



Solano Transportation Authority

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Suisun City, California 94585

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MEETING NOTICE

Members:

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

Wednesday, February 14, 2007

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

**6:00 p.m. Regular Meeting
6:45 p.m. Workshop**

**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.**

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

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

Pursuant to the Brown Act, each public agency 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 5 minutes per speaker. 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 shall be made 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. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiclat, 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

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 Sperring County of Solano
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STA BOARD ALTERNATES

Gary Cloutier	Alan Schwartzman	Mike Smith	Jack Batson	Bill Kelly	Mike Segala	Steve Wilkins	John Silva
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 – 6:15 p.m.)
Pg. 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:20 p.m.)
- A. **Caltrans Report –** Doanh Nguyen,
1. I-80 and State Route (SR) 12 Caltrans
- B. **MTC Report**
- C. **STA Report** Janet Adams
1. Environmental Document Overview Gus Khouri
2. State Legislative Update from Shaw/Yoder, Inc.
- VII. **CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:20 – 6:25 p.m.)
- A. **STA Board Minutes of January 10, 2007** Johanna Masiclat
Recommendation:
Approve STA Board Minutes of January 10, 2007.
Pg. 7
- B. **Review Draft TAC Minutes of January 31, 2007** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 17
- C. **Updated STA Board Meeting Schedule for Calendar Year 2007** Johanna Masiclat
Recommendation:
Informational.
Pg. 23
- D. **Route (Rt.) 30 and 90 Service and Funding Agreement** Elizabeth Richards
Recommendation:
Authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.
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- E. Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan** Janet Adams
Recommendation:
Approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.
Pg. 29
- F. State Route (SR) 113 Corridor Study Contract** Robert Guerrero
Recommendation:
Authorize the Executive Director to enter into a contract agreement with Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000.
Pg. 33
- G. I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request** Janet Adams
Recommendation:
Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.
Pg. 53
- H. Jepson Parkway Project Contract Amendments** Janet Adams
Recommendation:
Authorize the Executive Director to amend the contract with Jones sand Stokes for an additional \$25,000 and to amend the PBS&J contract for \$473,815 for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Jepson Parkway Project until December 30, 2008.
Pg. 59
- I. Right-of-Way Acquisition Services for the North Connector Project** Janet Adams
Recommendation:
Authorize the Executive Director to enter into an agreement with the Contra Costa County Real Property Division to provide right-of-way acquisition services for the North Connector Project East Segment for an amount not to exceed \$295,000.
Pg. 63

- J. Solano Transit Consolidation Study Budget Amendment** Elizabeth Richards
Recommendation:
Authorize the Executive Director to enter into a contract with DKS Associates for the countywide Transit Consolidation Study in an amount not-to-exceed \$150,000.
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VIII. ACTION ITEMS – FINANCIAL ITEMS

- A. 2006 State Transportation Improvement Program (STIP) Augmentation** Janet Adams
Recommendation:
Approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.
(6:25 – 6:30 p.m.)
Pg. 73

- B. Transit Capital Funding Plan** Elizabeth Richards
Recommendation:
Approve the following:
- 1. The allocation of \$1 million of STAF for Rt. 30 and Rt. 90 vehicle replacement and operating costs;*
 - 2. Revisit this issue subject to MTC completing the adoption of its policy of allocating State Transit Assistance Funds (STAF) population funds.*
- (6:30 – 6:35 p.m.)
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IX. ACTION ITEMS – NON-FINANCIAL ITEMS

- A. Legislative Update – February 2007** Jayne Bauer
Recommendation:
Approve the adoption of the following positions on proposed state legislative items:
- AB 112 (Wolk) – Sponsor and support; approve Resolution No. 2007-03*
 - ACR 7 (Wolk) – Cosponsor and support*
- (6:35 – 6:40 p.m.)
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X. INFORMATION ITEMS

- A. State Route (SR) 12 Safety Update** Janet Adams
Informational
(6:40 – 6:45 p.m.)
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NO DISCUSSION

- B. Highway Projects Status Report:** Janet Adams
1. I-80/I-680/SR 12 Interchange
 2. North Connector
 3. I-80 HOV Project: Red Top Road to Air Base Parkway
 4. Jepson Parkway
 5. Highway 12 (Jameson Canyon)
 6. I-80 SHOPP Rehabilitation Project
 7. SR 12 SHOPP Projects
- Informational
Pg. 121
- C. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status** Elizabeth Richards
- Informational
Pg. 127
- D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08** Elizabeth Richards
- Informational
Pg. 129
- E. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule** Robert Guerrero
- Informational
Pg. 135
- F. Safe Routes to School (SR2S) Update** Sam Shelton
- Informational
Pg. 147
- G. Funding Opportunities Summary** Robert Guerrero
- Informational
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XI. BOARD MEMBER DISCUSSION ITEM - WORKSHOP

- A. Solano Travel Safety Plan and Priorities Workshop** Janet Adams
- Discussion
(6:45 – 7:15 p.m.)
Pg. 171
- B. Introduction – Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level** Robert Guerrero
- Discussion
(7:15 – 7:25 p.m.)
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XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, March 14, 2007, 6:00 p.m., Suisun City Hall Council Chambers.



MEMORANDUM

DATE: February 7, 2007
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –February 2007

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.

California Transportation Commission (CTC) to Release Draft CMIA Projects List

The latest communication from the California Transportation Commission (CTC) indicates their intention to release the draft list of Corridor Mobility Investment Account (CMIA) projects on February 16, 2007. The CTC staff will present the draft list of CMIA projects to the Commission at a special meeting on February 20, 2007 and adoption of the CMIA list is scheduled for February 28, 2007. A total of \$11 billion in projects have been submitted, with a total of \$4.5 billion available in CMIA funds to be allocated by the CTC. Solano County projects competing for this limited funding are the I-80/I-680/SR 12 Interchange and SR 12 Jameson Canyon.

Board Adoption of Draft 2006 STIP Augmentation*

On the agenda for adoption by the STA Board is Solano County's recommended list of projects for the 2006 State Transportation Improvement Program (STIP) Augmentation. The \$17 million in STIP Augmentation is available as a direct result of California voters approving the passage of Proposition 1B in November of 2006. The STIP Augmentation funds are subdivided into funding for highways and roadway improvements (\$11.67m) and transit capital (\$5.33m) prescribed by the fund sources that fund the STIP. Staff has reviewed with the STA Board on several occasions the status of various priority projects and the estimated amounts of available STIP and federal funds over the next five years. Based on direction provided by the Board, staff is recommending the programming of 2006 STIP Augmentation funds for the following projects: SR 12 Jameson Canyon (\$7 million), Fairfield-Vacaville Rail Station (\$2 million), Vallejo Ferry Maintenance (\$2 million), Jepson Parkway (\$1.837 million), and the Dixon Transit Center (\$1.33 million). Two of the underlining strategies for this recommendation are to invest Solano County's limited STIP funds in projects that can be delivered within the next five years and to continue to attract and leverage additional regional, state and federal funds. The

proposed STIP Augmentation includes dedicating up to 5% of the STIP funds over a five year period for project development activities associated with jump starting and accelerating the initial corridor planning and project study report (PSR) necessary to program future projects in the STIP and to ensure the timely delivery of projects once they are programmed. The initial work plan for this activity is contained under a separate agenda item.

Staff to Provide Overview of Forthcoming Environmental Documents for Priority Projects *

In preparation for several environmental documents that are scheduled to be agendized for action by the STA Board later this year, staff has agendized an informational presentation on environmental review process and the STA process and various roles in approving these important documents.

Safe Routes to Schools Program Begins to Take Shape with Community Priorities *

The STA's Safe Routes to Schools Program is beginning to take shape thanks to the active participation of school districts, police and fire personnel, the public works staff, and members of the STA Board. A number of community level meetings have been initiated and local community Safe Routes to Schools priorities will be developed. Based on the schedule for this program, it is anticipated that a draft list of Safe Routes to Schools priorities and recommendations will be provided to the STA Board before the end of 2007.

At the Board meeting, Janet Adams and Sam Shelton will provide a presentation on the STA's various efforts to improve travel safety in Solano County. Staff will be requesting the Board provide policy direction on the plans, programs and projects relating specifically to safety.

Countywide Economic Summit to Provide Guidance for Future Update of STA's Plans and Priority Projects

The Solano Economic Summit is scheduled for February 15, 2007 at the Hilton Garden Inn in Fairfield. The County of Solano, the Solano Economic Development Corporation (EDC), City and County Coordinating Council (CCCC), and the Solano Transportation Authority (STA) are sponsoring the event. The purpose of the Summit is to help formulate a vision for economic development in Solano County.

New Director of Planning Joins STA

On February 5, 2007, Robert Macaulay officially joined the STA as the new Director of Planning. Bob comes from the City of Vacaville where he enjoyed a productive 18-year tenure in the City's community development and housing and redevelopment departments. I look forward to having him join the STA staff and apply his talent, enthusiasm and experience toward guiding the successful planning efforts of the STA.

Attachment:

- A. STA Acronyms List of Transportation Terms



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
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		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
		PTAC	Partnership Technical Advisory Committee (MTC)
C		R	
CAF	Clean Air Funds	RABA	Revenue Alignment Budget Authority
CALTRANS	California Department of Transportation	REPEG	Regional Environmental Public Education Group
CARB	California Air Resources Board	RFP	Request for Proposal
CCCC (4 ^{Cs})	City County Coordinating Council	RFQ	Request for Qualification
CCCTA (3CTA)	Central Contra Costa Transit Authority	RM 2	Regional Measure 2
CEQA	California Environmental Quality Act	RRP	Regional Rideshare Program
CHP	California Highway Patrol	RTEP	Regional Transit Expansion Policy
CIP	Capital Improvement Program	RTIP	Regional Transportation Improvement Program
CMA	Congestion Management Agency	RTMC	Regional Transit Marketing Committee
CMAQ	Congestion Mitigation and Air Quality	RTP	Regional Transportation Plan
CMP	Congestion Management Program	RTPA	Regional Transportation Planning Agency
CNG	Compressed Natural Gas		
CTA	County Transportation Authority	S	
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
D		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
E		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
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		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
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		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 st 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
M		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
N		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
O		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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DATE: February 5, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board to approve the following attached consent items:

- A. STA Board Minutes of January 10, 2007
- B. Review Draft TAC Minutes of January 31, 2007
- C. Updated STA Board Meeting Schedule for Calendar Year 2007
- D. Route 30 and 90 Service and Funding Agreement
- E. Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan
- F. State Route (SR) 113 Corridor Study Contract
- G. I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request
- H. Jepson Parkway Project Contract Amendments
- I. Right-of-Way Acquisition Services for the North Connector Project
- J. Solano Transit Consolidation Study Budget Amendment

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
January 10, 2007

I. CALL TO ORDER

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

MEMBERS

PRESENT:	Len Augustine (Chair)	City of Vacaville
	Anthony Intintoli (Vice Chair)	City of Vallejo
	Steve Messina	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Mike Segala (Alternate Member)	City of Suisun City
	John Silva - Jim Spering was sworn in as new County of Solano representative.	County of Solano

MEMBERS

ABSENT:	Pete Sanchez	City of Suisun City
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STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masielat	Clerk of the Board
	Janet Adams	Director of Projects
	Elizabeth Richards	Director of Transit and Rideshare Services
	Judy Leaks	SNCI Program Manager/Analyst
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Program Manager
	Sorel Klein	Assistant Program Manager

ALSO

PRESENT:	Ricardo Blanco	Office of Congresswoman Ellen Tauscher
	Bill Bowen	City of Rio Vista Police Department
	Richard Burnett	Paratransit Coordinating Council (PCC)
	Dan Christians	Consultant
	Gene Cortright	City of Fairfield
	Ed Dadisho	City of Suisun City Police Department
	Mike Duncan	City of Fairfield
	Bill Kelly	Vice Mayor, City of Rio Vista
	Dawn LaBar	Office of Assemblywoman Lois Wolk
	Gary Leach	City of Vallejo
	Mike Miller	The Ferguson Group
	Doanh Nguyen	Caltrans District 4
	John Pitts	City of Suisun City Police Department
	Mike Smith	Vice Mayor, City of Dixon
	Joyce Volmer	MIG
	Sue Ward	California Highway Patrol (CHP) Solano
	M. A. Williford	California Highway Patrol (CHP) Solano

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Member Messina, and a second by Alternate Member Segala, the STA Board approved the agenda with the exception to add VI.C.3, Proclamation of Appreciation for Supervisor John Silva.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Proposes Enhanced Safety Plan for SR 12
- Selection of STA's 2007 Chair and Vice Chair
- STA Releases Draft Environmental Document for I-80 HOV Lane Project
- Board Discussion of Draft 2006 STIP Augmentation and 2008 STIP
- Board Workshop to Discuss STA's Public Input Overview and Priorities
- Mid-Year Budget Amendment for FY 2006-07 & 2007-08
- SNCI Update and Status of Solano Express Incentive

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report

Doanh Nguyen, Caltrans District 4 Project Manager, provided a status report on rehabilitation projects along State Route (SR) 12.

B. MTC Report:

MTC Commissioner Spering reviewed the list of Proposition 1B Corridor Mobility Improvement Account (CMIA) project recommendations and companion funding strategy submitted to MTC for I-Bond-CMIA consideration.

C. STA Report:

1. **STA 2006 Year In Review – Chair Augustine**
2. **Federal Legislative Update – Mike Miller**
3. **Proclamation of Appreciation – Supervisor John Silva**

VII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBER

Recommendation:

Informational.

Supervisor Jim Spering was sworn in as STA's new Board Member representing the County of Solano.

Supervisor John Silva was sworn in as STA's new Alternate Board Member representing the County of Solano.

Councilmember Mike Smith was sworn in as STA's new Alternate Board Member representing the City of Dixon.

Vice Mayor Bill Kelly was sworn in as STA's new Alternate Board Member representing the City of Rio Vista.

VIII. CONSENT CALENDAR

On a motion by Member Messina, and a second by Member Spering, consent calendar items A through G were unanimously approved.

A. STA Board Minutes of December 13, 2006

Recommendation:

Approve STA Board Minutes of December 13, 2006.

B. Review Draft TAC Minutes of January 3, 2007

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2007

Recommendation:

Informational.

D. Renewal of Membership with Solano Economic Development Corporation (EDC)

Recommendation:

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 per year for 2007.
2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2008.

E. Paratransit Coordinating Council (PCC) Member Nominations

Recommendation:

Approve the following appointments to the PCC:

1. Richard Burnett as the Elderly and Disabled Advisory Committee (EDAC) representative.
2. Leticia Hammons as a social service provider representative.

F. Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program

Recommendation:

Authorize the Executive Director to send a letter requesting the proposed revisions to the TFCA Fund policies and procedures as specified in Attachment A.

G. Status of Solano Express Marketing and Incentive Program and Reimbursement of Transit Operators for Transit Incentive

Recommendation:

Authorize the Executive Director to make the following payments in FY 2006-07:

1. Reimburse for the cost of November Intercity transit monthly pass incentives for Fairfield/Suisun Transit not-to-exceed \$45,644.
2. Reimburse for the cost of November Intercity transit monthly pass incentives for Vallejo Transit not-to-exceed \$75,000.

IX. ACTION ITEMS: FINANCIAL

A. Fiscal Year (FY) 2006-07 Mid-Year Budget Revisions and FY 2007-08 Budget Revision

Susan Furtado presented the mid-year revised budget and detailed budget schedule listing fund sources and program expenditures for FY 2006-07 and FY 2007-08. Modifications to job classifications were described and listed in detail.

Board Comments:

Member Augustine requested clarification between hiring an in-house Project Engineer versus using consultants for managing engineering projects.

Daryl Halls responded that due to the increase in STA's workload in the delivery of projects, the Project Manager/Engineer would help manage the expansive projects workload reducing dependency on hiring consultants to manage consultants. Daryl indicated that the Project Manager/Engineer is funded by PPM funds programmed in FY 2007-08.

Recommendation:

Approve the following:

1. Adoption of the Mid-Year Budget Revision as shown in Attachment A.
2. Adoption of the FY 2007-08 Budget Revision as shown in Attachment B.
3. Authorize the Executive Director to purchase a replacement van for an amount not to exceed \$25,000.
4. Approve the establishment of the job classification of Transit Analyst in the Transit and Rideshare Services department as specified for FY 2006-07.
5. Approve the reclassification of one (1) Commute Consultant classification to Assistant Program Manager for FY 2006-07.
6. Approve the establishment of the job classification of Project Manager/Engineer for FY 2007-08.

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

B. Consultant Selection for Providing Construction Management (CM) Services for the North Connector Project and the Green Valley Bridge Widening Project

Janet Adams announced Parsons Brinkerhoff Construction Services (PBCS) as the consultant selected to provide construction services for the North Connector and Green Valley Bridge Widening Projects.

Board Comments:

Chair Augustine, Members Price and Spring addressed some questions and concerns regarding the logistics of the projects.

Alternate Member Segala asked the future use of the Green Valley bridge. He indicated that an agreement was made to include 5-foot shoulders on each direction for bicycle access. Janet Adams responded that the design of the North Connector project would include a wide sidewalk area to accommodate the pedestrian and bicycle movements.

Recommendation:

Authorize the Executive Director to enter into an agreement with Parsons Brinkerhoff Construction Services (PBCS) to provide construction management services for the North Connector Project and the Green Valley Bridge Widening Project for an amount not to exceed \$2,230,000 with a contract term until December 2009.

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

X. ACTION ITEMS: NON-FINANCIAL

A. Highway 12 Safety Plan

Janet Adams provided an overview of the status of efforts to improve mobility and safety on State Route (SR) 12 East corridor from Rio Vista to Suisun City and Fairfield. She stated that STA staff has met in partnership with the California Highway Patrol (CHP), the Solano County Sheriff's department and the police departments from the cities of Fairfield, Rio Vista, and Suisun City to discuss enforcement issues and needs along the SR 12 corridor.

Board Comments:

Member Spring requested clarification on funding issues as well as some additional safety concerns for the SR 12 Safety Plan.

Several law enforcement officers came forward to address the enforcement issues and needs along the SR 12 corridor. Several ideas were raised including their request for funds for additional positions and overtime hours to assist in enforcing traffic violations along the entire corridor. The group also discussed partnering with agencies further east to San Joaquin and Sacramento County for a more comprehensive approach to corridor wide enforcement.

Chair Augustine and Member Woodruff commended and thanked STA staff and everyone involved in putting together a comprehensive approach to address safety issues on SR 12.

Member Courville commented that she would like to see the SR 12 Steering Committee put together a short- and long-term list of safety recommendations.

Recommendation:

Approve the following:

1. Develop a Highway 12 Safety Plan as part of the STA's Overall Work Program for 2007-08.
2. Sponsor state legislation to designate State Route (SR) 12 Corridor as a double fine enforcement zone between 2007 and 2012 up to and through construction of various SHOPP projects along the corridor.
3. Co-sponsor an Office of Traffic Safety (OTS) grant application with the California Highway Patrol (CHP), the city police departments and the County Sheriff's department to develop a SR 12 Safety Plan to increase awareness and enforcement along the corridor.
4. Develop a funding plan and strategy with various funding options to construct the additional safety and capacity improvements as part of an updated SR 12 Major Investment Study (MIS) to be conducted concurrently during 2007-08 with the SR 12 Realignment and Rio Vista Bridge Study.
5. Recommend the SR 12 Steering Committee provide a regular forum to review the various recommendations and results of the various studies, improvements, programs and enforcement activities to be conducted and to provide additional SR 12 Safety and funding recommendation to the STA Board.

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

B. Change in California Environmental Quality Act (CEQA) Lead for North Connector Project Environmental Document

Janet Adams stated that STA staff is requesting Caltrans to delegate the CEQA lead to STA and process an amendment to Cooperative Agreement No. 4-1904-C to reflect this change.

Board Comments:

Member Price questioned the liability of the STA. Chuck Lamoree responded that a comprehensive review of the STA's insurance policy would need to be completed to insure the insurance coverage is adequate to address this added liability.

Recommendation:

Approve the attached Resolution Number 2007-01 authorizing the STA to become the Lead CEQA agency for the North Connector project.

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

XI. SELECTION OF 2007 STA CHAIR AND VICE CHAIR

Recommendation:

Approve the following:

1. Select STA Chair and Vice-Chair for 2007
2. Request new Chair designate the STA Executive Committee for 2007.

On a motion by Member Spering and Member Price, the STA Board unanimously approved the selection of Anthony Intintoli (City of Vallejo) as Chair.

On a motion by Member Spering and Member Price, the STA Board unanimously approved the selection of Steve Messina (City of Benicia) as Vice-Chair.

STA's new Chair Intintoli designated the STA Executive Committee for 2007 as:

- Vice Chair Steve Messina
- Member Len Augustine
- Member Jim Spering.

