolidation (*Analysis to be considered pending outcome of analysis of Options 4a and 4b*)
- Option 4:** a) All Paratransit and Intercity Fixed Route Consolidation  
b) All Intercity Paratransit and all Intercity Fixed Route Consolidation
- Option 5:** Functional Consolidation (*clarify before further study*)
- Option 6:** Full Countywide Consolidation (*study as longer-term option*)



DATE: November 30, 2007  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Community Based Transportation Plan (CBTP) Status

**Background:**

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process should involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified, and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County, and as such will serve as fiscal agent for the funds. In addition, STA would assume overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia area has been expanded to include lower income segments of Fairfield and Suisun City.

**Discussion:**

To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA has engaged a consultant to perform the scope of work as required for the Community-Based Transportation Plans. STA released a Request for Qualifications to retain a qualified and committed professional transportation planning firm/team to provide services required to facilitate community meetings, and develop Community-Based Transportation Plans in the designated areas in the Vallejo and Cordelia communities. Two consulting teams/firms submitted their qualifications and interviews were held October 12, 2007. Valerie Brock Consulting was selected and a project kick off meeting has been held. Valerie Brock Consulting will work closely with STA staff, city transit, and planning staff. The following aggressive timeline outlines the future deliverables:

November 2007 – February 2008	Initial services; Establish stakeholders, summarize transit gaps, and hold initial stakeholders and community meetings.
March 2008	Complete outreach, prioritize issues and potential projects. Make presentation to stakeholders groups.
May 2008	Develop Draft Plans
May – June 2008	Present Draft Plans to stakeholders group, SolanoExpress Transit Consortium (on May 28, 2008) and STA Board (on June 11, 2008)
June 30, 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding to be allocated by the STA.

**Fiscal Impact:**

The consultant’s budget for the Vallejo’s CBTP is \$55,000 and the Cordelia’s CBTP budget is \$24,900. MTC will be funding these studies from a Federal Highway Administration (FHWA) Planning Fund. STA has entered into a funding agreement with MTC to fund these studies and these funds are in the STA’s budget.

**Recommendation:**

Informational.



DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Status Update

**Background:**

The Solano Transportation Authority (STA) Board approved several near term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to 1.) Pursue an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

**Discussion:**

1) *OTS Grant*

On October 25, 2007, the California Highway Patrol announced that it had been awarded an Office of Traffic Safety (OTS) grant of \$1.1 million for SR 12, including a portion of SR 12 in the Sierra foothills near Angels Camp. It is expected that \$600,000 to \$700,000 of the grant funds will be available for the portion of SR 12 between I-80 and I-5. STA staff members Robert Macaulay and Jayne Bauer will participate in the committee guiding expenditure of the OTS grant funds. Significant participation will also come from local law enforcement agencies.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) was signed by the Governor with a ceremony held at the Western Railroad Museum on October 1<sup>st</sup>. The double fine legislation for SR 12 will become effective on January 1, 2008. STA staff is working with Caltrans on the signage to implement ACR 7, the Officer David Lamoree memorial highway designation for a portion of SR 12.

3) *Education*  
STA staff is working with KUIC to prepare a Public Service Announcement (PSA) for radio, and working with the City of Fairfield staff to prepare a cable TV PSA that can be shown in a variety of jurisdictions. The text has been finalized, and the no-cost spots are ready for recording and/or reading on air. In addition, STA staff is looking at the ability to use OTS funds to purchase paid radio advertising, starting in early 2008. Finally, a SR 12 Events Calendar is being prepared showing all planned events. The calendar will include activity on the Jameson Canyon portion of SR 12 and the Rio Vista Bridge Study.

4) *Engineering*  
Installation of concrete and soft median barriers, shoulder and centerline rumble strips and other improvements has been completed. The concrete median barrier appears to have already served its purpose at least once in preventing a big rig from crossing the center line into oncoming traffic near Denver Road.

Caltrans has set a schedule for spring and summer 2008 work to improve vertical and horizontal curves, add shoulders on additional portions of SR 12, and the installation of left turn lanes at several intersections, including the SR 12/SR 113 intersection. Caltrans is currently undergoing right-of-way acquisition work at this time.