By consensus, the STA Board unanimously approved the selection of the STA Executive Committee for 2007.

XII. INFORMATION ITEMS

A. Discussion of 2006 State Transportation Improvement Program (STIP) – Augmentation and 2008 STIP

Janet Adams discussed options to programming the 2006 STIP Augmentation. The actual programming of the 2006 STIP Augmentation would come to the STA Board for action in February 2007.

NO DISCUSSION

B. STA Priority Projects Overall Work Plan (OWP) Mid-Year Update for Fiscal Year (FY) 2006-07

Informational

C. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Mid-Year Report

Informational

D. STA's Public Health Efforts

Informational

E. Project Delivery Update

Informational

F. Funding Opportunities Summary

Informational

X. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. Discussion of STA's Public Information Program

Jayne Bauer introduced the topic of STA's public information efforts for 2007. She reviewed the existing strategies.

Board Comments:

New Chair Intintoli suggested that the STA provide presentations on a quarterly basis to City Council and Board of Supervisors meetings to get widespread exposure.

Members Spring concurred. He suggested that the STA provide purposeful information relative to projects and problems. He stressed the importance of not just promoting the STA but instead link project delivery to what people can relate to.

Alternate Member Segala suggested that the STA website should be linked on as many appropriate websites as possible.

Member Price invited the STA to broadcast transportation information on the City of Fairfield's "Fairfield Today" on Channel 26.

Member Woodruff suggested communicating with city staff about what STA is all about.

Member Augustine stated that the STA is not recognizable to the general public. He suggested that providing information through local cable television would be beneficial.

Member Courville suggested that the STA bring enthusiasm to the general public linking locally to what people care about and what affects them.

XI. BOARD MEMBER COMMENTS:

Member Augustine thanked the STA Board and STA staff for the great experience as Chair.

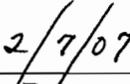
XII. ADJOURNMENT

The STA Board meeting was adjourned at 8:15 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, February 14, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date

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TECHNICAL ADVISORY COMMITTEE

DRAFT

Minutes of the meeting

January 31, 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
Lee Evans	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
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA

Others Present:

Sean Co	MTC
Birgitta Corsello	County of Solano
June Guidotti	Resident, City of Suisun City
George Guynn, Jr.	Resident, City of Suisun City
Ed Huestis	City of Vacaville
Mike Kerns	MTC
Jeff Knowles	City of Vacaville
Joy Lee	MTC
Eva Levaestu	Pedestrian Advisory Committee
Alysa Majer	City of Suisun City
Dave Millar	PBS&J
Cameron Oakes	Caltrans District 4

II. APPROVAL OF AGENDA

By consensus, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

George Gwenn, City of Suisun City resident, expressed his opposition to the I-80 HOV Lanes Project from Red Top Road to Air Base Parkway.

June Guidotti, City of Suisun City resident, voiced concerns about traffic on State Route (SR) 12 and county roads adjacent to the landfill.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: MTC Presentations:

- MTC's I-80 Freeway Performance Initiative - Joy Lee.
- MTC's Routine Accommodations for Bicycles - Sean Co.

STA: None presented.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Gene Cortright, the STA TAC unanimously approved Consent Calendar Items A through E.

Recommendations:

- A. Minutes of the TAC Meeting of January 3, 2007**
Recommendation:
Approve minutes of January 3, 2007
- B. STA Board Meeting Highlights – January 10, 2007**
Informational
- C. Updated STA Board and Advisory Committee Meeting Schedule for 2007**
Informational
- D. Funding Opportunities Summary**
Informational
- E. Route 30 and 90 Service and Funding Agreement**
Recommendation:
Recommend the STA Board authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.

VI. ACTION ITEMS

- A. 2006 State Transportation Improvement Program (STIP) – Augmentation**
Janet Adams reviewed the staff recommended 2006 STIP Augmentation of Highway and PTA funds. She added that staff also recommends the Jameson Canyon project as part of an overall leveraging of the Proposition 1B CMIA funds for the project in partnership with Napa County committing some of their STIP.

Recommendation:

Forward a recommendation to the STA Board to approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.

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

- B. Programming of Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan**

Janet Adams reviewed the proposed FY 2007-08 PPM Work Plan. She noted that the Work Plan is made up of five (5) parts, which includes in part; hiring a full time STA project manager, updating the State Route (SR) 12 and I-80/I-680/I-780 Corridor and Major Investment Studies (MIS).

Recommendation:

Forward a recommendation to the STA Board to approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.

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

- C. Transit Capital Funding Plan**

Elizabeth Richards reviewed the development of a draft comprehensive Transit Capital Plan and the potential funding available for local bus replacements in Solano County. She summarized the four (4) options developed to address STA's priorities for STAF Northern Counties share funding and the needs for bus replacement.

Based on input from an earlier meeting, the Consortium requested modifications to the recommendation and that recommendation no. 2 be tabled until the next meeting in February. The STA TAC concurred and the recommendation reads as follows:

Recommendation:

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

1. ~~Option 2 for~~ The allocation of \$1 million of STAF *for Rts. 30 and 90 vehicle replacement and operating cost.*
2. *Revisit this issue subject to MTC completing the adoption of its policy of allocating STAF population funds regarding bus replacements.*
2. ~~Transit Capital funds for regional capital funding from Prop 1B transit for bus replacement and other transit capital needs.~~

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved the recommendation as amended shown in ~~strikethrough~~ **bold italics**.

**D. Solano Bicycle Pedestrian Program (SBPP) Fiscal Year (FY) 2007-08
Project Approvals and Program Guideline Revisions**

Robert Guerrero summarized the three (3)-year Solano Bicycle Pedestrian Program (SBPP) Plan and the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and Technical Advisory Committee (TAC) recommended revisions to the guidelines and criteria.

Dale Pfeiffer, City of Vacaville, requested Robert Guerrero to clarify the STA TAC's role in reviewing the SBPP recommendations prior to Board approval in the revised SBPP Program Guidelines. Robert stated the BAC would first review the proposed SBPP projects and funding amounts. It is expected to have the TAC take action on the SBPP at the February 2007 meeting.

Recommendation:

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

1. ~~Solano Bicycle Pedestrian Program (SBPP) Projects and Funding Amount as indicated for FY 2007-08 in Attachment A.~~
2. Revisions to the Solano Bicycle & Pedestrian Program's (SBPP) Guidelines and Criteria as indicated in Attachment B.

On a motion by Dale Pfeiffer, and a second by Royce Cunningham, the STA TAC approved the recommendation as amended shown in ~~strikethrough~~ and **bold italics** to include City of Vacaville's request for clarification from STA staff on the STA TAC's role in reviewing the SBPP recommendations prior to Board approval in the revised SBPP Program Guidelines.

E. Legislative Update – January 2007

Jayne Bauer summarized the Governor's proposed State Budget for 2007-08. She introduced two bills (AB) 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zone and ACR 7 (Wolk) Officer David Lamoree Memorial Interchange (SR 12) which have not yet been forward to any legislative committees.

Recommendation:

Forward a recommendation to the STA Board to take the following positions on proposed state legislative items:

- AB 112 (Wolk) – Sponsor and support
- ACR 7 (Wolk) – Cosponsor and support

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

VII. INFORMATION ITEMS

A. Routes of Regional Significance Criteria

Janet Adams reviewed letters received to date from the cities of Benicia and Rio Vista and the County of Solano that would potentially qualify for regional funding under STA's recently adopted 50/50 regional/local funding policy.

Janet also reviewed and sought TAC input to the proposed criteria. General consensus was reached on the proposed criteria.

B. Highway Projects Status Report:

- 1. I-80/I-680/SR 12 Interchange**
- 2. North Connector**
- 3. I-80 HOV Project: Red Top Road to Air Base Parkway**
- 4. Jepson Parkway**
- 5. Highway 12 (Jameson Canyon)**
- 6. I-80 SHOPP Rehabilitation Project**
- 7. SR 12 SHOPP Projects**

Janet Adams provided status report on highway projects in Solano County funded from a variety of Federal, State, and local fund sources.

C. State Route (SR) Safety 12 Update

Janet Adams informed the TAC that the CHP and OTS are expected to commit OTS reserve funds to heightened traffic enforcement along the SR 12 corridor between I-80 and I-5.

D. Status Report on State Route (SR) 113 Corridor Study

Robert Guerrero announced that staff recommended Kimley Horn and Associates to assist MTC and STA in completing the SR 113 Major Investment and Corridor Study.

E. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status

Elizabeth Richards stated that the status of STAF for FY 2007-08 is in flux. The Governor's State Budget released the week of January 15th suggests a scenario that would significantly decrease STAF funds.

F. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement

Elizabeth Richards reviewed the proposed intercity cost sharing formula dated January 17, 2007 and the definition of intercity routes for inclusion in Intercity Transit Funding Agreements.

G. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

Elizabeth Richards highlighted the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County in December 11, 2006.

- H. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule**
Robert Guerrero defined MTC's general approach and schedule proposed for the 2009 RTP.

- I. Metropolitan Transportation Commission (MTC) Routine Accommodation of Bicyclist and Pedestrians in the Bay Area**
This item was presented by MTC under Agenda Item IV.

- J. Safe Routes to School (SR2S) Update**
Sam Shelton provided a status report on the SR2S Program which included a countywide summary as well as a status of each community involved in the program.

- K. Project Delivery Update**
Sam Shelton reminded the STA TAC about upcoming project delivery deadlines.

VIII. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 28, 2007.**



DATE: February 5, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2007

Discussion:

Attached is the updated STA Board meeting schedule for calendar year 2007.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2007

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STA BOARD MEETING SCHEDULE
Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING -SUMMER RECESS			
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA 10 th Annual Awards	Vallejo - TBD	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: February 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Route (Rt.) 30 and 90 Service and Funding Agreement

Background:

Fairfield-Suisun Transit (FST) has been operating Rt. 30 on behalf of the Solano Transportation Authority (STA) since 2000. With the transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit (FST), the STA was requested to provide management oversight of Rt. 90. Both Rt. 30 and 90 are funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured other funds for these routes. This includes Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Rt. 90 is also a recipient of Regional Measure 2 (RM2) funds.

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. Rt. 90 operates between Suisun City, Fairfield, and El Cerrito del Norte BART Station during peak and non-peak periods Monday through Friday.

Discussion:

The proposed agreement between the STA and Fairfield/Suisun Transit (FST) will cover the timeframe from Fiscal Year (FY) 2006-07 with an option to extend the contract twice for two (2) additional years. The agreement will provide guidance on the roles and responsibilities of the two agencies. In brief, FST operates the service as part of its range of local and inter-city fixed route services and the STA provides general management oversight on behalf of the funding partners. FST will provide monthly reports to the STA that will summarize the routes' performance, costs, and key issues. The STA will provide quarterly status reports to the funding partners and the STA Board. The STA has also taken a lead role in marketing the services and providing more extensive customer service including to markets outside the county.

The funding distribution for FY 2006-07 has been approved as part of the approval of the Intercity Transit Funding agreement for both Rts. 30 and 90. For the years beyond FY 2006-07, the total cost and funding distribution is being developed as part of the countywide Intercity Transit Funding effort.

Recommendation:

Authorize the Executive Director to execute service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.

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DATE: February 2, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Planning, Programming and Monitoring (PPM)
Fiscal Year (FY) 2007-08 Work Plan

Background:

In 2006, California State Legislature and the Governor enacted Assembly Bill (AB) 2538 (Wolk), which increases the allowable funding amount for Planning, Programming and Monitoring (PPM) activities from 1% of the State Transportation Improvement Program (STIP) county share to up to 5%.

On November 7, 2006, California voters approved Proposition 1B, the nearly \$20 billion transportation infrastructure bond. With the passage of this bond, approximately \$2 billion overall will be made available to augment the STIP. Solano County is expected to receive an additional one time only \$17 million in STIP funds from Proposition 1B (a.k.a. STIP Augmentation funds). This is comprised of \$11.617 million in highway only funds and \$5.33 million in Public Transportation Account (PTA). Although the highway only funds estimated portion is less than projected by the Metropolitan Transportation Commission (MTC), the overall STIP Augmentation for Solano County is higher due to the increased PTA funding. According to MTC, the reason for the highway fund decrease is because the California Transportation Commission (CTC) has first backfilled the unfunded unprogrammed 2006 STIP with this \$2 billion augmentation.

Discussion:

With the passage of AB 2538 and Proposition 1B, the additional 2006 STIP PPM funds are \$814,000 for FY 2007-08. On December 13, 2006 the STA Board approved the programming of \$814,000 for PPM. The portion of these funds that MTC will use for their PPM activities has not yet be agreed to, but is expected to be not more than 10% of this amount or \$81,400. Attachment A is the proposed FY 2007-08 PPM Work Plan. The Work Plan is made up of five (5) parts which includes in part; hiring a full time STA project manager and updating the State Route (SR) 12 and I-80/I-680/I-780 Corridor and Major Investment Studies (MIS).

At the January 31, 2007 Technical Advisory Committee (TAC), this proposed action received unanimous consent to send a recommendation to the STA Board to approve the FY 2007-08 PPM Work Plan as shown on Attachment A.

Fiscal Impact:

None as the Work Plan provides guidance for using the approved PPM funds.

Recommendation:

Approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan as shown on Attachment A.

Attachment:

- A. FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan

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**Solano Transportation Authority (STA)
Planning, Programming and Monitoring (PPM) Work Plan
FY 2007-08**

1. **STA Project Engineer:** Augment the existing STA Department of Projects staff to provide project management services for projects throughout Solano County. This Project Engineer would be utilized to be the project manager on routine STA lead projects, facilitate projects which Caltrans has the lead and to work with local partners in planning, programming and monitoring their projects. (Estimated cost \$150,000/year)

2. **State Route 12 Major Investment Study (MIS) Update:** The State Route (SR) 12 East MIS was completed in 2001 with the older Solano Traffic Demand Model and was completed without full buy-in from Caltrans. Based on the increased accidents on this route, the MIS will be updated with the new traffic demand model, estimate route specific truck volumes and work closely with Caltrans and the SR 12 Steering Committee to update this MIS, including the feasibility of a median barrier. (Estimated cost \$300,000 to \$500,000)

3. **I-80/I-680/I-780 Corridor and Major Investment Study (MIS) Update/Local Policies:** The Metropolitan Transportation Commission (MTC) is kicking off the I-80 Freeway Performance Initiative for Solano County. This study is intended to use the new Solano/Napa Traffic Demand Model to update the projects identified in the 2004 Corridor Study and MIS. This study is also expected to make recommendations on locations where ramp metering should be installed throughout the county. Based on this information, local traffic queue studies need to be completed and would be done with this update. In addition, although the STA did apply for a grant for the highway operation policies, it is not certain we will be successful at obtaining the grant, as such, depending on available funds; this funding could be used to begin this work.

4. **I-80 Eastbound Auxiliary Lane (Travis Blvd to Airbase Parkway) Project Study Report (PSR)**
The I-80 Auxiliary Lane project is on the STA 2-year PSR priority list and on the STA Board adopted two-tier funding project priority list that was adopted in December 2006. This project is a Tier One project which means once a PSR is completed; it could be programmed for funding and completed for an approximate cost of \$5 million.

5. **State Route (SR) 12 PSR identified by the update SR 12 MIS (Multi-Year)**
With the completion of the updated SR 12 MIS starting FY 2007-08, STA would move toward completing an identified PSR for a priority safety project. This work would likely begin in 2008.

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DATE: February 1, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: State Route (SR) 113 Corridor Study Contract

Background:

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500). The study will allow the STA to form a partnership with Caltrans, Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

1. SR 113/ SR 12 Intersection
2. Sharp turns north of SR 113/ SR 12 Intersection
3. SR 113 through Downtown Dixon
4. SR 113/ I-80 Intersection
5. SR 113 Mainline Improvements

Discussion:

STA did not have a satisfactory response to an SR 113 Request for Proposals (RFPs) released in October 2006. As a result, a revised RFP was distributed for a second time in December 2006 with submittals due on January 5, 2007. The three firms which submitted proposals in response to the December 2006 RFP were:

1. DMJM Harris
2. Katz, Okitsu & Associates
3. Kimley Horn and Associates

An evaluation panel consisting of public works and planning staff from Solano County, the City of Dixon, Caltrans District 4, and the Yolo County Transportation District interviewed all three firms on January 11, 2007.

All three firms are well qualified; however, the evaluation panel recommended Kimley Horn and Associates to assist MTC and STA in completing the study. Kimley Horn and Associates' team of professionals includes project managers that are currently developing the Sacramento I-5 bypass project and who have assisted in the completion of the SR 12 Corridor Study from the Rio Vista Bridge to Lodi. Based on the evaluation panel's recommendation and positive responses to reference checks, STA staff is recommending Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000. The SR 113 Major Investment and Corridor Study Request for Proposals (includes project's scope of service) is attached.

Fiscal Impact:

If approved, Kimley Horn and Associates contract to complete the SR 113 Major Investment and Corridor Study will be funded with \$250,000 from the State Planning and Research Grant and \$25,000 from non-federal local match contributions from the STA, Solano County and the City of Dixon.

Recommendation:

Authorize the Executive Director to enter into a contract agreement with Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000.

Attachment:

- A. SR 113 Major Investment and Corridor Study Request for Proposals



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members: Date: November 28, 2006

Benicia To: Transportation Planning and Engineering Consultants
Dixon

Fairfield Re: Notice Inviting Participants for the State Route 113 Major Investment and
Rio Vista Corridor Study
Solano County

Suisun City
Vacaville The Solano Transportation Authority (STA) is requesting proposals for the services
Vallejo of a Transportation Planning and Engineering Consultant as described in the attached
Request for Proposals (RFP).

Qualified organizations are invited to submit seven (7) copies of a proposal as described under proposals requirements in the attached RFP. Proposals are to be addressed to Robert Guerrero, Senior Planner, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585 no later than 3:00 p.m., **January 5, 2007.**

Proposals will be reviewed and the firms/teams whose proposal most closely meets the STA's needs will be invited to an interview on or about the week of January 12, 2007. A prebidders conference will be held on December 19, 2006 at 10 a.m. in the STA Conference Room.

If you have any questions, please call Robert Guerrero, Senior Planner at 707.424.6014. Thank you for your interest.

Sincerely

Daryl K. Halls
Executive Director

Enclosure: RFP for State Route 113 Major Investment and Corridor Study

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**Request for Proposals
(RFP# 2006-08)**

For

Transportation Planning and Engineering Consulting Services

For the

State Route 113 Major Investment and Corridor Study

By the



In coordination with

**Metropolitan Transportation Commission
and
Caltrans District 4**

RESPONSES DUE:

3 PM, January 5, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

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Request for Proposals
(RFP# 2006-08)

For the

State Route 113 Major Investment and Corridor Study

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Disadvantaged Business Enterprise (DBE) Exhibits

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Request for Proposals
(RFP #2006-08)

For the
State Route 113 Major Investment and Corridor Study

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. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoLinks Transit Consortium, coordinates various fixed route and Solano Paratransit Services.

Over the past five years, the STA completed major investment and/or corridor studies on most of the highway and freeway corridors in Solano County except for State Route (SR) 113. Copies of the SR 12 Major Investment Study, and Interstate 80/680/780 Major Investment and Corridor Study are available online at www.SolanoLinks.com. These documents recommend capital improvements in a strategic method as funding becomes available. The STA seeks to develop a similar planning document for the SR 113 corridor. In addition, SR 113 currently runs through the heart of downtown Dixon and puts a strain on local traffic. The City of Dixon has a strong interest in relocating SR 113 outside the City Limits to possibly Kidwell Road (east of the city).

In July 2006, the Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for SR 113 with potential funding options that includes a toll lane option. The study will allow the STA to form a partnership with Caltrans, the Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), the County of Solano, the County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from Interstate 80 (I-80) to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

1. SR 113/ SR 12 Intersection
2. SR 113 Mainline Improvements (including intersections)
3. Sharp turns north of SR 113/ SR 12 Intersection
4. SR 113 at the City of Dixon to I-80
5. Re-alignment options at SR 113 at I-80 in Solano County and Yolo County

SECTION 2 – BACKGROUND

The southern section of SR 113 is located in central Solano County and begins at SR 12 in the south and links with I-80 to the north. Continuing in an easterly direction, the

route shares a portion of I-80 for approximately 4.5 miles before diverting north near the City of Davis. The northern section of SR 113 continues into Yolo County passing through the cities of Davis and Woodland, intersects with Interstate 5 (I-5) in Sutter County and terminates at State Route 99 near the cities of Marysville and Yuba City.

The proposed study would focus primarily on the SR 113 corridor in Solano County and partially in Yolo County at the I-80/SR 113 Interchange close to the City of Davis. The majority of the corridor is dominated by a rural grassy landscape with subtle rolling hills in the south and flat plains to the north. The primary land use in the project location on the SR 113 corridor is agricultural related with the exception of portions of SR 113 in the City of Dixon and the City of Davis.

The SR 113 corridor has not had a comprehensive study completed in the last 20 years or more. The STA, in coordination with Caltrans District 4 and MTC, has recently completed highway and freeway corridor studies for Interstates 80, 680, 780 and SR 12 in Solano County. These corridor studies have been a major implementation strategy tool for the STA, Caltrans, and MTC to identify priority highway, freeway, and transit improvement projects given available funding sources. SR 113 remains one of the last corridors in Solano County without a similar analysis. Furthermore, Yolo County has future plans to study SR 113, north of I-5. The proposed SR 113 Major Investment and Corridor Study would be timely for all agencies involved considering what has been completed recently in Solano County and what is anticipated to be completed in Yolo County in the near future.

Also, with expected average daily traffic to increase dramatically throughout the Bay Area and Sacramento regions, regional goods movement and economic vitality will be negatively impacted as indicated in Caltrans' 2005 "Go California" plan. SR 113 is expected to be a congested route by 2025.

A unique approach to the SR 113 Major Investment and Corridor Study, will be the partnership with regional and local agencies affected by SR 113. MTC and STA will create a partnership with Caltrans District 4 and District 3, SACOG, the County of Solano, the County of Yolo, and the cities of Dixon and Davis to develop the SR 113 Major Investment and Corridor Study. SR 113 has five distinct segments along the corridor that is operated, maintained, and affected by agencies within the partnership.

The five segments include the following area's of concern (see attached map referencing each corridor segment):

<i>Corridor Segment</i>	<i>Primary Area of Concern</i>	<i>SR 113 Partnership Agencies Principally Affected</i>
1.	SR 113/ SR 12 Intersection	Caltrans District 4, County of Solano, MTC, and STA
2.	SR 113 mainline conditions (road conditions, inadequate shoulders,	Caltrans District 4, County of Solano MTC, and STA

local intersections, and property access)

3. Two sharp 15- and 20-mile-per-hour turns located between SR 12 and the City of Dixon Caltrans District 4, County of Solano, MTC, and STA
4. SR 113 at the City of Dixon to I-80 Caltrans District 4, City of Dixon, MTC, Solano County and STA
5. Alignment options to SR 113/ I-80 Interchange in Yolo County Caltrans District 3, Caltrans District 4, City of Dixon, City of Davis, County of Yolo, County of Solano, SACOG, MTC, and STA

The primary regional and interregional benefits of SR 113 Major Investment and Corridor Study are to:

- 1) Provide a current comprehensive planning document with an implementation strategy for sequencing improvement projects that each member of the partnership will identify, define, and prioritize; and
- 2) Provide a planning tool for agencies to coordinate improvement activities on a segment by segment basis along the SR 113 Corridor.

Another unique aspect of this project is to provide an opportunity to pursue a toll road option as part of a funding strategy to finance the maintenance, operation and other potential future improvements to the SR 113 corridor. MTC and STA propose to study the feasibility of creating a toll road with a preliminary analysis of this option. This may be the first time that a toll lane option has been seriously considered for Solano County. The outcome of this analysis will produce two additional regional and interregional benefits:

- 1) Option for SR 113 improvements to have a user based financing program thereby not depending primarily on state or federal funding; and
- 2) A toll lane analysis report that can be referenced by Caltrans, MTC, STA, and other agencies for similar highway/freeway corridors in Solano County, the Bay Area, or throughout the State of California.

SECTION 3 – SCOPE OF SERVICE TASKS

The Solano Transportation Authority (STA), in coordination with the Metropolitan Transportation Commission (MTC) intends to retain a qualified and committed professional planning firm/team to work closely with the STA, MTC, and Caltrans to prepare the SR 113 Major Investment and Corridor Study with the following major tasks:

Task #1- Budget

Confirm the project budget is adequate and provide safeguards to prevent any potential project cost overruns.

Task Deliverables:

- 1) *Memorandum detailing consultant project budget for each specified task and a brief summary of kickoff meeting.*
- 2) *Final scope of work.*

Task #2- Partnership

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Task Deliverables:

- 1) *Memorandum detailing a list of Partnership contacts and their agency's roles and responsibilities.*
- 2) *Progress reports describing regular updates to the Partnership (i.e. meeting notes). Number of progress reports are related to the total number of project development meetings and will be determined with consultant..*

Task #3- Public Outreach (STA staff)

Work with the Solano Transportation Authority to provide opportunities for public input in the development of the SR 113 Major Investment and Corridor Study process.

STA Task Deliverable:

- 1) *Public outreach plan.*
- 2) *Meeting notes of public outreach.*
- 3) *Outreach materials (including any press releases and flyers).*

Consultant Task Deliverable:

1. *Provide technical support and meeting materials (maps, concept photos, summary of recommendations etc.)*

Task #4- Planning- SR 113 Corridor Alignment and Improvements Evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

Task Deliverables:

- 1) *Traffic count and survey working paper.*
- 2) *Land use working paper.*
- 3) *Alternative Alignment working paper.*
- 4) *Recommendations on short term and long term improvements with potential environmental impacts working paper.*
- 5) *Traffic forecast working paper.*
- 6) *Existing conditions report.*

Task #5- Funding Options

Determine potential funding sources for improvements to SR 113 with a preliminary analysis of the feasibility of constructing a toll road on SR 113.

Task Deliverables:

- 1) *Funding option recommendations including a discussion on toll road advantages and disadvantages working paper.*
- 2) *Revenue forecast working paper (with and without a toll road funding mechanism).*
- 3) *Construction and operation funding needs working paper.*

Task #6- Finalize Deliverables

Finalize draft deliverables into a SR 113 Major Investment and Corridor Study Equivalent that includes an implementation strategy identifying safety, operational and transit improvement priorities.

Task Deliverable:

- 1) Final report that includes all completed deliverables.

Task #7- Implementation

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan, Caltrans SHOPP list and Corridor Concept Report updates, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element, STA's Congestion Management Program, Yolo County or Sacramento Area Council of Governments Transportation Plan, and future general plan updates of the Cities of Dixon and Davis, and the Counties of Solano and Yolo.

Task Deliverable:

- 1) Next steps Working Paper.

SECTION 4 – PROPOSED PROJECT TIMELINE

Tasks and Products	Estimated Completion
Task 1. Confirm Budget	February 2007
Task 2. Form Partnership	February 2007
Task 3. Commence Public Outreach	February -September 2007
Task 4. Corridor Alignment and Improvements Evaluation	April 2008
Task 5. Program Funding Strategy with Options	April 2008
Task 6. Finalize and Print Task 4 Deliverables	May 2008
Task 7. Implementation and Next Steps	September 2008

SECTION 5 –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 DBE Program 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 also 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 Exhibits are also available on the STA website.

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. These Forms are attached with this RFP and are available on the STA's website.

2. DBE Availability Advisory Percentage

The STA has not established a DBE Availability Advisory Percentage for this Agreement. However, bidders/proposers are encouraged to obtain DBE participation for this Agreement.

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 6 – RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal (excluding resumes and the transmittal letter) shall not exceed a total of 30 single-sided, 8.5" x 11" pages. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Robert Guerrero, Senior Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, and issues related to the SR 113 Major Investment and Corridor Study.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the SR 113 Major

Investment and Corridor Study. It is expected that team members would include planning expertise in transportation/land use planning, engineering, and public facilitation. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will not be permitted without prior consultation with and approval of the STA.

6. *Staffing Plan:* The proposal shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the concept plan. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the SR 113 Major Investment and Corridor Study according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. The project is expected to commence no later than February 15, 2007, all technical analyses, draft documents completed by April 30, 2008 and final documents submitted and approved by the STA Board by July 9, 2008.
8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *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).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Disadvantaged Business Enterprise (DBE) Forms:* There are no DBE forms required at this time. However, upon award of the contract, the selected consultant will be required to submit Caltrans Exhibit 10-O, "Local Agency Proposer/Bidder-DBE (Consultant Contract) Information". DBE forms can be found on the STA's website at <http://www.solanolinks.com/programs.html#dbe>.

12. *Submittal of Proposals:* Seven (7) 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, **“SR 113 Major Investment and Corridor Study”**
13. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled “SR 113 Major Investment and Corridor Study”**. The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has been set at \$275,000 for this project. No change orders that require cost increases will be allowed. The project is funded with federal funds received from the Metropolitan Transportation Commission (MTC) and Caltrans and local (non-federal) matching funds.

SECTION 7 – 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 Key Team Members.
2. Project understanding and approach, including an understanding of STA, relationship of SR 113 Corridor with the cities of Dixon, Davis, Solano County, Yolo County, and Caltrans.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

If needed, two or more of the firms/teams may be invited to an interview on or about **the week of January 15, 2007**. The Project Manager and Key Team Members should 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 consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs and conducting very similar projects. Recent experience in Solano County is considered very desirable and critical.

Once the top firm/team has been selected, STA staff will negotiate a services contract with the selected firm/team.

SECTION 8- SELECTION PROCESS AND PROJECT SCHEDULE

January 5, 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. <i>Late submittals will not be accepted.</i>
Week of January 15, 2007	Tentative panel interview date. STA selects recommended firm.
<u>February 15, 2007</u>	Project commences
July 9, 2008	Final Plan completed and approved by STA Board

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

Robert Guerrero
Senior Planner
Phone (707) 424-6075
Fax (707) 424-6074
rguerrero@sta-snci.com

EXHIBIT 10-O
Local Agency Proposer/Bidder-DBE (Consultant Contract) Information

This information shall be provided by the successful Proposer/Bidder with the award document.

- | | | |
|--|---|--|
| <input type="checkbox"/> Preliminary Engr. Studies | <input type="checkbox"/> Environmental Document | <input type="checkbox"/> Prelim Design |
| <input type="checkbox"/> Final Design Right of Way | <input type="checkbox"/> Right of Way Engineering | <input type="checkbox"/> Right of Way Utility Relocation |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Construction Engineering | <input type="checkbox"/> Construction Management |

AGENCY: _____

LOCATION: _____

PROJECT DESCRIPTION: _____

CONTRACT NUMBER: _____

FEDERAL-AID PROJECT NUMBER: _____

TOTAL CONTRACT AMOUNT: \$ _____

FEDERAL SHARE (For local agency to complete) : \$ _____

PROPOSAL/BID DATE: _____

PROPOSER'S/BIDDER'S NAME: _____

ADVERTISED DBE CONTRACT "Availability Advisory Percentage": _____

CONTRACT ITEM NO.	ITEM OF WORK AND DESCRIPTION OR SERVICES TO BE SUBCONTRACTED OR MATERIALS TO BE PROVIDED ²	DBE Cert. No. AND EXPIRATION DATE	NAME OF DBEs ¹ (Must be certified on the date bids are opened - include DBE address and phone number)	DOLLAR AMOUNT DBE

<p>IMPORTANT - Identify all DBE firms being claimed for credit, regardless of tier. Copies of the DBE quotes are helpful. Names of the first tier DBE subcontractors and their respective item(s) of work listed above shall be consistent with the names and items of work in the List of Subcontractors submitted with your bid pursuant to the Subcontractors Listing Law and the Special Provisions.</p> <p>¹ Enter DBE prime and subcontractor's certification number. Prime contractors shall indicate all work to be performed by DBEs including work performed by its own DBE firms.</p> <p>² If 100% of items not to be performed or furnished by DBE, describe exact portion of item to be performed or furnished by DBE.</p>	<p>Total Claimed Participation</p> <hr/> <p>Signature of Proposer/Bidder</p> <hr/> <p>Date (Area Code) Tel. No.</p> <hr/> <p>Person to Contact (Please type or Print)</p>
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CT Bidder - DBE Information (Rev 4/28/06)

- Distribution:
- (1) Copy - Fax immediately to the Caltrans District Local Assistance Engineer (DLAE) upon award.
 - (2) Copy - Include in award package to Caltrans District Local Assistance
 - (3) Original - Local agency files

**INSTRUCTIONS - LOCAL AGENCY PROPOSER/BIDDER-DBE
(CONSULTANT CONTRACTS) INFORMATION FORM
(Revised 10/05)**

The form requires specific information regarding the consultant contract: Agency, Location, Project Descriptions, Contract Number (assigned by local agency), Federal Aid Project Number (assigned by Caltrans-Local Assistance), Total Dollar Contract Amount, Proposal/Bid Date, Proposer's/Bidder's Name and Advertised DBE "Availability Advisory Percentage" if any. The form has a column for the Contract Item Number (or Item No's) and Item of Work and Description or Services to be Subcontracted or Materials to be provided by DBEs. The DBE should provide a certification number to the Contractor. Notify the Contractor in writing with the date of the decertification if their status should change during the course of the contract. The form has a column for the Names of DBE certified contractors to perform the work (include DBE address and phone number).

There is a column for the total DBE dollar amount. Enter the Total Claimed DBE Participation dollars and percentage amount of items of work submitted with your proposal/bid pursuant to the Contract Provisions. (If 100% of item is not to be performed or furnished by the DBE, describe exact portion of time to be performed or furnished by the DBE.)

Exhibit 10-O must be signed and dated by the person proposing/bidding. Also list a phone number in the space provided and print the name of the person to contact.

Proposer/Bidder Signature

Date

Print Name

Phone Number

Exhibit 17-F Final Report Utilization of Disadvantaged Businesses



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 LOCAL ASSISTANCE - FEDERAL - FINAL REPORT - UTILIZATION
 OF DISADVANTAGED BUSINESS ENTERPRISES (DBE), FIRST-TIER
 SUBCONTRACTORS
 Revised 8/04

CONTRACT NUMBER		COUNTY	LOCATION	PROJECT DESCRIPTION	FEDERAL AID PROJECT NO.	ADMINISTERING AGENCY		CONTRACT COMPLETION DATE	
PRIME CONTRACTOR/CONSULTANT		BUSINESS ADDRESS			FEDERAL SHARE (For local agency to complete)		FINAL CONTRACT AMOUNT		
CONTRACT ITEM No.	DESCRIPTION OF WORK PERFORMED AND MATERIAL PROVIDED	SUBCONTRACTOR NAME AND BUSINESS ADDRESS		DBE CERT. NUMBER & EXP. DATE	CONTRACT PAYMENTS			FEDERAL SHARE \$	
		NON-DBE	DBE (MINORITY)		DBE (NON-MINORITY WOMEN)	DBE (MINORITY WOMEN)	DATE WORK COMPLETE	DATE OF FINAL PAYMENT	
				TOTAL PAYMENTS \$	\$	\$	\$	DBE GOAL ATTAINMENT	
\$ ORIGINAL DBE COMMITMENT _____ Original DBE % _____ List all First Tier Subcontractors and all Disadvantaged Business Enterprises (DBEs) regardless of tier, whether or not the firms were originally listed for goal credit. If actual DBE utilization (or item of work) was different than that approved at time of award, provide comments on the back of the form. List actual amount paid to each of the DBE even if different than originally listed for goal credit.									
CONTRACTOR/CONSULTANT REPRESENTATIVE'S SIGNATURE		BUSINESS PHONE NUMBER		DATE					
RESIDENT PROJECT ENGINEERS SIGNATURE		BUSINESS PHONE NUMBER		DATE					
AGENCY									



DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2
(RM 2) Allocation Request

Background:

STA staff has been working with project consultants, the California Department of Transportation (Caltrans) and Federal Highway Administration (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 I-80 HOV Lanes project.

The environmental document (Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment) for the I-80 HOV Lanes Project has been circulated and is planned to be approved by Caltrans in February 2007 directly followed by FHWA approval. The STA Board will consider adopting the CEQA portion of the environmental document as the funding sponsor in March 2007. The STA is the lead for the preparation of the design for the entire project and the construction of the Advanced Construction Package for the Green Valley Bridge Widening, which is scheduled for construction the summer 2007.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the I-80 HOV Lanes project. The next phase of the project development process will be to prepare the final design plans and to move forward with construction of the Green Valley Bridge Widening project. As mentioned above, the STA is the lead for these two efforts. Detailed preliminary engineering is currently underway for the overall I-80 HOV Lanes project and once the Environmental Document is finalized in February, the Final Design Phase can begin. With respect to the Advanced Construction Package for the Green Valley Bridge Widening project, the Final Design will be completed in March 2007 and ready to advertise for construction in April 2007.

In order to move forward with Final Design of the I-80 HOV Lanes Project and construction of the Green Valley Bridge Widening project, a RM 2 funding allocation request is required from the Metropolitan Transportation Commission (MTC). A funding request of \$4.525 million is required for preparation of Final Design for the I-80 HOV Lanes along with \$2 million for the Advanced Construction Package for the Green Valley Bridge Widening project. The total allocation request is \$6.525 million. As a condition of the RM 2 funding allocation request, STA is required to adopt the attached resolution which indicates that STA approves the Initial Project Report (IPR) for RM 2 Project 7 and cash flow plan and that STA authorizes its Executive Director, or his designee, to submit an allocation request with MTC for RM 2 funds for final design for the I-80 HOV Lanes project and construction of the Green Valley Bridge Widening project.

Fiscal Impact:

This allocation request is required to allow STA to continue to work on this project. RM 2 funds do not require a local funding match and will not impact other STA funding sources.

Recommendation:

Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.

Attachment:

- A. STA Resolution No. 2007-02

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2007-02**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL
MEASURE 2 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE I-80 HOV LANES PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the Solano I-80/I-680 Corridor Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 2 funds; and

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 2 funds for Solano I-80/I-680 Corridor Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market

Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$6,525,000.00 for the final design phase and construction of the Green Valley Bridge Widening project for Project 7.2 (I-80 HOV Lanes), purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

NOW, THEREFORE, BE IT RESOLVED that the governing Board of the Solano Transportation Authority hereby approves the Executive Director to execute and submit an allocation request to MTC for Regional Measure 2 funds in the amount of \$6,525,000.00 for the final design phase and construction of the Green Valley Bridge Widening project for Project 7.2 (I-80 HOV Lanes).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day of February, 2007, by the following vote:

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

Attest by: _____
Johanna Masielat
Clerk of the Board

Anthony Intintoli, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of February 14, 2007.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project Contract Amendments

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative and coordinated strategy for developing a multi-modal corridor, linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) has been completed.

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIS/EIR) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is \$125 million.

Discussion:

The EIR/EIS process has been exhaustive due to the need to study a wide range of alternatives and the proximity of environmentally sensitive habitats within the project area. A segment of one of the alternatives is the Walter Road Extension. The proposed new roadway is proposed to be constructed within the City of Fairfield, through an area of seasonal wetlands and a vernal pool with associated federally listed species habitat. Additionally, the City of Fairfield is engaged in a Specific Plan process for the area surrounding the proposed Vacaville-Fairfield train station along the Capitol Corridor. The Specific Plan is examining alternative land use and circulation schemes, including possibilities for the alignment of Jepson Parkway through this stretch of the corridor.

Concurrently, under the auspices of the Solano County Water Agency, a Habitat Conservation Plan (HCP), covering nearly 80 special-status biological species, is being prepared to address the state and federal Endangered Species Act (ESA). The Jepson Parkway Corridor traverses an area known to have occurrences of sensitive species, for instance the Contra Costa goldfields, and sensitive habitats, such as vernal pools.

Due to the complexity of the environmental document and the required approvals from regulatory agencies, the project management needs have shifted to requiring a specialized set of skills and experiences to complete the document and gain agency approvals. STA hired a new project manager, Susan Chang, PBS&J, in September 2006 for the project.

STA contracted with Jones and Stokes to complete the EIR/EIS for the Jepson Parkway Project. Complexities with the project have created delays in getting the environmental document completed and multiple contract amendments. Most recently the Fish and Wildlife Service is requesting all the mitigations to be consistent with the new draft Solano County Habitat Conservation Plan (HCP) that is expected to be made public in the next week by the Solano County Water Agency (SCWA).

In an effort to push through to get a draft EIR/EIS in mid 2007, the STA staff is recommending a new lead consultant team be brought on board to complete the environmental document. Jones and Stokes would remain the lead for the technical studies and participate in a quality review of the draft EIR/EIS. STA staff is recommending that a contract amendment with PBS&J be made to complete the document. PBS&J is currently the consultant firm that STA contracted with for the project management of this project.

Jones and Stokes has already completed the majority of the environmental documentation and bring considerable knowledge and history of the project and its players. It would be beneficial to continue to tap into this technical insight; however, the project would also benefit from new management that can help advance the project. PBS&J will assume management and preparation of the environmental documentation, focusing attention on the key environmental and institutional issues that have stalled the project. Weekly updates will be obtained and action items will be identified to ensure that all team members are working to complete the necessary technical assessments, meet with the appropriate agencies, and coordinate and assist Caltrans/FHWA in its review of the project and the documentation.

This work also includes PBS&J reviewing the Transportation/Circulation Impacts Report for the Jepson Parkway Project, dated January 20, 2006 by Fehr & Peers. Based on this assessment, PBS&J will discuss and direct Fehr & Peers in any necessary refinements.