STA plans to select a consultant for the Median Barrier PSR by the end of 2007. Concurrently, MTC in partnership with STA, will be preparing a scope and cost estimate for the multi-jurisdictional I-80 to I-5 Major Investment and Corridor Study. This Corridor Study will be completed in coordination with MTC, Caltrans Districts 3, 4 and 10, the Sacramento Area Council of Governments and the San Joaquin Council of Governments.

The next meeting of the SR 12 Steering Committee is set for December 12<sup>th</sup> at 4:00 p.m. at Suisun City Hall. Prior to the Steering Committee meeting, a field visit to Contra Costa County to tour the SR 4 Bypass project was held on November 16<sup>th</sup>.

The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor, City of Rio Vista  
Pete Sanchez, Mayor, City of Suisun City  
Harry Price, Mayor, City of Fairfield  
Jim Spering, Solano County Board of Supervisors  
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is an SR 12 Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County  
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4  
Wil Ridder, San Joaquin Council of Governments  
Brent Salmi, Rio Vista Public Works  
Gene Cortright, Fairfield Public Works  
Lee Evans, Suisun City Public Works  
Birgetta Corsello, Solano County  
Daryl Halls, STA/Janet Adams, STA

Construction for the SR 12 Jameson Canyon Truck Climbing Lane Project is scheduled to begin in February 2008 (tree removal), with excavation starting as soon as weather conditions allow. The public comment period on the SR 12 Jameson Canyon widening project environmental has closed, and Caltrans is responding to the comments received. STA, Caltrans and the Napa County Transportation and Planning Agency have hired a project manager and are currently working together to deliver this project.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Western Contra Costa County I-80 Integrated Corridor  
Mobility Project

**Background:**

Proposition 1B is the \$20 billion dollar transportation bond approved by California voters in November 2006. One category within Proposition 1B is the Corridor Mobility Investment Account (CMIA). The majority of CMIA projects currently funded are roadway and infrastructure construction.

The Alameda County Congestion Management Agency (ACCMA), in partnership with the Contra Costa Transportation Authority (CCTA), and the West Contra Costa Transportation Advisory Committee (WCCTAC), submitted an application to the California Transportation Commission (CTC) for an \$87.7 million Integrated Corridor Mobility (ICM) Project. The I-80 ICM Project includes Active Traffic Management practices based on the application of Intelligent Transportation Systems technology to both the mainline freeway segment and adjacent arterials and local roads. The project area covers I-80 from the Solano County line to the Bay Bridge. The CTC awarded \$55.3 million in CMIA money for this project – the only ITS project in the state. The CTC suggested that the I-80 ICM Project apply for the arterials portion of its funding from the Traffic Light Synchronization Program (TLSP) category of Proposition 1B. ACCMA, CCTA, and WCCTAC are preparing an application to the TLSP for \$24.3 million, and are paying \$8.1 million in local match for project development. The project is managed by the ACCMA, as the lead agency, in partnership with the CCTA, WCCTAC, and Caltrans. CCTA is the Congestion Management Agency (CMA) for Contra Costa County. WCCTAC is one of four Regional Transportation Planning Committees in Contra Costa. WCCTAC is a JPA comprised of five cities -- El Cerrito, Pinole, Hercules, Richmond and San Pablo – plus three transit properties – BART, AC Transit, and WestCAT – plus the county.

**Discussion:**

WCCTAC has asked STA staff to observe and comment upon the development of the I-80 ICM Project, particularly as WCCTAC and STA share common objectives, i.e., improving travel time reliability, enhancing transit performance on the freeway, reducing incidents, and so on. STA planning staff will attend periodic meetings hosted by WCCTAC. The first meeting was held on October 17<sup>th</sup>. At that time, WCCTAC included the following information in their definition of the corridor problem:

- The corridor is 20.5 miles long
- The west-bound commute in this corridor produces 12,230 vehicle hours of delay each day
- Congestion occurs during both the AM and PM commutes and on weekends
- Widening is generally not an option because of geometric constraints, i.e., the density/value of developed land adjacent to I-80, and protected wetlands on the other side

WCCTAC believes that implementation of an ICM approach can reduce corridor delay by 15% to 20%. The elements of the ICM being considered in the project are:

- Freeway Management, including Ramp Metering and other Active Traffic Management tools
- Arterials Management
- Transit Management
- Traveler Information
- Commercial Vehicle Operations
- Traffic Surveillance and Monitoring
- Incident Management

STA staff met with WCCTAC staff on November 27<sup>th</sup> to discuss the project. WCCTAC has offered to have STA staff as observers and/or members of the project Technical Advisory Committee.