The Transportation/Circulation Impacts Report was based on the STA's 2025 Transportation Model. Since then, a new 2030 model has been developed. PBS&J will review and compare the two models, summarize land use and roadway network differences on a broad basis for the entire model and in more detail in the study area. The validity of transportation impacts that were determined based on the 2025 model will be evaluated with respect to the 2030 model.

To complete this work two contract amendments will be required, one for the existing Jones and Stokes contract for an additional \$25,000 to wrap-up work, prepare the new team and responds to inquiries from the new team. PBS&J contract will also require a contract amendment of \$473,815. Approval of this contract amendment will enable completion of the draft environmental document and release of the draft in July/August 2007. Approval of the document is scheduled for May 2008.

Fiscal Impact:

The contract amendment for Jones and Stokes will be funded with FY 2006-07 Surface Transportation Program (STP) funds that were budgeted for the project. The PBS&J contract amendment will be funded with approximately \$200,000 from FY 2006-07 STP funds that were budgeted for the project and the remaining funding will be from the 2006 State Transportation Improvement Program (STIP) Augmentation for FY 2007-08.

Recommendation:

Authorize the Executive Director to amend the contract with Jones and Stokes for an additional \$25,000 and to amend the PBS&J contract for \$473,815 for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Jepson Parkway Project until December 30, 2008.

Attachment:

- A. PBS&J Scope of Work (to be provided under separate cover).

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DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Right of Way Acquisition Services for the North Connector Project

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.

The environmental document (Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment) for the North Connector Project has been circulated and is planned to be brought to the Board in Spring 2007 for consideration of adoption. Detailed preliminary engineering is underway for the East Segment of the Project. The STA is the lead on implementing the East Segment of the North Connector and the City of Fairfield is the lead on implementing the Central Section of the North Connector. The West Segment of the North Connector will be implemented at a future date when funding becomes available.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. One of the key phases of implementation will be right-of-way acquisition, which will follow adoption of the environmental document. The right-of-way acquisition will be done in two phases, with the East Segment proceeding first and the West Segment right-of-way acquisition not proceeding until funding has been secured.

As currently envisioned, STA would take the lead with this effort. Staff is recommending using the Contra Costa County Real Property Division to provide these right-of-way services. The Contra Costa Real Property has performed right-of-way services for various outside agencies for highway/road projects for more than 20 years, such as the Contra Costa Transportation Authority, Solano County, City of Vacaville and the State Route 4 Bypass Authority. The estimated cost for these services for the North Connector Project East Segment are \$295,000. Attachment A is the proposal and cost estimate from Contra Costa Real Property Division dated January 2, 2007.

Fiscal Impact:

The cost for these right-of-way services will be funded with Regional Measure 2 (RM 2) funds dedicated to the North Connector Project as part of the I-80/I-680/SR12 Interchange Project. A RM 2 allocation request for these services will be required.

Recommendation:

Authorize the Executive Director to enter into an agreement with the Contra Costa County Real Property Division to provide right-of-way acquisition services for the North Connector Project East Segment for an amount not to exceed \$295,000.

Attachment:

- A. Proposal and cost estimate from Contra Costa Real Property Division dated January 2, 2007

**Contra
Costa
County**

Public Works Department

255 Glacier Drive
Martinez, CA 94553-4825
Telephone: (925) 313-2000
FAX: (925) 313-2333
Web site: www.co.contra-costa.ca.us/depart/pw

ATTACHMENT A

Maurice M. Shiu
Public Works Director

R. Mitch Avalon
Deputy Director

Heather J. Ballenger
Deputy Director

Julia R. Bueren
Deputy Director

Patricia R. McNamee
Deputy Director

January 2, 2007

Janet Adams
Solano Transportation Authority
1 Harbor Center, Ste. 130
Suisun, CA 94585

RP-Proposal and Cost Estimate
for Right of Way Services
Solano North Connector Project

Dear Ms. Adams:

Contra Costa County Real Property Division is pleased to provide a cost estimate and scope of services for various right of way activities to be provided to the Solano Transportation Authority (STA) for the North Connector Project. This proposal is based on preliminary information that you provided Dale Dennis. It appears that approximately 20 properties under 13 separate ownerships will be impacted by some type of right of way acquisition.

The Contra Costa Real Property Division has been providing right of way services to various agencies for highway/road projects for more than 20 years. These agencies include the Contra Costa Transportation Authority, Solano County, City of Vacaville and the State Route 4 Bypass Authority. The division has the experience and skills, and has demonstrated the ability to successfully deliver these services in a timely and effective manner under very aggressive construction schedules.

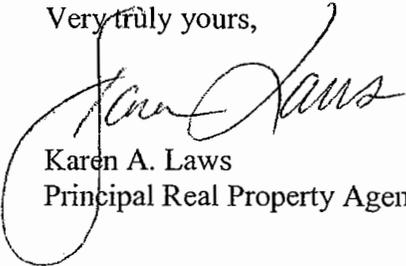
We have met or exceeded schedule expectations in every instance. All work performed is in compliance with all State and Federal laws, the Uniform Relocation Assistance and Real Property Acquisition Policies Act, and local procedures.

January 2, 2007
Page 2 of 2

This project will require the involvement of 2-4 members of the Real Property staff, an outside appraiser and possibly a relocation consultant. As the Principal Real Property Agent, I will be designated as project manager for right of way services. I am supported by trained staff members who will assist me, and, in some cases, lead all necessary right of way activities. The scope of services and cost estimate assumes having to obtain a Resolution of Necessity and Order of Possession on approximately half of the 13 property owners and is based on preliminary information only. Future amendments may be required if my initial assumptions do not cover all the work necessary to complete the project.

We look forward to a long and successful relationship. If you have any questions, please contact me at (925) 313-2228.

Very truly yours,



Karen A. Laws
Principal Real Property Agent

cc: Julie Bueren
Dale Dennis

KAL:ld
G:\RealProp\2006-Files\06-12\STA proposal letter.doc
12/706

**RIGHT OF WAY SERVICES
COST ESTIMATE
20 PARCELS/13 OWNERSHIPS**

APPRAISALS	\$120,000
ADMINISTRATION	\$ 40,000
NEGOTIATIONS	\$ 75,000
CONDEMNATION SUPPORT	\$ 40,000
RELOCATION	<u>\$ 20,000</u>
TOTAL	\$295,000

**SOLANO TRANSPORTATION AUTHORITY
NORTH CONNECTOR PROJECT
RIGHT OF WAY SCOPE OF SERVICES**

1. **Administration (RPA)** – Duties that cover the general management of right of way activities. These include:
 - a) Developing and monitoring right of way project schedule;
 - b) Obtaining and reviewing title reports;
 - c) Investigating ownerships, easements and title concerns
 - d) Attending regularly scheduled trend/staff meetings and making presentations at public meetings, if necessary
 - e) Setting up individual acquisition files for each parcel;

2. **Appraisals (RPV)** – Appraisals will be required for 20 parcels under 13 different ownerships. County Costa County will contract with an AI appraiser familiar with public agency acquisition for the reports. Duties include:
 - a) Soliciting for and hiring appraiser;
 - b) Preparing and mailing Letters of Invitation to appraise;
 - d) Providing technical information to appraisers;
 - d) Acting as liaison between appraisers and design/engineering team; and
 - e) Reviewing and approving appraisals.

3. **Negotiations (RPN)** – Real Property agents will be assigned a varying number of the 20 parcels according to the complexity of the appraisal/acquisition issues. They will report at least twice a month to the Principal to update the status of negotiations. Duties include:
 - a) Review of title reports, appraisals, legal descriptions, maps and other documents in sufficient detail in preparation for negotiations;
 - b) Maintaining a complete acquisition file on each property assigned;
 - c) Preparing appraisal summary statements, deeds, easements and right of way contracts;
 - d) Initiating contact with property owner(s) or their representative to present written offer. Conducting negotiations and following up with property owners as necessary to arrive at a mutually agreeable settlement;
 - e) Acting as a liaison with appraisers, relocations consultants and CCTA staff;
 - f) Utilizing legal counsel where necessary in development of final agreements; and
 - g) Advising Principal as to necessity of eminent domain action.

4. **Condemnation (RPC)** – In cases where an eminent domain action is necessary in order to secure the right of way for project construction Real Property will provide staff support to STA legal counsel to obtain orders of possession. Services will include:
 - a) Identifying and locating all parties to the action;
 - b) Assist in preparing Resolution of Necessity for Board approval;
 - c) Preparing condemnation packages and exhibits for legal counsel; and
 - d) Service of Order for Immediate Possession to all parties

5. **Relocation (RPR)** – It appears that there are four businesses that require relocation services for this project. Services will include:
 - a) Soliciting for and hiring relocation consultant;
 - b) Providing assistance to the displace;
 - c) Reviewing and approving all relocation claims;
 - d) Processing claims for payment;
 - e) Acting as liaison between consultant and design/engineering team

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DATE: February 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Budget Amendment

Background/Discussion:

In October 2005 the STA authorized the release of a Request for Proposals for a countywide Transit Consolidation Study. At that time, there was \$135,000 available from various funding sources and the Board authorized the Executive Director to enter into an agreement for this study not to exceed \$115,000.

Since that time, \$40,000 in additional funding has been secured for a total of \$175,000 for this study. Staff recommends that \$150,000 be made available for consultant support to complete the Transit Consolidation Study and the balance is for staff and other costs of project management.

Fiscal Impact:

This study will be funded with \$115,000 of Solano's STAF funds that have been allocated for this purpose in FY 2006-07 and \$60,000 of MTC STAF funds which has been approved by MTC.

Recommendation:

Authorize the Executive Director to enter into a contract with DKS Associates for the countywide Transit Consolidation Study in an amount not-to-exceed \$150,000.

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DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2006 State Transportation Improvement Program (STIP) Augmentation

Background:

The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified highway and transit improvements throughout Solano County. Several of these improvements are currently being implemented or have plans to begin in the near future. The project sponsors for these projects vary from the Solano Transportation Authority (STA), the California Department of Transportation (Caltrans), and to local cities.

Funding of the STA Priority Projects throughout the county include highway projects, reliever routes and transit facilities. Funding for these transportation projects rely on the limited state and federal funding available to make these much needed improvements. However, because this funding is limited, decisions have to be made to determine which projects take priority for this funding.

On October 11, 2006 the STA Board adopted a 50/50 Funding Policy that stipulates projects that have both regional and local benefit shall be funded with 50% Regional Funds and 50% Local Funds. An initial list of Reliever Route and Interchange projects that are subject to this policy were also adopted by the Board. This list includes the North Connector West Section and the Jepson Parkway. These two Reliever Routes have environmental documents that are expected to be completed over the next year.

At the STA Board Workshops in July, September and October 2006, staff presented the STIP financial outlook for the 2008 and 2010 STIP cycles. It is estimated, based on historic funding from the STIP, that each cycle will have approximately \$14 million available for programming. In addition, with the passage of Transportation Infrastructure Bonds on November 7, 2006, Solano County will receive an estimated additional \$17.0 million in STIP Augmentation. On December 18, 2006 the Metropolitan Transportation Commission (MTC) provided an updated fund estimate of the 2006 STIP Augmentation (Attachment A). This is an increase from previous 2006 STIP-Augmentation estimate of \$16.7 million. The programming of STIP over the next five (5) years is expected to be:

\$17 million February 2007 (2006 STIP Augmentation)
\$14 million Fall 2007 (2008 STIP)
\$14 million Fall 2009 (2010 STIP)

Based on feedback from the STA Board, the funding priorities for STIP funding were to occur on a two (2) tier level. Tier one (1) are the projects that can be delivered to construction over the next 5 years and tier two (2) are long term projects that will be funded for continued project development. In addition, to developing a two (2) tier approach for funding priorities, the STA Board directed that local projects be considered for funding priorities.

The actual funds available for programming in each cycle are based on the California Transportation Commission (CTC)'s adopted fund estimate that is completed just prior to the actual programming of funds. As a result, these dollar amounts are only estimates for STIP cycles beyond the 2006 STIP Augmentation.

Discussion:

On December 13, 2006 the STA Board adopted a two tier project list for future STIP funding. The first STIP funding cycle will occur with the programming of the 2006 STIP Augmentation. At the February 2007 STA Board meeting, the Board will be requested to take an action to program the 2006 STIP Augmentation.

Based on MTC's estimate dated December 18, 2006, the \$17 million in 2006 STIP Augmentation funds will be a combination of Public Transportation Account (PTA) and Highway funds. Specifically the funding will be \$5.330 million for PTA eligible projects and \$11.670 million for Highway eligible projects.

In addition, based on the feedback from the CTC, the use of this 2006 STIP Augmentation needs to be consistent with previous funding priorities and/or consistent with the Corridor Mobility Improvement Account (CMIA) project submittal(s) made by the County.

Based on Assembly Bill (AB) 2538, up to 5% of the STIP can be programmed for Planning, Programming and Monitoring (PPM). The STA's capacity to program STIP funding for PPM funds for FY 2007-08 through FY 2010-11 is as follows:

07/08= \$814
08/09= \$673
09/10= \$673
10/11= \$673
Total = \$2.833 M

Funding for PPM must come from the Highway funds, not from the PTA funds. Therefore, the off the top of the Highway funds for the PPM purposes as part of the \$11.670 million in 2006 STIP Augmentation funds for highway only is \$2.833 million. The remaining share to be programmed for projects is \$8.837 million. On January 10, 2007, the STA Board authorized the STA to program up to the 5% for PPM purposes. If the 2006 STIP Augmentation is not used for the PPM purposes through FY 2010-11, then the already programmed STIP funds would have to be re-directed.

STA engaged the Technical Advisory Committee (TAC) members at the January 3, 2007 meeting and engaged the STA Board at the January 10, 2007 meeting regarding feedback on proposed priorities for the 2006 STIP Augmentation and the 2008 STIP. Based on this feedback, the STA staff is proposing the following projects and subsequent amounts as follows for the 2006 STIP Augmentation:

STA Staff Recommended	
2006 STIP AUGMENTATION	
Highway Funds (\$8.837 M)	PTA Funds (\$5.33 M)
SR 12 Jameson Canyon (\$7 M Design)	Dixon Transit Center (Rail Station) (\$1.33 M Envir.)
Jepson Pkwy (\$1.837 M)	Vallejo Ferry Maint. Station (\$2.0 M Construction)
	Fairfield-Vacaville Train Station (\$2.0 M Construction)

STA staff recommends the Jameson Canyon Project as part of an overall leveraging of the Proposition 1B CMIA funds for the project in partnership with Napa County committing some of their STIP funds. The programming of \$7 million will be the first time the STA Board has committed funds to the project and an important showing of our county's commitment to the project. The Jepson Parkway project is a project that already has STIP funding programmed, this added contribution will further the ability of the county to complete additional work on the segments. For the PTA eligible projects, the Dixon Transit Center (Rail Station) has already completed the building and needs the proposed funding to start on the next phase (track improvements) to engage the railroad in the project. Dixon has shown a demonstrated a commitment to the project by already completing the building. STA received requests from both the cities of Vallejo and Fairfield to consider their transit projects for 2006 STIP Augmentation PTA funds. The proposed funding of \$2 million for both the Vallejo Ferry Maintenance Station (Phase 1 and 2) and the Fairfield-Vacaville Train Station combined with the STA strategy for transit capital funds from the Proposition 1B funds through MTC and local contributions, should make these projects fully funded for construction.

The 2008 STIP programming will occur in the Fall of 2007. Once the CTC Fund Estimate is completed in anticipation of this programming cycle, STA staff will bring a programming proposal to the TAC and STA Board for an action. The STA Staff recommendation will be consistent with the input received from the TAC and the policy direction of the STA Board.

At the January 31, 2007 Technical Advisory Committee (TAC), this proposed action received unanimous consent to send a recommendation to the STA Board to approve the programming of the 2006 STIP Augmentation funds as shown on Attachment A.

Fiscal Impact:

There is no direct fiscal impact for the programming of projects for future funding by the 2006 STIP Augmentation. The project sponsors of these projects will then have the added resource to complete the phase of work as shown.

Recommendation:

Approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.

Attachment:

- A. Proposed 2006 STIP Augmentation

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**PROPOSED
2006 STIP Augmentation**

2006 STIP AUGMENTATION	
Highway Funds (\$1.67 M)	PLA Funds (\$5.33 M)
PPM FY 2007-08 through FY 2010-11 (\$2.833 M)	Dixon Transit Center (\$1.33 M Envir.)
SR 12 Jameson Canyon (\$7 M Design)	Vallejo Ferry Maint. Station (\$2.0 M Construction)
Jepson Pkwy (\$1.837 M)	Fairfield-Vacaville Train Station (\$2.0 M Construction)

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DATE: February 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Capital Funding Plan

Background:

The Solano Transportation Authority (STA) coordinates the allocation of State Transit Assistance Funds (STAF) - Northern Counties funds each fiscal year. These funds are eligible for use on bus replacements and other transit needs. In FY 2006-07, there was a one-time increase in funds due to State budget increases, implementation of Prop. 42, and spillover revenues to the Public Transportation Account. Given the one-time nature of these funds, the STA Board approved that a significant portion (\$1 million) of the additional increment be used for transit capital purchases.

To determine how this \$1 million would be allocated throughout the county, the STA staff requested that the transit operators submit their transit vehicle needs and priorities over the next ten years. Based on the information received from the transit operators, the total vehicle replacement need is \$52.75 million in FY 2006-07 dollars. Of this, \$27.5 million is for intercity bus replacement costs and \$26.25 is for local bus replacement costs.

Typically, bus replacements are purchased with a combination of federal and local funds: the federal/local share for funding bus replacements is 80%/20% respectively. This would result in \$10.55 million needed in local match for local and intercity bus replacements - \$5.5 million for intercity and \$5.05 for local. The local bus replacements are needed soon and intercity bus replacements coincide several years out (see Attachment A).

Funding Available for Bus Replacements

Transportation Development Act (TDA) and Federal Transit Administration (FTA) Section 5307/5309 are the primary sources of funding for local bus replacements. In recent years, many Solano intercity buses were funded through state and regional funding programs such as the State's Transportation Congestion Relief Program (TCRP) and Regional Measure 2 (RM2) Bridge Tolls. Additionally, Federal earmarks and the recently approved Proposition 1B state transportation infrastructure bonds provide additional opportunities for funding bus replacements.

Prop. 1B funds Transit Capital Funds are projected to provide \$4 billion statewide and \$347 million for the Bay Area Regional Transit Capital Needs. In addition, through the Public Transportation Account (PTA) of the State Transportation Improvement Plan (STIP) process, funds are available for transit capital needs.

To develop a comprehensive Transit Capital Plan for Solano, transit operators were recently requested to prepare and submit to the STA transit capital needs beyond vehicle replacement. These were presented as a draft at the Consortium and TAC. All of the transit capital needs are being evaluated in relationship to all three of these funding sources.

Discussion:

In addition to its role of coordinating transit funds, the STA manages two intercity transit routes. The STA contracts with Fairfield-Suisun Transit for the provision of these routes: Routes 30 and 90. As part of the management of these routes, the STA is considering the need for vehicle replacements for these two routes. Unlike the transit operators in the county, STA does not have direct access to transit capital funding for bus replacements from TDA and FTA formula funds.

STA is responsible for programming the Northern Counties Share of STAF and has set out the following priorities for this funding:

- ◆ STA core transit functions – transit planning, marketing, and management/coordination.
- ◆ Intercity capital matching funds for fleet replacements on Routes 30 and 90
- ◆ Intercity operating support and fleet replacements for Routes 30, 90, and other routes.
- ◆ Other transit needs dependant on available funding.

Due to the significant need for local matching funds for bus replacements and the availability of additional STAF funding, transit operators submitted the following near term requests:

Operator	Replacement Bus Need	Local Match	Year Needed
Fairfield	7 local buses	\$483,000	FY 2006-07
Fairfield	3 local buses	\$210,000	FY 2007-08
Vallejo	24 local buses	\$870,000	FY 2007-08
Vallejo	3 intercity buses	\$330,000	FY 2008-09

Other funding requests were made for ferry dredging, paratransit vehicles, and operating.

Four funding options were developed to address STA’s priorities for STAF Northern Counties share funding and the needs for bus replacements (see Attachment B). The four options considered are summarized as follows:

Option 1	Program \$1.0 million in STAF to transit operators for local match for any bus replacements according to their pro-rata share of intercity buses.
Option 2	Reserve funds for bus replacement and for future operating on Routes 30 and 90.
Option 3	Fund bus replacements for Routes 30 and 90 from a portion of the currently STAF available and future annual amounts of STAF.
Option 4	Use available STAF funds to meet immediate needs via grants and loans and reserve funds to address bus replacements on Routes 30 and 90 in the long-term.

These options were discussed with the Intercity Transit Funding Group on January 17, 2007. It was recommended by STA staff that these requests should be evaluated in the larger context for Prop 1B Capital discretionary funds. With further information provided by MTC that TDA funds are likely to plateau and the status of STAF funds is uncertain, STA staff's recommendation is to be cautious about allocated these funds for vehicle purchases at this time. Option 2 holds the funds for Routes 30 and 90 until further information is available on how Prop 1B funds may be distributed and possibly fund vehicle and other transit capital needs. The STA is working with Consortium and TAC members to develop a list of Transit Capital Plan needs and priorities. See Attachment C for a preliminary list. The Consortium and TAC reviewed the options and concurred with this approach.

Recommendations:

Approve the following:

1. The allocation of \$1 million of STAF for Rt. 30 and Rt. 90 vehicle replacement and operating costs;
2. Revisit this issue subject to MTC completing the adoption of its policy of allocating State Transit Assistance Funds (STAF)-population funds.

Attachments:

- A. Intercity Bus Replacement Schedule
- B. Northern STAF \$1million Funding Options for Transit Vehicle Replacements
- C. Preliminary Transit Capital Plan

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**Transit Vehicle Replacement Funding Options
(Northern County State Transit Assistance Funds)**

Option 1: Pro-rata share

Under this option the \$1.0 million in currently available STAF funds would be programmed to transit operators and to STA according to their pro-rata share of intercity buses shown in the table below. Operators could choose to use the funds on either local or intercity bus replacements. In the case of Route 30 and 90 replacements, the funds would be set aside until the buses are retired in FY 2015-16.

Operator	Number of Intercity Buses	Percent of Intercity Buses	Share of \$1.0 million STAF
Fairfield	7	14%	\$140,000
STA Rts. 30/90	12	24%	\$240,000
Vallejo*	31	62%	\$620,000
* Assumes Benicia Rt. 70 is transferred to Vallejo. If Rt. 70 is not transferred, then Benicia will seek funding for 3 intercity buses it currently operates on that route.			

Option 2:

This option focuses on replacing 12 intercity buses for Routes 30 and 90 planned for FY 2015-16 by setting aside \$1.0 million in STAF for local match. These funds would be held in reserve for ten years or if needed to support operating cost for Routes 30 and 90.

Option 3:

This option incorporates the programming of currently available STAF funds and future annual amounts of STAF funds to near term and longer term priorities as follows:

- Program \$400,000 of the \$1.0 million currently available and \$400,000 annually thereafter from the annual STAF Northern Counties share for replacement of buses on Routes 30 and 90.
- Program the remaining balance of the \$1.0 million in STAF to Vallejo for intercity bus replacements (\$330,000) and Fairfield for local bus replacements (\$270,000).

Option 4:

This option continues to focus on intercity bus replacements while addressing certain near term needs for local bus replacements by:

- Programming \$330,000 for replacement of 3 Vallejo intercity buses in FY 2008-09
- Loaning \$483,000 to Fairfield for replacement of 7 local buses in FY 2007-08
- Requiring Fairfield to repay the loan to STA to fund local match for Routes 30 and 90 replacement buses prior to FY 2016
- Reserving \$187,000 for future intercity transit capital needs

This option has the advantage of using STAF funds that are available now for high priority bus replacements instead of reserving funds and leaving them unused for several years.

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Solano
Draft Transit Capital Plan
(01/26/07)

<u>Tier 1 Projects</u>		
Fairfield/Vacaville Train Station	\$12,000,000	
Vallejo:		
Ferry Maintenance Facility	\$ 2,260,000 (\$260,000 match)	
<u>Bus Maintenance Facility</u>	<u>\$ 1,000,000 (\$43K match)</u>	
Subtotal Facilities	\$15,260,000	
Major Rehab MI Ferry	\$ 50,000 (match)	
Transit Bus Vehicle Replacement:	<u>(match only)*</u>	<u>Total Cost</u>
3 Benicia Breeze	\$ 198,000	\$ 990,000
15 Fairfield/Suisun Transit	\$ 1,140,000	\$ 5,700,000
24 Vallejo Transit	\$ 1,001,300 (match)	\$ 7,839,019
3 Vallejo Transit – MCI	\$ 255,800 (match)	\$ 1,278,821
Subtotal Vehicle Replacement	\$ 3,387,100	\$15,807,840
Vallejo Ferry Major Rehab	\$ 50,000	
TOTAL	\$18,747,100	\$31,167,840

* Local match for 5307 funds

Tier 2 Projects

Benicia Maintenance Facility	\$ 1,000,000
Benicia Downtown PNR	\$ 700,000
Dixon Intermodal Station	\$ 10,000,000
Fairfield Transportation Center, Phase 4	\$ 10,100,000
Fairfield Transportation Center, Ph 4 carports	\$ 1,500,000
Rio Vista Hwy 12/PNR	\$ 900,000
Dredging – Mare Island Channel	\$ 1,000,000
Vallejo Ferry Station	\$??
Curtola PNR	\$??
<u>Countywide:</u>	
Transit Vehicle and Facility Security & Safety	\$ 625,000
Transit Stop Amenities (shelters, etc.)	\$ 300,000
Tier 2 Subtotal	\$ 26,125,000

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DATE: February 5, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – February 2007

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. A new Legislative Matrix (Attachment A) has been created listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session.

Discussion:

Governor Schwarzenegger released his proposed State Budget for 2007-2008 on January 10, 2007. Of particular note are the following points:

- Full funding for Proposition 42, transferring about \$1.475 billion from the general fund to transportation programs.
- Repayment of another \$83 million of the portion of previous loans from Proposition 42 (the minimum amount required by the recently approved Proposition 1A).
- Appropriation of \$8.2 billion of the \$19.9 billion in transportation bond capacity provided by Proposition 1B, giving the California Transportation Commission (CTC) flexibility to move funding forward from future allocations.
- Diversion of \$1.1 billion in Public Transportation Account (PTA) “spillover” funds from transit to other transportation accounts.
- Permanent discontinuation of spillover revenues into the State Transit Assistance (STA) Program.

A Legislative Update from Shaw/Yoder (Attachment B) is included for your information. It outlines in more detail the Governor’s proposed State Budget for 2007-2008.

AB 112 (Wolk). STA Board members and staff have been working with Assemblywoman Lois Wolk to address State Route (SR) 12 safety concerns. Assemblywoman Wolk has introduced legislation to designate SR 12 between I-80 in Solano County and I-5 in San Joaquin County as a double fine zone until January 1, 2012. With the STA Board’s recent prioritization of safety improvements to SR 12, this is an ideal time for the STA to step forward as the lead sponsor for this legislation. AB 112 and a Resolution of support for AB 112 are included as Attachments C and D, respectively.

ACR 7 (Wolk). Assemblywoman Wolk also introduced a measure to designate a 2-mile section of SR 12 between Olsen Road and SR 113 in remembrance of Officer David Lamoree. The bill would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. The City of Rio Vista is the lead sponsor of this measure, ACR 7.

Staff is recommending the STA co-sponsor this legislation. It is particularly fitting that the STA join with the city as a co-sponsor of this legislation, since Officer Lamoree was the son of the STA's legal counsel, Charles Lamoree. Both AB 112 and ACR 7 were introduced on January 8, 2007, and have not yet been forwarded to any legislative committees. ACR 7 is included as Attachments E.

Recommendation:

Approve adoption of the following positions on proposed state legislative items:

- AB 112 (Wolk) – Sponsor and support; approve Resolution No. 2007-03
- ACR 7 (Wolk) – Cosponsor and support

Attachments:

- A. STA Legislative Matrix
- B. Shaw/Yoder State Budget Update, January 10, 2007
- C. AB 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zones
- D. Resolution No. 2007-03 for AB 112 (Wolk)
- E. ACR 7 (Wolk) Officer David Lamoree Memorial Interchange (SR 12)
- F. The Ferguson Group Federal Update, February 7, 2007

 <p>Solano Transportation Authority</p>	<p>LEGISLATIVE MATRIX</p> <p>2007-2008 State and Federal Legislative Session</p> <p><i>February 5, 2007</i></p>	<p>Solano Transportation Authority</p> <p>One Harbor Center, Suite 130 Sujsun City CA 94585-2427 Telephone: 707-424-6075 Fax: 707-424-6074 Web site: solanolinks.com</p>
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State Assembly Bills

Bill	Author	Subject	STA	Others	Page
AB 57	Soto	Safe Routes to School Program			3
AB 60	Nava	Minimum Clearance Requirement for Overtaking a Bicycle			3
AB 112	Wolk	Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80			3
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			4
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)			4

State Senate Bills

Bill	Author	Subject	STA	Others	Page
SB 9	Lowenthal	Trade Corridors Improvement Fund			5
SB 16	Florez	Rail Grade Crossings: Automatic Gates			5
SB 19	Lowenthal	Air Quality Improvement Account: Proposition 1B			6
SB 45	Perata	Transit Security & Emergency Preparedness Fund: Proposition 1B			6

State Senate Bills

Bill	Author	Subject	STA	Others	Page
SB 47	Perata	State-Local Partnership Program: Proposition 1B			6

Federal Bills

Bill	Author	Subject	STA	Others	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			6

For details of important milestones during the 2007 sessions of the California Legislature and the U.S. Congress, please refer to calendars on pages 8-9.

Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or jbauer@sta-snci.com. STA's Legislative Matrix is also available for review on our website at www.solanolinks.com.

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill		STA Position
		Others' Position		
AB 57 (Soto) Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and use federal transportation funds to construct bike/ped safety and traffic calming projects. Both provisions currently have a repeal date of January 1, 2008.	Introduced 12/04/06		
AB 60 (Nava) Vehicles: Bicycles	Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction. Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator.	Introduced 12/04/06		
AB 112 (Wolk) Highways: Safety Enhancement – Double Fine Zones (SR 12)	Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone until January 1, 2012.	Introduced 01/08/07		Recommending to Sponsor and Support

State Legislation Bill/Author	Summary	Status of Bill		STA Position
		Others' Position		
<p>AB 117 (Beall) Traffic offenses: additional assessment: traffic safety</p>	<p>Provides that, until January 1, 2010, a county may elect to levy an additional assessment in the amount of \$2 for every \$10 (20%) or fraction thereof, upon each base fine (excluding parking violations), for an offense involving the unsafe operation of a motor vehicle upon the highway in violation of the Vehicle Code or a local ordinance adopted pursuant to the Vehicle Code. The bill requires that the collected assessments be deposited in a Traffic Safety Committee Network Fund, and the creation of a countywide community collaboration committee for the purpose of developing recommendations for traffic safety programs. The bill requires moneys in the fund (after deducting administrative costs, not to exceed 10% of the amount of the fund) be allocated in a manner so that 85% be used for local traffic safety programs approved by the county board of supervisors (programs that increase local traffic safety and reduce related personal injuries and fatalities through existing local traffic safety programs or the creation of new local traffic safety programs), and 15% be deposited in the county's Courthouse Construction Fund. Funds could be collected only if the county board of supervisors provides that the increased assessments do not offset or reduce the funding of other local traffic safety programs from other sources, and that these additional revenues result in increased funding to local traffic safety programs and courthouse construction.</p>	<p>Introduced 01/09/07</p>		
<p>ACR 7 (Wolk) Officer David Lamoree Memorial Interchange (SR 12)</p>	<p>Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.</p>	<p>Introduced 01/08/07</p> <p>Sponsored by City of Rio Vista</p>		<p>Recommending to Co-sponsor and Support</p>

State Legislation Bill/Author	Summary	Status of Bill		STA Position
		Others' Position		
SB 9 (Lowenthal) Trade corridor improvement: transportation project selection in Proposition 1B	<p>States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B.</p> <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. The act requires the sum of \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. The bill declares that it is to take effect immediately as an urgency statute.</p>	Introduced 12/04/06		
SB 16 (Flores) Rail Grade Crossings: Automatic Gates	<p>Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.</p>	Introduced 12/4/06		

State Legislation Bill/Author	Summary	Status of Bill		STA Position
		Others' Position		
SB 19 (Lowenthal) Trade corridors: projects to reduce emissions: funding in Proposition 1B	<p>Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Proposition 1B.</p> <p>Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute.</p>	Introduced 12/04/06		
SB 45 (Perata) Transit Security & Emergency Preparedness Fund: Prop. 1B	<p>States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account, as specified in Proposition 1B.</p>	Introduced 12/22/06		
SB 47 (Perata) State-Local Partnership Program: Proposition 1B	<p>States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds for the State-Local Partnership Program, established by Proposition 1B.</p>	Introduced 12/22/06		

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill		STA Position
		Others' Position		
S 294 (Lautenberg)	A bill to reauthorize Amtrak, and for other purposes.	Introduced 01/16/07; referred to Senate committee. Status: Read twice and referred to Committee on Commerce, Science, and Transportation.		

California Legislature 2007-08 Regular Session Calendar

<p>January 2007 (First year of 2-year legislative session)</p> <p>1 Statutes take effect 3 Legislature reconvenes 9 Governor's State of the State Address 10 Budget must be submitted by Governor 15 Martin Luther King, Jr. Day 26 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>June</p> <p>1 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 1 Last day for Fiscal Committees to meet prior to June 11 4-8 Floor session only - No committee may meet for any purpose 8 Last day for bills to be passed out of the house of origin 11 Committee meetings may resume 15 Budget Bill must be passed by midnight</p>
<p>February</p> <p>12 Lincoln's Birthday 19 Washington's Birthday observed 23 Last day to introduce bills</p>	<p>July</p> <p>4 Independence Day 13 Last day for policy committees to hear and report bills 20 Summer Recess begins on adjournment, provided Budget Bill has been passed</p>
<p>March</p> <p>29 Spring Recess begins upon adjournment 30 Cesar Chavez Day</p>	<p>August</p> <p>20 Legislature reconvenes 31 Last day for Fiscal Committees to meet and report bills to the Floor</p>
<p>April</p> <p>9 Legislature reconvenes from Spring Recess 27 Last day for policy committees to hear and report Fiscal Bills for referral to fiscal committees</p>	<p>September</p> <p>3 Labor Day 3-14 Floor session only - No committee may meet for any purpose 7 Last day to amend bills on the Floor 31 Last day for any bill to be passed - Interim recess begins on adjournment</p>
<p>May</p> <p>11 Last day for policy committees to hear and report to the floor non-fiscal Bills 25 Last day for policy committees to meet prior to June 11 28 Memorial Day observed</p>	<p>October</p> <p>14 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 14 and in the Governor's possession after Sept. 14</p>

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

Oct. 14 Last day for Governor to sign or veto bills passed by the Legislature on/before Sept. 14 and in his possession after Sept. 14 (Art. IV, Sec. 10(b)(1)).

2008

Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).

Jan. 7 Legislature reconvenes (J.R. 51(a)(4)).

110th United States Congress 2007 Session Calendar

January 4 110 th Congress convenes 15 Senate and House recess for Martin Luther King, Jr. Day 16 Senate and House reconvene	July 2-6 Independence Day District Work Period 9 Senate and House reconvene
February 19 President's Day 19-23 Presidents' Day Recess 25 Senate and House reconvene	August 6-Sept 3 Summer District work period
March	September 3 Labor Day 4 Senate and House reconvene
April 2-13 House District Work Period 2-9 Senate District Work Period	October 26 Target Adjournment Date
May 28- June 1 Memorial Day Recess/District Work Period	November 6 Election Day 11 Veterans Day 22 Thanksgiving Day
June 4 Senate and House reconvene	December 5 Hanukkah 25 Christmas Holiday

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SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

February 2, 2007

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE- FEBRUARY 2007

GOVERNOR'S PROPOSED 2007-08 BUDGET

On January 10th Governor Schwarzenegger unveiled his proposed State Budget for 2007-08. Following are the highlights with regards to transit and transportation. It's mostly "bad news" for transit, with a little bit of "good news" for transportation and transit. This summary is based on our review of the Governor's Budget documents, our review of the Assembly Democratic analysis of the Budget, and a thorough briefing from Caltrans Director Will Kempton and other Caltrans staff. Here is what we've gleaned so far:

Overall Budget Outlook

- The Governor's Budget for 2007-08 proposes to limit General Fund spending to the amount of revenue the state will collect (\$104.5 billion in available revenues), with the exception that it proposes to use \$840 million of funds available from previous years to pre-pay debt (out of \$3.2 billion in carry-over revenues from 2006-07). By eliminating the state's net operating deficit, by setting aside a total reserve of \$2.1 billion and by eschewing tax increases and new budgetary borrowing, the Governor states this budget puts California on the path to full fiscal recovery.
- The proposed expenditures include about \$1.1 billion in new spending, including about \$600 million for early repayment of the Economic Recovery Bonds (on top of the approximately \$2.5 billion that is automatically repaid).
- The proposed Budget pays for the new spending and closes the General Fund shortfall with \$3.4 billion in "solutions," including reliance on the conversion of more than \$1 billion in Public Transportation Account funds to support expenditures historically supported by the General Fund.

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Proposition 42

- The Governor again proposes **full funding for Proposition 42**, which will transfer about **\$1.475 billion in revenues** (i.e. most of the sales tax on gasoline) from the GF to transportation programs, including transit and highway projects & services. These funds would flow as follows: \$684 million to Traffic Congestion Relief Program (TCRP) projects; \$699 million to the State Transportation Improvement Program (STIP); and, \$175 million to the Public Transportation Account. (Per current law, cities and counties are again *not* scheduled to receive any local streets & roads funds from Prop. 42 in 2007-08, just as they did not in 2006-07, because the State provided what would have been their share in 2001-02 and 2002-03, even though Prop. 42 was not fully funded in those years.)
- Pursuant to **Proposition 1A**, which the voters approved last November to further protect **Proposition 42**, the Governor also proposes to **repay another \$83 million** of the portion of previous loans from Proposition 42. This is the minimum amount required by Proposition 1A.

Proposition 1B – Infrastructure Bonds for Transportation & Transit

- The Governor proposes to appropriate **\$8.2 billion of the \$19.9 billion in transportation bond capacity provided by Proposition 1B**, approved by the voters last November. \$2.8 billion is projected to be allocated, or committed, in 2007-08. The initial allocation and appropriation amounts are planned to be adjusted as programs are more fully developed and projects are approved for funding. Of this amount, **\$600 million** is targeted to flow to transit projects from Proposition 1B's **Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)**. The 2007-08 appropriation would also support out-year PTMISEA allocations, as follows: \$350 million 2008-09, and \$350 million in 2009-10. However, **the first \$600 million is proposed to substitute for a like amount of expenditure on the State Transit Assistance (STA) Program, thus reducing what would otherwise flow to transit agencies under that program – see more detailed analysis, below.**
- Budget trailer legislation is proposed that provides that each agency's share of PTMISEA funds, as determined by the bond act formula, will be disbursed as **qualified projects are approved by the California Transportation Commission.**
- While he notes that the CMIA process is already well underway, he also **proposes new legislation** that will *“ensure that this historically large investment in transportation is used for the projects that produce the most congestion relief, safety, pollution reduction, and improvement of system operation. Legislation will require agencies responsible for the programs to ensure that projects are evaluated objectively for potential performance, that there are sufficient funds to construct, operate and maintain the projects, that the public has substantial opportunities for input, and that performance is documented and reported on an ongoing basis. Competitive programs will provide priority to projects that leverage more matching funds and can be completed sooner.”*

The total Proposition 1B funding would be allocated as follows:

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Account	Appropriations				
	2006-07*	2007-08	2008-09	2009-10	2007-08
Corridor Mobility	\$100	\$317	\$712	\$1,090	\$2,119
Transit		600	350	350	1,300
STIP	262	340	287	408	1,035
Local Streets & Roads		600	300	150	1,050
Trade Infrastructure	15	170	255	255	680
SHOPP	141	403	102	13	518
State/Local Partnership		170	166	166	502
Grade Separations		55	60	59	174
Highway 99		28	44	99	171
School Bus Retrofit		97	96	7	97
Local Seismic	5	9	13	17	39
TOTAL APPROPRIATIONS	\$523	\$2,789	\$2,385	\$2,614	\$7,685

* 2006-07 expenditures to be proposed in separate legislation

- He makes no proposal to appropriate funds from four different Proposition 1B accounts, including the **Transit System Safety, Security, and Disaster Response Account**. He states that consideration of further program implementation approaches and funding needs assessment must first take place.
- Most of the programs slated for funding will be administered by either the **California Transportation Commission (CTC)** or the **Department of Transportation (Caltrans)**. The Governor says the Budget will give the CTC or Caltrans the flexibility to move funding forward from future allocations and allow shifts between programs if projects are ready to be awarded, with the concurrence of the Department of Finance and Legislature. He also proposes \$523 million to be allocated through urgency legislation (i.e. for expenditure in 2006-07) to enable construction to start as early as feasible for high-priority projects that are ready to start.