One of the comments made at the October 17<sup>th</sup> meeting was “why should the communities in Contra Costa County make the sacrifices to improve traffic flow on I-80 if the capacity will just be taken up by traffic from Solano County? Should traffic from Solano County into Contra Costa County be metered at the Carquinez Bridge?” STA staff participation will be in part to defuse such sentiment, as well as to strengthen the partnership between STA and WCCTAC staff and member agencies, and to inform WCCTAC of the steps STA and the communities of Solano County are taking to deal with traffic moving from Solano County into Contra Costa County (including High Occupancy Vehicle lanes and maximizing transit opportunities and use). Concurrently, the CMA Directors from Alameda, Contra Costa, and Solano have initiated discussion about increasing collaboration on the I-80 Corridor. STA staff will also be bringing back reports on technical and political obstacles encountered, and how they are dealt with, in anticipation of proposals to implement some or all of the I-80 ICM measures in Solano County.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: November 30, 2007  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: City of Fairfield McGary Road Bicycle Transportation Account (BTA) Grant Submittal Support Letter

**Background:**

McGary Road is a frontage road primarily located in the City of Fairfield along the south east side of I-80 between Cordelia and the City of Vallejo. McGary Road was closed to the public in 1998 after a series of heavy rains caused the soils under I-80 and McGary Road to become unstable and slide. At the same time, the City of Vallejo was working to construct the Solano Bikeway, a Class I multi-use path that was planned to link up with McGary Road to provide a major connection between the cities of Vallejo and Fairfield. More importantly, this route has regional significance since it is the most direct route linking the Al Zampa (formerly Carquinez) Bridge, Contra Costa County, and the Greater Bay Area to northeastern Solano County and on to the cities of Davis and Sacramento. The City of Vallejo, STA, and other funding agencies contributed approximately \$1.3 million to complete the Solano Bikeway. To date, McGary Road remains closed and this important local and regional bicycle link has not yet been realized. The City of Fairfield has kept McGary Road closed because of the serious safety conditions on the roadway and concerns that the landslide at I-80 was not adequately addressed by Caltrans.

In 2005, Caltrans completed a project to address soil stability by installing large drainage shafts that would reduce the severity of future landslides. The heavy rains and floods in early January 2006 were the first test for Caltrans' new drainage system. I-80 and McGary Road did not experience any substantial slides, but there was some movement. City of Fairfield staff, in cooperation with Solano County staff, determined the roadway could potentially be repaired and re-opened. Both staffs working with STA began to obtain funding to reconstruct McGary Road.

McGary Road has remained a top priority for the Solano Bicycle Advisory Committee (BAC) and the STA. As a result, since Fiscal Year 2006-07, the STA Board approved a total of \$1,655,000 from a combination of Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, and Congestion Mitigation Air Quality (CMAQ) Improvement Program funds for McGary Road to be reconstructed and reopened.

**Discussion:**

The City of Fairfield is preparing to reconstruct McGary Road, but estimates a shortfall of \$700,000 to \$800,000. If the additional funding is secured, the City of Fairfield can begin construction as soon as summer 2008. After the roadway is reconstructed and can be re-opened, the roadway will be transferred back to Solano County as a county roadway.

In an effort to address the remaining construction shortfall, the City of Fairfield, in partnership with the County of Solano, is planning to submit an application for Caltrans Bicycle Transportation Account (BTA) funds. The BAC reviewed the City of Fairfield's staff proposal for a BTA application at their November 1, 2007 meeting and unanimously agreed to provide a letter of support. Attachment A is the BAC letter of support.

Article 9 of the BAC Bylaws states:

"Letters written by Bicycle Advisory Committee that are directed outside the Authority must be reviewed by the Executive Director and if in the opinion of the Executive Director, the contents and intent of the letter is either non-controversial or consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by Board action."

Based on staff review, staff is of the opinion that support for this grant application is non-controversial and consistent with Board policies given the financial support provided over the last few years. Therefore, STA staff worked with the BAC chairperson to finalize the letter submit it to the City of Fairfield.

**Recommendation:**

Informational.