Public-Private Partnerships and Design-Build

The Governor renews his call from last year for enactment of legislation authorizing more widespread use of public-private partnerships, and for Caltrans to be able to use the design-build method of contracting.

Public Transportation Account / State Transit Assistance Program / Spillover

- The **Public Transportation Account is subject to several revenue diversions** in the Governor's Budget. The PTA historically receives funds from sales tax on diesel fuel, a portion of the sales tax increase provided by Proposition 111, Proposition 42, and the "spillover" sales tax on gasoline. Spillover revenues are available only when revenues from the gasoline sales tax at the 4.75-percent rate exceed revenues from all taxable sales at the 0.25-percent rate, and this mechanism dates back to the establishment of sales tax on gasoline in 1972. In past years, spillover transfers occurred rarely; however, there has been spillover the last five fiscal years and, as a result of high gasoline prices, **spillover revenues are estimated to be \$617 million in 2007-08**. Other sales tax revenues to be deposited in the Public Transportation Account in 2007-08 are estimated to be \$398 million, an increase of \$19 million over the current year.

- The Governor proposes diverting the following PTA funds from transit:
 - **\$627 million** to home-to-school transportation. It is our understanding that *there is NO new transit agency responsibility here*; this shift simply saves the General Fund (i.e. Proposition 98) a like amount, for services already provided by schools and their contractors.
 - **\$340 million** to transportation general obligation bond debt service.
 - **\$144 million** to developmental services / regional center transportation programs. Again, we believe this is *NOT a new transit service obligation*; it's a transit funding diversion.

As part of his justification for taking these \$1.111 billion in transit funds, the Governor states that **transit agencies have failed to nominate projects for \$600 million in available STIP funding**, and that \$3.6 billion will now be available from proposition 1B for such projects. Our estimate shows that the total PTA take breaks down as follows:

\$	617 million	2007-08 Spillover
	434 million	Projected PTA balance at 6/30/07
	60 million	2007-08 "traditional" PTA revenue *
	<u>\$1,111 million</u>	<u>Total 2007-08 PTA diversion</u>

* i.e. Sales tax on diesel; Prop. 111 sales tax on gas; Prop. 42

- This analysis (and the attached chart) shows that the proposal to budget \$600 million of PTMISEA bond funds in the STA Program actually *supplants* available PTA dollars that would otherwise be available for STIP transit capital project and intercity / commuter rail programming, and "allows" the budget to shift those dollars to General Fund programs.
- The Budget also proposes to **permanently cease transferring revenues** not constrained by Article XIX of the Constitution from the State Highway Account to the PTA, estimated to be **\$80 million a year**. These dollars would instead be directed to Caltrans for the State Highway Operations and Protection program.
- The proposed funding level for the **State Transit Assistance Program is \$784.7 million**. While this *appears* on the surface to be about a \$161 million or 26% increase from the current year, **the Program as proposed would not be that large**. In fact, the Governor proposes to budget **\$600 million** for transit capital projects from Proposition 1B's **Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)** in the 2007-08 STA Program line-item. This expenditure would actually **substitute for a like amount of expenditure on the STA Program, thus reducing what would otherwise flow to transit agencies under that program from historic PTA revenues**. This substitution is used to "balance" against the fact that the Budget proposes diverting so many PTA dollars away from traditional transit programs (see above). Thus, **the "true" STA Program expenditure proposed is only \$184 million, or a 70% (\$439 million) decrease from the current year**. The attached chart shows our estimate of how the \$184 million would be allocated to regions, versus the allocations called for under current law (i.e. including spillover funding, the STA Program "should be" about \$596 million).

- This level also reflects the Governor's **proposal to permanently discontinue the flow of spillover revenues into the STA Program.**
- This level also reflects the allegation that the 2006-07 Budget Act and current statute are in conflict with regard to how much funding should be allocated for the STA Program. **The revenues from spillover in the current year are now anticipated to be more than \$100 million less than was forecast for 2006-07, but the Budget Act level, based on the higher estimates, has been interpreted as superceding the statute. Because this effectively allocates more than the revenues will support, the Governor's Budget proposes to correct for this over-allocation by reducing the state transit assistance share of sales tax revenues in 2007-08 by the extra amount it received in 2006-07.**

Other Issues

- The Governor proposes to appropriate **\$95 million in Proposition 1C's transit-oriented development program.**
- Finally, the Governor proposes to **indefinitely postpone** the vote on the \$9.95 billion **high speed rail bond act.**

Public Transportation Account

"Fund Estimate" Supporting Governor's 2007-08 Budget:

As Provided by Department of Transportation

\$'s in millions

<u>Amount</u>	<u>Revenue</u>
\$617	spillover revenue
(\$340)	"off the top" diversion: GO bond debt service
<hr/>	
\$277	spillover revenue in to PTA
<hr/>	
\$434	projected PTA balance at 6/30/07
\$69	Proposition 111 sales tax on gas revenue in to PTA
\$329	sales tax on diesel revenue in to PTA
\$175	Proposition 42 sales tax on gas revenue in to PTA (from TIF)
\$1	PTA's share of Prop. 42 loan repayment (from TDIF)
<hr/>	
\$1,285	available PTA revenues for 2007-08 expenditure
<hr/>	
<u>Amount</u>	<u>Expenditure</u>
\$144	regional center / dev. Disabled transportation (one-time)
\$627	home-to-school transportation (permanent)
<hr/>	
\$514	sub-balance
\$184	State Transit Assistance Program
<hr/>	
\$330	sub-balance
\$142	state operations & intercity / commuter rail
<hr/>	
\$188	sub-balance
\$69	STIP expenditure to cover AB 3090's
<hr/>	
\$119	sub-balance
\$48	miscellaneous expenditures
<hr/>	

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\$71 projected PTA balance at 6/30/08

Public Transportation Account
"Fund Estimate" of Current Law:
As Estimated by the California Transit Association
 \$'s in millions

<u>Amount</u>	<u>Revenue</u>
\$617	spillover revenue in to PTA
\$69	Proposition 111 sales tax on gas revenue in to PTA
\$329	sales tax on diesel revenue in to PTA
\$175	Proposition 42 sales tax on gas revenue in to PTA (from TIF)
\$1	PTA's share of Prop. 42 loan repayment (from TDIF)
\$434	projected PTA balance at 6/30/07
<hr/>	
\$1,625	available PTA revenues for 2007-08 expenditure

<u>Amount</u>	<u>Expenditure</u>
	State Transit Assistance Program *
\$596	
<hr/>	
\$1,030	sub-balance (= half of non-STA revenues + 6/30/07 balance)
\$142	state operations & intercity / commuter rail **
\$69	STIP expenditure to cover AB 3090's **
\$48	miscellaneous expenditures **
<hr/>	
\$771	available PTA revenues for STIP programming

* STA Program = (spillover + diesel tax + Prop 42 + TDIF) / 2

** Assumes these expenditures are consistent with current law

Estimate of State Transit Assistance Program Allocations

<u>Regional Entity</u>	<u>2006-07 Budget Estimate*</u>	<u>2007-08 Governor's Budget *</u>	<u>2007-08 Current Law**</u>	<u>Difference</u>
MTC	\$ 219,874,414	\$ 65,096,349	\$ 210,104,215	\$(145,007,866)
State Totals	\$ 623,715,000	\$ 184,658,000	\$ 596,000,000	\$(411,342,000)

Allocations reflect data published by State Controller.

* Estimate based on latest available data obtained from State Controller, and 2006-07 Budget; may not be accurate.

** Estimate based on Association's calculation according to Budget revenue estimates and current allocation statutes.

California Transportation Commission Meetings

The California Transportation Committee (CTC) met on January 31st and February 1st to discuss a variety of issues, including the \$2 Billion Trade Corridor Improvement Fund and the impacts of the Governor's proposed 2007-08 State Budget. The discussion on the Trade Corridor Improvement pot was presented by interim Business, Transportation, and Housing Secretary, Barry Sedlick. It was a basic overview of the needs to improve air quality and reduce traffic congestion caused by the goods movement. Guidelines are yet to be determined for this section of Proposition 1B. This pot of money may be a source of funding to the Solano Transportation Authority (STA) for modernizing the facilities at the Cordellia Truck Scales.

Will Kmepton, Director for the Department of Transportation, presented the Governor's 2007-08 proposed budget to the CTC and discussed its impacts on transportation. Many CTC Commissioners expressed a great deal of concern over the Administration's proposal to virtually eliminate transit funding since it would greatly impact the 2008 State Transportation Improvement Plan (STIP) cycle by diminishing funds for local streets and roads projects as a result.

Executive Director of the CTC, John Barna, announced that the Corridor Mobility Improvement Account project list would be finalized on February 16th. CTC then plans to have a meeting on February 20th to review the final nominations on the list prior to adoption the the Commission on February 28th.

State Legislative Program

Two bills of particular interest to STA have been introduced-AB 112 (Wolk), relating to double fine zones along the State Route 12 Corridor and ACR 7 (Wolk), honoring Officer Lamoree.

AB 112 (Wolk) The State Route (SR)12 Corridor has been determined by Caltrans to exceed the state average for collisions and fatalities. The California Highway Patrol has also made this route a priority for enforcement in the 2007-08 budget. This bill would double the fines for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety.

ACR 7 (Wolk) This resolution would memorialize the life of Officer David Lamoree by designating the interchange of SR 12, between Olsen Road and SR 113, as the "Officer David Lamoree Memorial Interchange". The measure would also request that Caltrans determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. Officer Lamoree was a well-respected peace officer, who made many contributions in the Solano area, passed away at the age of 26 when he was hit head-on by an oncoming car on SR 12.

Committee Membership

With a new class of Legislators comes a reconstitution of committee membership. The following is a list of Committees and members:

Assembly Transportation Committee

Pedro Nava (D)-, Chair, Santa Barbara
Michael Duvall (R) –Vice Chair, Brea
Wilmer Amina Carter (D)-Rialto
Mark DeSaulnier (D)-Martinez
Cathleen Galgiani (D)-Stockton
Martin Garrick (R)-Carlsbad
Shirley Horton (R)-Lemon Grove
Guy Houston (R)-Livermore
Bob Huff (R)-Diamond Bar
Betty Karnette (D)-Long Beach
Anthony Portantino (D)-Pasadena
Ira Ruskin (D)-Los Altos
Jose Solorio (D)-Anaheim
Nell Soto (D) - Ontario

Assembly Budget Subcommittee #5

Mike Feuer (D), Chair, West Hollywood
John Benoit, (R) Vice Chair, Riverside
Bob Huff (R)-Diamond Bar
Laura Richardson (D)-Carson
Lois Wolk (D)-Vacaville

Senate Transportation and Housing Committee

Alan Lowenthal (D), Chair, Long Beach
Tom McClintock (R), Vice Chair, Thousand Oaks
Roy Ashburn (R)-Bakersfield
Gilbert Cedillo (D), Los Angeles
Ellen Corbett (D)-Fremont
Robert Dutton (R)-Rancho Cucamonga
Tom Harman (R)- Costa Mesa
Christine Kehoe (D)-San Diego
Jenny Oropeza (D)-Carson
Joe Simitian (D)-Santa Cruz
Tom Torlakson (D)-Antioch

Senate Budget Subcommittee #4

Mike Machado (D)- Stockton
Robert Dutton (R)-Rancho Cucamonga
Christine Kehoe (D)-San Diego

We'll provide more details as they become available. Please contact us at (916) 446-4656 if you have questions, or email us at josh@shawyoder.org or gus@shawyoder.org

CALIFORNIA LEGISLATURE—2007—08 REGULAR SESSION

ASSEMBLY BILL**No. 112****Introduced by Assembly Member Wolk**

January 8, 2007

An act to add and repeal Section 97.5 of the Streets and Highways Code, relating to highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 112, as introduced, Wolk. Highways: Safety Enhancement-Double Fine Zones.

Existing law establishes standards for the designation of a highway or road segment as a Safety Enhancement-Double Fine Zone and requires the Department of Transportation to conduct an evaluation of the zones that will terminate the same calendar year.

This bill would, upon approval of specified county resolutions and until January 1, 2012, designate the segment of State Highway Route 12 between the State Highway Route 80 junction in Solano County and the State Highway Route 5 junction in San Joaquin County as a Safety Enhancement-Double Fine Zone.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 97.5 is added to the Streets and Highways
- 2 Code, to read:
- 3 97.5. (a) The segment of State Highway Route 12 between
- 4 the State Highway Route 80 junction in Solano County and the
- 5 State Highway Route 5 junction in San Joaquin County shall be

1 designated as a Safety Enhancement-Double Fine Zone upon the
2 approval of resolutions in that regard by the counties in which the
3 segment is located.

4 (b) This section shall remain in effect only until January 1, 2012,
5 and as of that date is repealed, unless a later enacted statute, that
6 is enacted before January 1, 2012, deletes or extends that date.

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2007-03**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
IN SUPPORT OF AB112 (WOLK) TO PROVIDE FOR DOUBLE FINE ZONES
ON STATE ROUTE 12 IN SOLANO COUNTY**

WHEREAS, State Route 12 from Interstate Highway 5 through Solano County to Interstate 80 is one of the most dangerous sections of state highway in California and there have been a great number of vehicle collisions resulting in injury and death; and

WHEREAS, State-wide statistics show that vehicular collision injuries and deaths on SR12 in Solano County exceed the State averages for roads of similar configurations; and

WHEREAS, studies have shown that doubling traffic violation fines in particularly dangerous sections of state highways has resulted in reduced injuries and deaths from vehicle collisions; and

WHEREAS, Assemblywoman Lois Wolk has introduced AB112 in order to legislatively impose double fines in the above mentioned areas of SR12; and

WHEREAS, the legislative digest for AB112 reads as follows: Existing law establishes standards for the designation of a highway or road segment as a Safety Enhancement-Double Fine Zone and requires the Department of Transportation to conduct an evaluation of the zones that will terminate the same calendar year. This bill would, upon approval of specified county resolutions and until January 1, 2012, designate the segment of State Highway Route 12 between the State Highway Route 80 junction in Solano County and the State Highway Route 5 junction in San Joaquin County as a Safety Enhancement-Double Fine Zone; and

WHEREAS, the Solano Transportation Authority, in conjunction with the County of Solano, the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and the law enforcement agencies for each of those agencies as well as the local California Highway Patrol have joined together to implement a series of actions designed to significantly improve safety on SR12 through a variety of means including the creation of a double fine zone as proposed in AB112, increased traffic law enforcement in the area and other steps to improve traffic safety.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Supports passage of AB112 (Wolk) and urges the State Legislature to quickly pass this important bill and asks Governor Schwarzenegger to sign the bill; and
2. Expresses its appreciation to Assemblywoman Lois Wolk for her leadership and support of this important endeavor.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 14th day February, 2007, by the following vote:

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

Attest by: _____
Johanna Masiclat
Clerk of the Board

Anthony Intintoli, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of February 14, 2007.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Assembly Concurrent Resolution**No. 7****Introduced by Assembly Member Wolk**

January 8, 2007

Assembly Concurrent Resolution No. 7—Relative to the Officer David Lamoree Memorial Interchange.

LEGISLATIVE COUNSEL'S DIGEST

ACR 7, as introduced, Wolk. The Officer David Lamoree Memorial Interchange.

This measure would designate the interchange of State Highway Route 12 between Olsen Road and State Highway Route 113 as the Officer David Lamoree Memorial Interchange. The measure would also request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

Fiscal committee: yes.

1 WHEREAS, It was with the most profound sorrow and deep
2 sense of loss that word was received of the passing of Officer
3 David Frank Lamoree on October 23, 2005, whose pursuit of the
4 highest ideals of public safety merit gratitude and respectful
5 acknowledgment by the people of the state; and

6 WHEREAS, Nicknamed "Woody" for the earnest cowboy in
7 the "Toy Story" movies, and known for his easygoing and
8 congenial personality, Officer David Lamoree was born in Vallejo
9 on October 23, 1979, and decided on a police career at the age of
10 10 years, about the same time his family moved to Vacaville; and

1 WHEREAS, Graduating from Will C. Wood High School,
2 Officer Lamoree earned criminal justice degrees from Solano
3 Community College and attended the police academy in Contra
4 Costa County; and

5 WHEREAS, When Officer Lamoree was training and returned
6 from the academy, children gathered around him to look at the
7 police equipment in his car trunk while he carefully explained to
8 them how the tools worked and warned them to be careful; and

9 WHEREAS, A police officer for six months at Solano
10 Community College, Officer Lamoree served on the San Pablo
11 Police Department for a few years before relocating to the Rio
12 Vista police force; and

13 WHEREAS, Married in the fall of 2005 to Dorota, who came
14 to the United States from Poland on a student visa, Officer Lamoree
15 enjoyed the support of his father, Chuck Lamoree, former City
16 Attorney for the Cities of Vacaville and Rio Vista and current
17 attorney for the Solano Transportation Authority, his mother,
18 Beverly Lamoree, and his sister, Sarah Lamoree; and

19 WHEREAS, While driving to his Fairfield home on October
20 21, 2005, Officer Lamoree was hit head-on by a car on Highway
21 12, west of Highway 113, on a portion of Highway 12 that is only
22 two lanes and that has become increasingly congested and
23 dangerous; and

24 WHEREAS, Officer Lamoree was taken off life support on his
25 26th birthday; and

26 WHEREAS, Officer Lamoree was an organ donor who
27 potentially saved eight peoples' lives and improved the lives of
28 50 others; and

29 WHEREAS, This gallant and dedicated officer exemplified the
30 true character of the brave men and women who devote their time
31 and energy to the perilous duties of law enforcement, and his death
32 is a great loss to the entire community; now, therefore, be it

33 *Resolved by the Assembly of the State of California, the Senate*
34 *thereof concurring*, That the interchange of State Highway Route
35 12 between Olsen Road and State Highway Route 113 be
36 designated "the Officer David Lamoree Memorial Interchange";
37 and be it further

38 *Resolved*, That the Department of Transportation is requested
39 to determine the cost of appropriate signs, consistent with the
40 signing requirements for the state highway system, showing that

- 1 special designation, and, upon receiving donations from nonstate
- 2 sources sufficient to cover that cost, to erect those signs; and be it
- 3 further
- 4 *Resolved*, That the Chief Clerk of the Assembly transmit copies
- 5 of this resolution to the Department of Transportation and to the
- 6 author for appropriate distribution.

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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: February 7, 2007

In January, The Ferguson Group continued to track and analyze FY 2007 appropriations legislation and continued preparation for Fiscal Year 2008 project development. The Ferguson Group also prepared and submitted FY08 requests to Rep. Miller's office and continued to work on appropriations forms as required by our congressional delegation.

The Solano Transportation Authority's requests for FY08 federal appropriations are as follows:

I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component) - \$6 Million

\$6 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) for the design of the relocation of the Cordelia Truck Scales. These Truck Scales have been identified to be relocated within the Interchange based on the February 2005 Cordelia Truck Scales Relocation Study. The requested earmark will be for the design of the relocated facility in Solano County.

Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million

\$3 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) to fully fund the Access Improvements to Travis Air Force Base (North and South Gates). The requested earmark will be for the design and construction of these access improvements in Solano County.

Vallejo Intermodal Station Ferry Maintenance Facility - \$2.713 Million

\$2.713 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Federal Transit Administration (FTA) Ferry and Ferry Facilities Account for the Vallejo Intermodal Station Ferry Maintenance Facility.

Fairfield/Vacaville Intermodal Station - \$2 Million

\$2 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the FTA Buses and Bus Facilities account for the Fairfield/ Vacaville Intermodal Station.

SR 12 Traffic Safety Signage/Education - \$200,000

\$200,000 earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) account for traffic safety signage and education efforts on State Route 12 between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County.

Congress is on track to pass a continuing resolution (CR) funding federal programs through September 30, 2007. The CR will fund transportation programs and projects at FY06 levels and does not include any

earmarks for any specific transportation projects. As previously reported, this means that the earmarks for the Vallejo Station and the Fairfield/Vacaville Station will not move forward in FY07. Congress has indicated that earmarks will be included in FY08 appropriations bills.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House bill includes \$1.75 million for project. No earmarks in CR.
Fairfield / Vacaville Intermodal Station	\$1.9 million	House bill includes \$850,000 for project. No earmarks in CR.
I-80/680 Interchange	\$6 million	No funding in House bill. No earmarks in CR.
Travis Access (Jepson)	\$3 million	No funding in House bill. No earmarks in CR.

FY08 – President’s Budget Request. President Bush requested approximately \$67 billion for FY 2008 to fund the Department of Transportation. This is approximately a \$2 billion increase based on estimated FY 2007 funding levels. The budget eliminates funding for the revenue aligned budget authority (RABA), which was authorized by SAFETEA-LU at \$842 million for FY 2007.