Attachment:

- A. Solano Bicycle Advisory Committee Letter of Support for the City of Fairfield's McGary Road Project



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members: November 15, 2007

Benicia  
Dixon Sylvia Fung  
Fairfield Caltrans District 4  
Rio Vista Office of Local Assistance  
Solano County 111 Grand Avenue  
Suisun City Oakland, CA 94612  
Vacaville  
Vallejo

**RE: Support for City of Fairfield/Solano County Bicycle Transportation Account Application for the Solano Bikeway Extension/McGary Road Class 3 Bike Route Project**

Dear Ms. Fung:

On behalf of the Solano Transportation Authority's Bicycle Advisory Committee, I am writing to support the City of Fairfield and Solano County's joint Bicycle Transportation Account (BTA) application for the Solano Bikeway Extension/McGary Road Class 3 Bike Route project. For many years, this project has been identified as a critical project to support bicyclists in Solano County and is the highest priority project identified in the Solano Transportation Authority's Solano Countywide Bicycle Plan.

Currently, for safe travel between Fairfield and Vallejo, routes through Benicia or Napa County are required. Taking these routes increases the travel distance by 10 – 15 miles. The only parallel roadway to I-80 between these two cities, McGary Road, has been closed for almost 10 years due to hazardous conditions created by a landslide. Recent projects by Caltrans have arrested the movement of the slide, providing the opportunity to reconstruct the damaged roadway. This Solano Bikeway Extension/McGary Road Class 3 Bike Route project will remove the hazardous conditions and establish shoulders along the roadway to support non-motorized traffic. Ultimately, the project will re-establish a faster, safer, and more direct link between the cities of Fairfield and Vallejo.

The Solano Bikeway Extension/McGary Road Class 3 Bike Route is a vitally important link in Solano County and the Bay Area's regional bicycle network. We strongly urge Caltrans to approve the BTA funding for this critical project.

Sincerely,

Glen Grant  
BAC Chairperson

Cc: STA Board members  
Daryl Halls, STA Executive Director  
Gene Cortright, Fairfield Public Works Director  
Paul Wiese, Solano County Engineering Manager  
Solano County Board of Supervisors  
Mayor and City Council, City of Fairfield

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DATE: November 30, 2007  
TO: STA Board  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Solano Employer Commute Challenge Final Results

**Background:**

The Solano Employer Commute Challenge was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Commute Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 times from July to October." Incentives are provided through the Solano Transportation Authority(STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

STA staff met with chambers of commerce to get input and feedback about the Commute Challenge prior to its initiation. The chamber staffs were enthusiastic and supportive of the campaign and suggested employer targets in each of their communities.

Solano Employer Commute Challenge campaign materials were mailed to the targeted employers in July with telephone follow-up a week later. Information about the Commute Challenge was posted on the STA's website along with a registration form where targeted employers could indicate their interest in participating.

Employees also accessed a form on the STA website to register for the Challenge. As individual employees signed up, each received a welcome letter and a Monthly Commute Log, as well as any information requested about transit, bicycling, and carpooling options. At the end of each month, individuals submitted the completed Commute Log and the next month's Log was forwarded to them.

**Discussion:**

The Challenge ended on October 31, 2007 and the deadline for all Monthly Commute Logs was November 7<sup>th</sup>. Twenty-seven (27) large employers registered to participate in this initial Challenge. Eighteen (18) of those employers had employees that met the Challenge. Genentech in Vacaville and Goodrich in Fairfield became "Commute Champion Workplaces" where twenty (20) or more employees met the Challenge. Genentech is the "Most Outstanding Workplace" with twenty-six (26) of its employees meeting the Challenge, more than any other company.

A total of 296 employee participants signed-up to use the Monthly Commute Logs to track their usage of commute alternatives through October 31<sup>st</sup>. 133 of those registered participants became "Commute Champions" by meeting the Challenge through use of an alternative commute mode at least 30 times during the campaign period. Another 37 participants "gave it a try" and used an alternative at least 10 times between July 1<sup>st</sup> and

October 31<sup>st</sup>. The average number of trips per participant was 49. The highest number of trips was 92. The individual participants who used a commute alternative more than anyone at their company will receive the “Most Outstanding Commuter Reward.”

SNCI incentive rewards, in the form of “Commute Bucks” gift certificates, will be distributed within the next 2 months. Genentech participants will receive a recognition as the “Most Outstanding Commuter Challenge Workplace.” STA staff will coordinate the presentation of employer rewards with the companies, Chambers of Commerce, and STA Board members.