The FY 2008 budget request includes \$40.3 billion to fund the Federal Highway Administration, representing a slight increase over FY 2007. Highlights of the federal-aid highways program include:

- \$5.7 billion for the National Highway Safety (NHS) program;
- \$6 billion for the Surface Transportation Program (STP);
- \$4.7 billion for the Interstate Maintenance (IM) program;
- \$4 billion for the bridge program;
- \$1.6 billion for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Program; and
- \$175 million in funds to a new highway Congestion Reduction Initiative.

The budget requests \$9.4 billion to fund the Federal Transit Administration (FTA), which is \$547 million above the FY 2007 president's budget request. Highlights of the FTA budget request include:

- \$1.4 billion for Capital Investment Grants;
- \$5.8 billion for Urbanized Area Programs;
- \$928 million for Bus and Bus Facilities;
- \$506 million for Non-urbanized Area Formula;
- \$156 million for Job Access and Reverse Commute;
- Clean Fuels Grant Program: \$49 million is requested to provide financing for the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate these buses; and
- Transit Security: \$46.6 million is requested to support transit security.

Congress begins the FY08 budget process in earnest in March.



DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Safety 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. Two immediate strategies were co-sponsoring an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies and sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone.

Discussion:

OTS applications are due on January 31, 2007 with approximately \$60-\$70 million available statewide primarily for law enforcement agencies. Based on recent conversations with staff from the California Highway Patrol (CHP), the CHP and OTS have committed OTS reserve funds to heightened traffic enforcement by CHP along the SR 12 corridor between I-80 and I-5. Based on staff discussions, the cities of Rio Vista, Suisun City and Fairfield would be eligible to apply through the CHP for increases enforcement along SR 12. In addition, this funding could also provide for the education and signing of SR 12.

State Assemblywoman Lois Wolk agreed to carry STA's sponsored legislation for the double fine enforcement zone. The proposed Assembly Bill (AB) 112 will double the base fines for certain moving violations such as speeding, reckless driving, and drunken driving on SR 12. AB 112 will undergo review by several state legislative committees in the next few months, and if successful, will have legislative approval by October 2007.

STA staff will continue to update the STA Board as new information becomes available. The SR 12 Steering Committee has been scheduled for March 1, 2007. The STA staff will provide a work plan for the steering committee activities over the next 18 months.

Fiscal Impact:

The STA will potentially be eligible to receive funding reimbursement through the OTS grant for assisting in administering the grant program with specific element being the education and signing of SR 12. The exact amount is still to be determined.

Recommendation:

Informational.

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DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) North Connector
3.) I-80 HOV Project: Red Top Road to Air
Base Parkway
4.) Jepson Parkway
5.) Highway 12 (Jameson Canyon)
6.) I-80 SHOPP Rehabilitation Project
7.) SR 12 SHOPP Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The proposed Governor's State FY 2007-08 budget provides continued funding for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the State through the TCRP.

Discussion:

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

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

STA, in conjunction with Caltrans and the Federal Highway Administration (FHWA), are in the process of defining the alternatives to be evaluated in the I-80/I-680/SR12 Interchange Environmental Document (ED). STA is working with Caltrans and the Federal Highway Administration (FHWA) for gain conceptual approval of the proposed alternatives to be studies in the ED. An open house to present these alternatives to the public is currently being is planned for 2007. Once the alternatives (to be evaluated in the ED) are finalized, environmental technical studies and the Draft ED will be prepared and the Draft ED will be circulated for public comment. The Draft ED is currently anticipated to be completed in summer 2008. The Final ED is anticipated to be completed in the fall of 2009. The ED is being funded with \$8.1 million from the TCRP.

STA and Caltrans submitted the next phase of the interchange improvements to the Metropolitan Transportation Commission (MTC) and to the California Transportation Commission (CTC) for funding with Proposition 1B funds, under the Corridor Mobility Improvement Account (CMIA).

2.) North Connector

This project includes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 West and Highway 12 East at Abernathy. The Draft Initial Study /Environmental Assessment (IS/EA) began circulation on November 9, 2006, with a Public Meeting held on December 14, 2006 at Nelda Mundy Elementary School located in the City of Fairfield. The public review and comment period closed on December 29, 2006. Following the comment period, the STA Board will consider adopting the environmental document at the March 2007 meeting.

3.) I-80 HOV Project: Red Top Road to Air Base Parkway

This project includes an additional lane in each direction on Interstate 80 (I-80) for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8.5 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on-ramps in order to provide standard on-ramp geometry.

The Draft Environmental Document (ED), was circulated on December 29, 2006. The public review and comment period will continue for 30 days. Following the comment period, a Final ED will be prepared for Caltrans. The ED is funded with TCRP and Regional Measure 2 funds. The 65% design plans for the project was submitted to Caltrans on October 30, 2006 with 95% design plans scheduled for submittal to Caltrans in late February 2007.

Under the current schedule, the STA will be the lead on a small (less than \$1 million) permit project to widen the outside of the Green Valley Creek Bridge on westbound I-80 with construction during the summer 2007. Caltrans will be the lead on the major construction with the construction to begin summer 2008.

4.) Jepson Parkway

The rough draft of the Administrative Draft Environmental Document was submitted by the consultant to STA in September 2006. A revised document was submitted to STA in late December 2006. Based on the review of the document, STA is expected to proceed with an independent consultant doing the final editing of the document. A contract amendment will be required for this additional work. Caltrans review of the draft document is planned for the spring 2007.

5.) Highway 12 (Jameson Canyon and 12/29 Interchange)

Caltrans is currently in the Project Approval/Environmental Document (PA/ED) phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. In March 2006, Caltrans obtained a TCRP re-allocation of \$0.5 million to avoid 5 year funding lapse for the \$4.1 million previously allocated for the PA/ED phase. In March 2006, Caltrans indicated the project had experienced yet another delay in completing the PA/ED phase. The issue sighted was the biological surveys will have to be redone for the following; red-legged frog, fairy shrimp, steelhead, and rare plants. The US Fish and Wildlife Service apparently changed sampling protocols for the red-legged

frog, so the existing survey is not valid. Additional work started to accommodate the sampling protocol changes in late January 2006. With the extended duration of the schedule for the environmental document, some completed surveys will have to be re-done; this includes the fairy shrimp, steelhead and the plants. This is the critical path and driver of the extended delay. According to Caltrans, the current estimate estimated completion date of the PA/ED is January 2008.

The STA and Napa County Transportation Planning Agency (NCTPA) met in January and July 2006 to confirm the plan to move forward with a joint Memorandum of Understanding (MOU) with Caltrans for this project prior to any further allocation of TRCP funds. STA and NCTPA met with Caltrans in August to discuss the proposed MOU. In December 2006, the STA Board authorized the STA Executive Director to enter into the MOU with Caltrans and NCTPA.

STA, NCTPA and Caltrans submitted the next phase of the Jameson Canyon improvements to the Metropolitan Transportation Commission (MTC) and to the California Transportation Commission (CTC) for funding with Proposition 1B funds, under the Corridor Mobility Improvement Account (CMIA).

6.) I-80 SHOPP Rehabilitation Project (State Route (SR) 12 to Leisure Town Overcrossing (OC))

Caltrans is currently planning on breaking up this large construction project into two projects. The first would be the stretch from Air Base Parkway to Leisure Town OC and the second from SR 12 to Air Base Parkway.

It is planned that the construction will begin after the I-80 HOV Lane Project is completed. The I-80 SHOPP Project will be the project that places the final overlay on the new HOV Lanes and would open the lanes to the public.

7.) SR 12 East SHOPP Rehabilitation Projects

Caltrans has completed the environmental document for the \$46.7 million SR 12 East SHOPP project. Attachment A shows the limits of the proposed project between Walters Road and Currie Road on SR 12. The project is to correct vertical and horizontal curves, add 8 foot outside shoulders and add median and shoulder rumble strips. There is right-of-way that will need to be acquired for this project. Based on the current schedule, the current schedule is to begin construction in Fiscal Year (FY) 2008-09.

The SR 12 Rehabilitation project near Fairfield and Suisun City has been allocated by the CTC. Caltrans is expected to begin construction in the spring 2007 with the change in the weather.

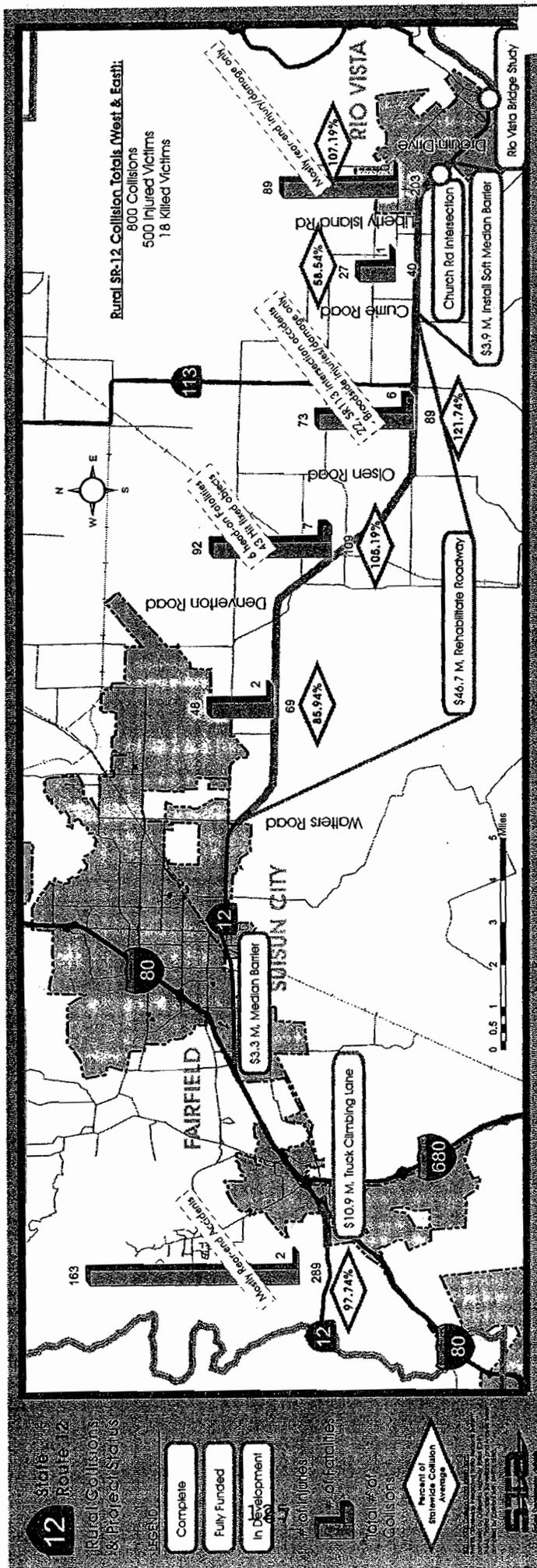
Recommendation:

Informational.

Attachment:

A. State Route (SR) 12 Rural Collisions and Project Status

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DATE: February 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

The TDA funds have been modestly increasing annually. STAF funds have typically been about \$0.5 million per year. Solano County received over \$15 million in TDA funds and over \$3 million of STAF funds in FY 2006-07. Due to a variety of factors, the STAF funds last year were extraordinarily high and were expected to be reduced to a level closer to the normal level in FY 2007-08.

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

In June 2006, the STA Board approved the countywide TDA matrix. In December 2006, the STA Board approved the latest amended FY 2006-07 list of STAF projects.

Discussion:

The new TDA and STAF FY 2007-08 revenue projections are in the process of being developed by MTC. Although MTC's estimates will be approved and released in late February, preliminary estimates were shared by MTC and ABAG staff earlier this month. After several years of growth, Solano TDA revenue for FY 2007-08 is projected to plateau.

The status of STAF for FY 2007-08 is in flux. The Governor's State Budget released the week of January 15th suggests a scenario that would significantly decrease STAF funds. This proposal will be monitored and STA plans to advocate for a high level of STAF funds specifically and transit funds in general.

Staff will continue to monitor the TDA and STAF revenue projections and update the TAC and Consortium.

Recommendation:

Informational.

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DATE: February 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the three agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2007-08. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

This year's annual Unmet Transit Needs public hearing for FY 2007-08 was held on December 11th at the Solano County Administration Center (CSAC) in Fairfield. STA staff worked with MTC and local transit operators to outreach to the public. MTC

produced a flyer that announced the public hearing; it was provided to transit operators to post on their buses and at other locations. Transit operators were encouraged to attend.

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). They were provided at the January TAC and Consortium meetings. STA staff will work with the affected transit operators to coordinate Solano County's coordinated response.

Currently three local jurisdictions use TDA funds for streets and roads purposes: Cities of Suisun City and Vacaville and the County of Solano. Suisun City has a TDA phase out plan with just two years remaining. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes. All eight jurisdictions are subject to the Unmet Transit Needs process.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the three local jurisdictions that currently do so. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

Informational.

Attachment:

- A. MTC Jan, 3 2007 letter re: FY 2007-08 Unmet Transit Needs



METROPOLITAN ATTACHMENT A
TRANSPORTATION
COMMISSION
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January 30, 2007

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SOLANO TRANSPORTATION
 AUTHORITY

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 San Francisco Mayor's Appointee

John McLemore, Vice Chair
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 City and County of San Francisco

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Steve Heminger
 Executive Director

Ann Flemer
 Deputy Executive Director, Operations

Andrew Fremier
 Deputy Executive Director,
 Bay Area Toll Authority

Therese W. McMillan
 Deputy Executive Director, Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on December 11, 2006, and also reviewed comments contained in correspondence received by MTC during the public comment period. The recently concluded unmet transit needs public participation process pertains to FY 2007-08 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the December 11th public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised at the December 11, 2006, Solano County Unmet Transit Needs hearing or through written comment received by MTC.

Preliminary Issues

- 1- Request for more night service between Pleasant Hill, Benicia and Fairfield
- 2- Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.
- 3 - Request for increased service in the I-80 Corridor between Vacaville,

Fairfield, Vallejo, and San Francisco.

4 – Request for bus shelter improvements in Benicia and at the Del Norte BART station.

5 – Request for additional Vallejo bus service, including earlier and later service, keeping the route 80 on a commute schedule until 10:00 am and running the route 3 every 30 minutes during the commute period.

This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by STA staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. STA staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or

4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2007-08 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Bill Dodd, MTC Commissioner
Gene Cortright, City of Fairfield
Crystal Odum-Ford, City of Vallejo
Dale Pfeiffer, City of Vacaville
Robert Souza, City of Benicia
Jeff Matheson, City of Dixon
Brent Salmi, City of Rio Vista
Lee Evans, City of Suisun City
Birgitta Corsello, County of Solano
Jim Williams, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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DATE: February 1, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
Dan Christians, Transportation Planning Consultant
RE: 2009 Metropolitan Transportation Commission (MTC) Regional
Transportation Plan (RTP) Approach and Schedule

Background:

The Metropolitan Transportation Commission (MTC)'s current long range Regional Transportation Plan (RTP) is called Transportation 2030 and was adopted in February 2005. Under the most recent federal transportation bill entitled the "Safe, Accountable Flexible, and Efficient Transportation Equity Act" (SAFETEA), RTPs are now updated every four years. Therefore, the next RTP needs to be adopted by MTC in early 2009.

Since 1991, when the federal "Intermodal Transportation Efficiency Act" (ISTEA), was approved by Congress, RTPs were required to be fiscally constrained and include projects that have been identified to receive federal, state, regional or local funds from definite funding sources. Since then each of the MTC's long-range plans has had it's own unique strategy to respond to the Bay Area's unique transportation needs and growth issues.

Although RTPs are now required to be fiscally constrained, previous RTPs have contained a "vision element" to show the full range of expansion projects needed to address projected population and employment growth. Staff has found over the years, that for RTP purposes, just the listing and/or description of a project in the RTP is just as important as the actual funding amount identified for each project (which can often change substantially over a few years). Therefore, STA has usually tried to be as inclusive, listing as many different Solano County projects as possible in the RTP, even if only a phase of a larger project can be identified.

Along with the preparation of an RTP, MTC must also conduct an air quality conformity analysis on each of the projects and programs identified. Therefore, before any regional or locally significant project can be funded and built in the Bay Area, they must be included in the RTP and modeled for air quality conformance.

In Transportation 2030, Solano County had a number of both fiscally constrained and vision projects, mainly identified from the Solano Comprehensive Transportation Plan (CTP-2030) and the I-80/I-680/I-780 and State Route (SR) 12 Major Investment and Corridor Studies. Attached is the current RTP listing of Solano County projects (Attachment A).

Discussion:

MTC is now embarking on the preparation of the next RTP. In a recent report to the MTC Planning Committee (Attachment B), MTC staff has laid out a general approach they propose to use for the 2009 RTP.

MTC is planning to use a number of on-going planning activities to help inform the next RTP including:

- Freeway Performance Initiative
- HOT Lane Network Study
- Bay Area Regional Rail Plan
- Consolidated Human Services Transportation Plan
- 511 Strategic Plan
- Joint Policy Committee's (JPC) global climate change assessment
- Association of Bay Area Government's (ABAG) Focus Our Vision

Based on these new pending activities, MTC staff believes that the full RTP vision should be defined first and not be developed after the fiscally constrained RTP, as was done in the past. Instead the fiscally constrained RTP is now proposed to be developed as a subset of the RTP vision to satisfy the federal financial constraint requirements.

In addition MTC proposes to conduct a two-pronged approach for developing the RTP vision:

1. Land Use Strategy
2. Financial Plan Strategy

From a strategic planning point of view, STA staff can conceptually concur with some of the advantages of using the approaches that have been suggested for the next RTP and focus more in identifying transportation needs in the early stages. This is consistent with the approach that STA used to develop our own Comprehensive Transportation Plan.

However, STA staff as well as other Congestion Management Agencies (CMAs) are concerned that the more localized, county-by-county approach used in the past RTPs to develop the financial strategy may be lost with a more top down, unconstrained approach and with very high, unreachable expectations may be established early in the process.

With full opportunity to provide up-front input by the STA Technical Advisory Committee (TAC), Consortium and Board to make sure that there are "reality checks" along the way and to make sure that all of our local priorities (such as the needs identified by our member agencies and in STA's corridor studies) are included in the fiscally constrained plan, STA staff generally concurs with this more needs-based approach. STA staff feels that there needs to be much more early discussion on how the regional priorities should be weighted (i.e. streets and roads, transit, freeway corridors, alternative modes, etc.).

To achieve their schedule, MTC proposes a three-phase strategy beginning in the next few months and ending in February 2009. STA staff will continue to monitor the work tasks and schedule leading to the next RTP and will advise the TAC and Board for recommendations as key policy decisions are being drafted.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Transportation 2030 Projects for Solano County, 2005 RTP
- B. Regional Transportation Plan Approach and Schedule, MTC memo dated January 5, 2007

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appendix one

projects by county

Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
Adequate Maintenance					
94158	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8		
94159	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$43.6	\$43.6		
94159	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	
System Efficiency					
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
Strategic Expansion					
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.

¹ 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.

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

Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
Strategic Expansion					
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 Abemathy 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)

projects by county

Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element ¹	Vision Element ²	Notes
In millions of 2004 dollars					
Strategic Expansion (continued from previous page)					
22794	Curtila 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	

¹ 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.

² refers to new local, regional, state and federal funds that may become available over the near term of the Transportation 2030 Plan through voter approval or legislative authorization.

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METROPOLITAN
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COMMISSION

ATTACHMENT B
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Memorandum

TO: Planning Committee

DATE: January 5, 2007

FR: Executive Director

W. I.

RE: **2009 Regional Transportation Plan Approach and Schedule**

Background

MTC's current Regional Transportation Plan (RTP) is the *Transportation 2030 Plan* adopted by the Commission in February 2005. Under SAFETEA (Safe, Accountable, Flexible and Efficient Transportation Equity Act), RTPs are to be updated every four years, so our next RTP update is to be adopted by the Commission in early 2009.

Each of MTC's long-range plans has embodied its own unique strategy to respond to the long-range transportation needs of a dynamic and growing Bay Area region. When the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that RTPs be financially constrained (reaffirmed by successive legislation), RTP efforts became largely focused on identifying transportation investments that fit neatly within the envelope of forecasted available revenues. While this approach helps us to refrain from creating lengthy transportation wish lists, it also has its limitations because RTPs do not truly reflect the regions transportation system vision of future growth. In fact, previous financially constrained RTPs have devoted nearly 80 percent of available funding simply to maintain and operate the region's existing road and transit systems. As a result, previous RTPs have included a "vision element" to show the full array of expansion projects needed to address projected population and employment growth.

Since the 1994 RTP, MTC's RTP effort has focused on developing the financially constrained element first and vision element second. For example, the first phase of the Transportation 2030 Plan concluded with Commission approval of regional programs and projects for the financially constrained element of the plan. The second phase focused on local Congestion Management Agency (CMA) board approval of county projects for the financially constrained element of the plan. The final phase consisted of identifying remaining projects for the vision element and crafting Calls to Action for the plan. We propose a different, more holistic approach for the next long-range plan.