**Fiscal Impact:**

The Solano Commute Challenge (SCC) campaign is included in the STA’s Solano Napa Commuter Information program budget and are funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

**Recommendation:**

Informational.

Attachment:

- A. SCC Employee Final Results Table – 11/9/07

**ATTACHMENT A**

Solano Commute Challenge  
Final Results Table - 11/9/07

27 employers  
296 registered employees

City	Employers	# registered employees	# employees met Challenge	# employees "Gave it a Try"
Benicia				
	Benicia Fabrication & Machine	0	0	0
	City of Benicia	5	4	1
	The Henry Wine Group	1	0	0
Dixon				
	Cardinal Health	0	0	0
	First Northern Bank	4	3	0
	Superior Farms	0	0	0
Fairfield/Suisun City				
	Abbott Labs	4	4	0
	Anheuser-Busch	10	6	1
	City of Fairfield	7	6	0
	Goodrich	28	22	4
	Kaiser Permanente Medical Offices	1	0	0
	Papyrus	10	8	0
	Professional Hospital Supply	1	1	0
	Solano Family & Children's Services	2	1	0
	Travis AFB	27	9	4
Rio Vista				
	California Vegetable Specialties	27	14	3
	City of Rio Vista	1	0	0
Vacaville				
	City of Vacaville	13	3	0
	Genentech	64	26	11
	Kaiser Permanente Medical Offices	16	1	4
	NorthBay Health Care	26	10	3
	Pacific Cycle	0	0	0
	Vacaville Unified School District	5	0	1
Vallejo				
	City of Vallejo	10	2	1
	Crestwood Manor	2	0	0
	Kaiser Permanente Medical Center	27	8	4
	Meyer Corporation	5	5	0

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DATE: November 29, 2007  
 TO: STA Board  
 FROM: Sam Shelton, Assistant Project Manager  
 RE: Project Delivery Update

**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

**Discussion:**

There were 4 project delivery reminders for the TAC this month:

1. Follow up on MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2007-08 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

The following two projects were the last projects to obligate funding in FY 2007-08:

<b>Projects in MTC's FY 2006-07 Federal Obligation Plan</b>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL010021</b>	Benicia - West "K" Street Rehabilitation	\$40,000 of additional \$75,000 obligated as part of revised E76. Remaining \$35,000 will be deobligated.
<b>Fairfield</b>	<b>SOL010023</b>	Hilborn Road Rehabilitation	\$23,407 not obligated as part of project. Funding will be deobligated.

The following are projects that will be included in the FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

<b>Projects in FY 2007-08 Federal Obligation Plan</b>			
<b>Projects must submit E76 requests by March 1, 2008 for these funds.</b>			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Rio Vista</b>	<b>SOL050052</b>	Rio Vista – 2 <sup>nd</sup> St. Rehabilitation	Scope revised in Nov TIP amendment submittal.
<b>Vacaville</b>	<b>SOL050059</b>	Nob Hill Bike Path	\$300,000 for ENV
<b>Vallejo</b>	<b>SOL010027</b>	Vallejo – Lemon St. Rehabilitation	\$25,000 for PE in FY 07-08. Additional \$672,000 in FY 2008-09 could be advanced.

The following are STA funding program projects that will be amended into the TIP for either FY 2007-08 funds or FY 2008-09 funds:

<b>Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be listed in the TIP</b>				
<b>Agency</b>	<b>Project</b>	<b>STA Funding Program</b>	<b>2007-09 Total Federal Funds</b>	<b>Amendment Status</b>
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Not submitted
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Not submitted
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Not submitted
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	Submitted
Fairfield	Union Ave/Suisun City Train Station Ped Imp	TLC Capital	\$73,800	Submitted
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Submitted
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$127,000	Submitted
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Submitted
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	Approved
Vacaville	Alt Fuels Prog	Alt Fuels	\$200,000	Submitted
Vacaville	Ulati Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Submitted
Vacaville	Ulati Creek Bike Path (Ulati to Leisure Town)	Bike/Ped	\$37,098	Submitted
Vacaville	Downtown Creekwalk	TLC Capital	\$822,000	Submitted

\*Federal funds include the following: CMAQ, TE, and STP based fund sources.

#### Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

<b>September 2007 Inactive Projects (and projects carried over from March 2007 period)</b>			
<ul style="list-style-type: none"> <li>• Submit an invoice by November 8, 2007</li> <li>• Submit a justification form or deobligation request by November 28, 2007.</li> </ul>			
<b>Agency</b>	<b>Project</b>	<b>Unexpended Funds</b>	<b>Status</b>
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In final voucher process
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Invoice sent in August.