Proposed 2009 RTP Approach

There are several planning activities underway that will help inform the 2009 RTP. These activities include: Freeway Performance Initiative, HOT Network Study, Regional Rail Plan, Consolidated Human Services Transportation Plan, 511 Strategic Plan, Joint Policy Committee's (JPC) global climate change assessment, and Focus our Vision effort. In light of these ongoing activities, staff believes that the full RTP vision should be defined first. Subsequent phases would follow-up with identifying a subset of financially constrained program of projects from the RTP vision to satisfy the federal financial constraint requirements.

MTC staff suggests a two-pronged approach for developing the RTP vision—(1) Land Use Strategy and (2) Financial Plan Strategy, as described below.

- **Land Use Strategy:** As ABAG's latest Projections 2007 continues to move us towards a "smart growth direction," staff believes it is important to assess how transportation investments can support this development and growth pattern. In keeping the momentum and progress made by initiatives such as MTC's hallmark Transit-Oriented Development Policy and the ABAG-led Focus Our Vision effort that is underway, we propose to fully assess the land use/transportation connection as part of the development of the 2009 RTP. Questions to address are: where will new housing be produced, what are the future growth patterns, how and where will people travel, what travel corridors will become heavily congested, how will travel demand and traffic congestion impact our air quality, and how can transportation policy not only serve this development but also influence the region in smart-growth directions beyond the policy-based smart growth projections? The land use projections would be based on ABAG's Projections 2007, and to the extent feasible, reflect the priority areas to be identified in Focus Our Vision. The JPC also will be discussing this subject at its next meeting on January 19, 2007.
- **Finance Plan Strategy:** MTC will prepare the 25-year RTP financial projections, accounting for those revenues reasonably expected to be available to the region and potential new revenue sources. However, rather than focus our efforts on divvying up uncommitted funds for the financially constrained element of the plan, all decisions on how the RTP finances are invested would not occur until after the RTP vision is fully developed. So, in deciding where to invest and what specific new transportation programs/projects to advance in the plan, we will consider how those investments best perform, respond to, and possibly reshape the assumed future growth patterns that underlie the plan. Further, we may wish to consider transportation investments that serve priority development areas identified in Focus Our Vision effort, which advance the framework of Projections 2007 forecasts. Once we establish the RTP vision, we will then craft the program of projects for the financially constrained and vision elements of the plan.

Proposed Schedule

MTC staff proposes a three-phased strategy for developing the 2009 RTP as shown in the attached process chart. As part of the start-up activities, we will conduct several brainstorming sessions with multiple stakeholders. In particular, we expect the JPC will play a significant role in helping shape the 2009 RTP as required by law.

Next Steps

We intend to consult both with the Bay Area Partnership and JPC on this new approach for development of the 2009 RTP. In the meantime, we welcome this committee's comments and suggestions.

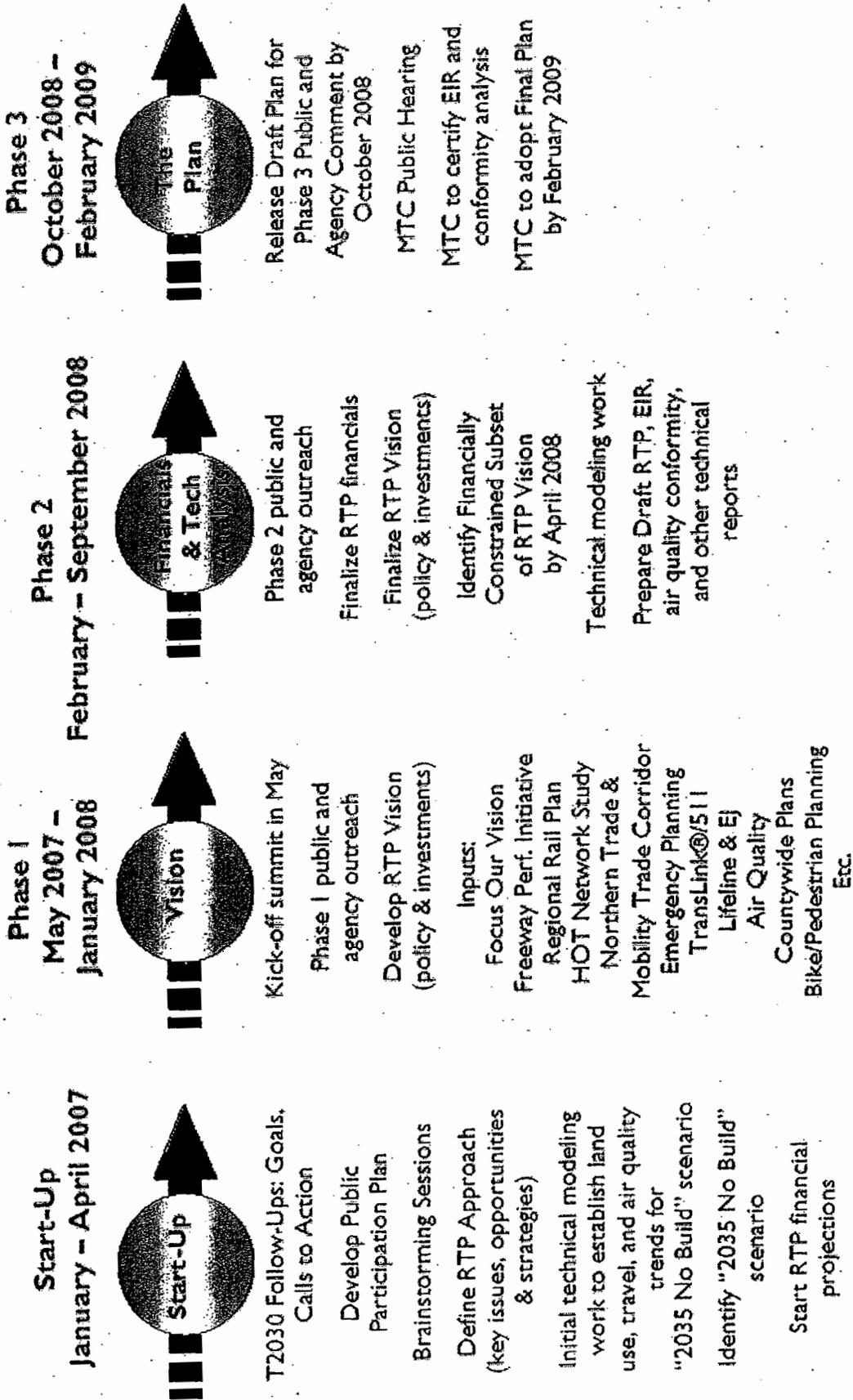


Steve Heminger

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2009 Regional Transportation Plan Process



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DATE: February 2, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) 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 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
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study

Discussion:

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment B, "Draft Safe Routes to School Public Input Schedule"). STA Staff will be meeting with public works staff prior to each of the first community task force meeting.

As part of the adopted STA Safe Routes to School (SR2S) Program goals, SR2S Program updates will be given to the STA Board on a quarterly basis. Attached for your review is an "STA Safe Routes to School (SR2S) Program Status Report", which contains a countywide summary and the status of each community involved in the program.

Recommendation:

Informational.

Attachment:

- A. Draft STA Safe Routes to School Public Input Schedule, 01-23-07
- B. STA Safe Routes to School (SR2S) Program Status Report, 02-02-2007

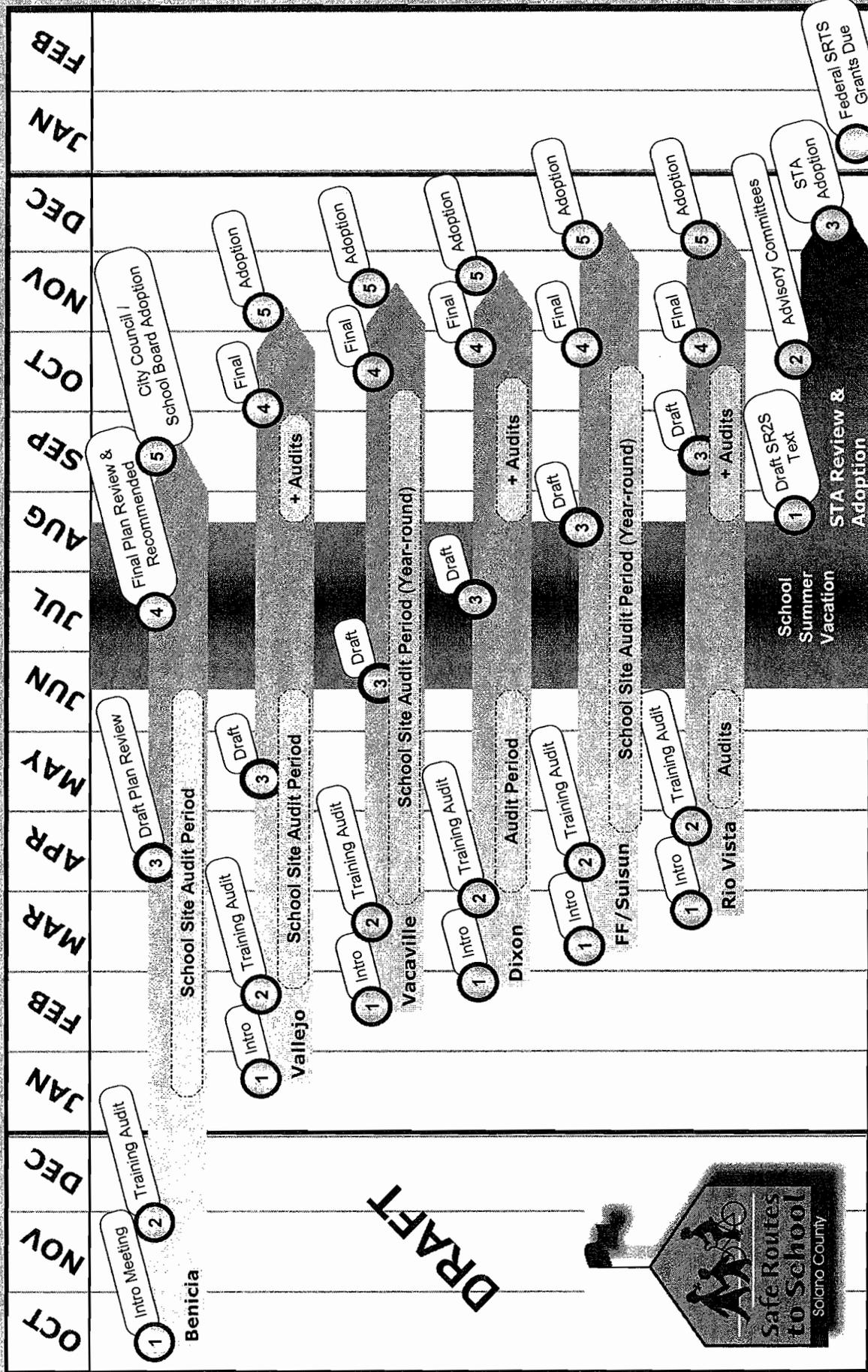
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Safe Routes to School (SR2S) Timeline of Public Input Meetings Concurrent School Audits + December Adoption (01-23-07)

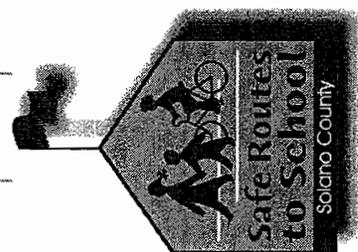
2008

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STA Safe Routes to School (SR2S) Program Status Report Summary

02-02-2007

Phase 1 – Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards - Complete

Phase 2 – Public Input Process - Underway

Community Task Forces	Next Meeting	Status
Benicia	Review Draft SR2S Plan April 19,2007	Audits conducted for Benicia High School and Benicia Middle School. Henderson Elementary will be audited near the end of February.
Dixon	Proposed first meeting Feb 26-Mar 2	School Board Appointment VACANT. First meeting to be scheduled for February 26 or 28.
Fairfield/Suisun	Proposed first meeting Mar 5-Mar 9	City, Fairfield/Suisun USD, and Public Safety Appointments are VACANT
Rio Vista	Proposed first meeting Mar 19-Mar 23	City and School Board Appointments are VACANT
Vacaville	Proposed first meeting Feb 19-Feb 23	Third community to complete task force. First meeting scheduled for February 21.
Vallejo	Proposed first meeting Jan 30-Feb 6	Second community to complete task force. First meeting scheduled for February 15.
County of Solano	Include in Solano College and private school meetings.	North and South County representatives are both VACANT.

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment A, “Draft Safe Routes to School Public Input Schedule”). STA Staff will be meeting with public works staff prior to the first community task force meeting.

Phase 3 – STA Countywide SR2S Study Development – not underway

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, September 2007. Final review, October 2007.
STA Board	Adoption, December 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.

At their last Steering Committee meeting in December 2006, the committee discussed potential countywide projects and programs that they would like to see implemented before the SR2S Study has been adopted (e.g, Countywide Crossing Guard training funding, safety/public education projects, etc.). STA staff recognizes that there is funding set aside in the Alternative Modes Funding Strategy for safe routes to school projects, alternative fuel vehicle programs, and other miscellaneous projects. Currently, the STA has adopted policy to adopt a SR2S Plan before considering any funding of SR2S Projects.

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
- Next meeting set for February 13, 2006 at 2:00 pm.
Potential meeting topics:
 - Receive update from Benicia's SR2S representative
 - Receive update from Vallejo's SR2S representative
 - Discuss draft SR2S meeting schedule
 - Discuss details of task force agendas, roles, and responsibilities

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 adoption in December, 2007.

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 – IN PROGRESS

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	
City Council & School Board Liaison Committee	
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
City Traffic Pedestrian & Bicycle Safety Committee	
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	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> • Jan 30, Benicia Middle School • Late February, Henderson Elementary School • TBD, Semple Elementary School

Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • April 19, 2007
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • July 19, 2007
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • Liaison Committee Approves Plan, September 2007 • City Council Adoption, October 2007 • School Board Adoption, October 2007

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 – IN PROGRESS

Dixon's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	VACANT	(possibly Robert Salinas, Superintendent)
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"> • Introductions, SR2S Process Overview 	February 26-March 2
School Based Training Audit	March 26 - 30
Independent School Based Audits Conducted	April to September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	July 23 - 27
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 8 - 12
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

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 – IN PROGRESS

Fairfield's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	VACANT	(possibly Fred Wold, PD)
Fairfield/Suisun USD Rep	VACANT	(possibly Rob Buoncristiani)
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.

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees may choose to meet together to expedite the study process as well as choose the same representatives for the Fairfield/Suisun Unified School District.

Meeting Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 5 - 9
School Based Training Audit	April 9 - 13
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 13 - 17
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 15 - 19
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

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 – IN PROGRESS

Rio Vista's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	Bill Bowen	Police Chief
River Delta USD Rep	VACANT	
STA TAC Rep	Brent Salmi	Public Works Director
STA BAC Rep	Larry Mork	Rio Vista Resident
STA PAC Rep		

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"> • Introductions, SR2S Process Overview 	March 19 - 23
School Based Training Audit	April 23 - 27
Independent School Based Audits Conducted	May - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 17 - 21
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29 – November 2
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School District, November 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 - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	VACANT	(possibly Bob Smarto, PD)
Fairfield/Suisun Rep	VACANT	(possibly Rob Buoncristiani)
STA TAC Rep	Nick Lozano/Lee Evans	Temporary Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees may choose to meet together to expedite the study process as well as choose the same representatives for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 5 - 9
School Based Training Audit	April 9 - 13
Independent School Based Audits Conducted	May - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 20 - 24
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 22 - 26
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield Suisun USD, November 2007

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 – IN PROGRESS

Vacaville's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	USD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

The first task force meeting has been scheduled for February 15 at Vacaville's Emergency Operations Center at 5:45pm to 7:30pm.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 21
School Based Training Audit	March 12 - 16
Independent School Based Audits Conducted	April – September
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	June 18 - 22
Third Community Task Force Meeting • Present Final SR2S Plan	October 1 - 5
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

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 – IN PROGRESS

Vallejo's SR2S Community Task Force – Completed second!		
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

The first meeting is scheduled for February 15 at Vallejo City Hall from 5:45pm to 7:30pm.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	February 19 – 23
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	May 21 – 25
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	September 24 – 28
Local Adoption of SR2S Plan	City Council Adoption, October 2007 School Board Adoption, October 2007

County of Solano

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College
- Board of Supervisors Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

County of Solano Community Task Force Representatives		
Position	Name	Title
Solano Community College	Maize Brewington	Vice President of Administrative and Business Services
North County Rep	VACANT	
South County Rep	VACANT	

County of Solano representatives will serve on several Community Task Forces representing schools and residents not located within public school districts or within city boundaries. 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.**

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 STA will follow up on which of these schools are not located within cities.

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8
Dixon	Neighborhood Christian School	169	PK-8
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

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	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	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

Further information regarding these schools can be found here:

Private Elementary Schools,

http://www.privateschoolreview.com/county_middle_schools/stateid/CA/county/6095

Private High Schools

http://www.privateschoolreview.com/county_high_schools/stateid/CA/county/6095



DATE: February 1, 2007
 TO: STA Board
 FROM: Robert Guerrero, Senior Planner
 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
Bikes Belong Grant Program	Elizabeth Train, Bikes Belong Coalition, (303) 449-4893	February 26, 2007
High Risk Rural Roads (HR3) Program	John Brewster CalTrans (510) 286-6485	February 28, 2007
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	March 16, 2007
Safe Routes to Transit (SR2T) Program	Carli Paine TALC (510) 740-3150	April 3, 2007



FUNDING OPPORTUNITY

Bikes Belong Grant Program

Due: February 26, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Bikes Belong Grant 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: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals: ridership growth, leveraging funding, building political support, and promoting cycling.

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Previously Awarded Projects:

- North-South Greenway, Marin County, \$10,000
- Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
- YMCA City Bike Education Program, San Francisco, \$5,000

Further Details: <http://bikesbelong.org>

Program Contact Person: Elizabeth Train,
Grants & Research Director
(303) 449-4893

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



FUNDING OPPORTUNITY

High Risk Rural Roads (HR3) Program

Due February 28, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the High Risk Rural Roads (HR3) Program is intended to assist the 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: For projects located on city and county roads, the applicant must be a city or a county. For a project that involves multiple jurisdictions, the lead agency should attach letters of support from the other affected agencies. For a project located on a State Highway applications must be submitted from a Caltrans District Traffic Engineer or Safety Engineer.

Program Description: This purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadways or features.

Funding Available: California's annual share of Federal Highways Administration (FHWA) funds is \$8.25 million and should remain at or near this level throughout the duration of the SAFETEA-LU.

- Eligible Projects:**
- Intersection Safety Improvement
 - Pavement and shoulder widening
 - Installation of rumble strips
 - Pedestrian and bicyclist safety
 - Construction of Traffic calming Feature.
 - Construction of railway-highway crossing traffic enforcement activity at a railway-highway crossing.
 - Improvement of a priority control system for emergency vehicles at signalized intersections.

A more detailed list of eligible project is available at:
<http://www.dot.ca.gov/hq/LocalPrograms/HR3.htm>

Program Contact Person: John Brewster
CalTrans
(510) 286-6485

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



FUNDING OPPORTUNITY

2007-08 YSAQMD Clean Air Funds (CAF) Program

Due March 16 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the 2007-08 YSAQMD Clean Air Fund 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: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$420,000 is historically available.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone,
YSAQMD
(530) 757-3653

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



FUNDING OPPORTUNITY

Safe Routes to Transit Program (SR2T)

Due April 3, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Safe Routes to Transit (SR2T) 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: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$4 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects: Safe Routes to Transit Program eligible projects include:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Additional information regarding the Safe Routes to School program can be found at:
http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#about

Program Contact Person: Carli Paine, Transportation and Landuse Coalition (TALC), (510) 740-3150

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075

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DATE: February 5, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Solano Travel Safety Plan and Priorities Workshop

Background:

The STA's mission statement is "to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality." In the pursuit of this goal, the STA has adopted a variety of policies, plans, projects, and programs to complete this mission. Specifically, STA has completed since 2001 the Solano County Comprehensive Transportation Plan (CTP 2030), the Solano Travel Safety Study, Phase 1, the I-80/I-680/I-780 Major Investment & Corridor Study, and the SR 12 Major Investment Study. In addition, the STA is currently working on the Safe Routes to School Program, beginning the State Route 12 Safety Plan and the State Route 113 Corridor Study. In addition, the STA has completed both a pedestrian and bike plans.

Each of these studies and plans have a safety component but do not necessarily provide a consistent methodology in developing the safety data nor did they necessarily provide a consistent methodology in how the safety data was considered in the recommend projects and priorities.

In addition, there