<b>Projects that will become inactive by December 2007</b>			
Fairfield	Rockville Rd. & Redtop Rd. & In City Of Dixon , Park & Ride, Info-Ctr, Trans. Ctr.	\$276,655	Last billed 10/7/2005.
<b>Projects that will become inactive by March 2008</b>			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	\$582,302	Last billed 1/26/2007.

2. STA Project Delivery Working Group, November 27, 2007:  
The Solano PDWG agenda for November 27 will be emailed out to PDWG and TAC members by November 20<sup>th</sup> for their review.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: November 30, 2007  
 TO: STA Board  
 FROM: Sara Woo, Planning Assistant  
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
San Francisco Bay Trails Project	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	<b>Open Until Funds Exhausted; Currently Accepting Applications</b>
Federal Transit Administration's New Freedom Program (49 USC Section 5317)*	Christina Atienza, Metropolitan Transportation Commission (510) 817-5828	<b>December 14, 2007</b>
Federal Safe Routes to School (SRTS) Program	Slyvia Fung, Caltrans (510) 286-5226	<b>December 30, 2007 (Tentative)</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**

**San Francisco Bay Trails Project**

**No Due Date: Applications Open Until Available Funding is Exhausted**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the San Francisco Bay Trails Project is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties and districts with planned trails are eligible to apply.

Program Description: The Bay Trail Project proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.

Funding Available: Approximately \$6 million is available under the program.

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

- City of Benicia – Benicia State Recreation Area Bay Trail \$100,000, FY 01/02; Completed September 2003
- County of Solano – Solano Countywide Trails Plan \$46,000, FY 01/02; Completed February 2004

Further Details: <http://baytrail.abag.ca.gov/>

Program Contact Person: Maureen Gaffney, Bay Trail Planner (ABAG), (916) 651-8576, [maureeng@abag.ca.gov](mailto:maureeng@abag.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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**FUNDING OPPORTUNITY**  
**Federal Transit Administration's New Freedom Program**  
**(49 USC Section 5317)**  
Applications Due November 14, 2007

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Federal Transit Administration's New Freedom Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local government authorities and public transportation operators.

Program Description: The program is intended to support new public transportation services and/or alternatives beyond those required by the Americans for Disabilities Act of 1990 for urbanized areas in the Bay Area.

Funding Available: Approximately \$1.54 million is available for FY 2007/2008; 20% local match for capital projects; 50% local match for operating projects.

- The large Urbanized Area (UA) apportionment amounts are as follows:
- Antioch - \$56,232
  - Concord - \$127,429
  - San Francisco-Oakland - \$885,254
  - San Jose - \$404,370
- Santa Rosa - \$71,947

Eligible Projects: Paratransit enhancements, feeder services, accessibility improvements to transit and intermodal stations not designated as key stations, and travel training.

Further Details: [www.mtc.ca.gov/funding/new\\_freedom.htm](http://www.mtc.ca.gov/funding/new_freedom.htm)

Program Contact Person: Christina Atienza, Project Engineer (MTC), (510) 817-5828, [catienza@mtc.ca.gov](mailto:catienza@mtc.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)



**FUNDING OPPORTUNITY**

**Federal Safe Routes to School (SRTS) Program**

**Applications Due December 30, 2007 (Tentative)**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.

Program Description: The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school.

The second FY 2007/2008 call for projects is currently unknown, but generally anticipated for September 2007.

Funding Available: Approximately \$26.8 million is available for FY 2007/2008; no local match, 100 percent federally reimbursed.

Eligible Projects: Infrastructure projects: capital improvements related to bicycle and pedestrian facilities  
Non-infrastructure projects: programs and strategies that increase public awareness and education

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, [Sylvia.fung@dot.ca.gov](mailto:Sylvia.fung@dot.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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DATE: December 3, 2007  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

**Discussion:**

Attached is the STA Board meeting schedule for Calendar Year 2008.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2008



**STA BOARD MEETING SCHEDULE**  
Calendar Year 2008

(Meets on the 2<sup>nd</sup> Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING -SUMMER RECESS			
September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12	6:00 p.m.	STA 11 <sup>th</sup> Annual Awards	TBD - City of Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed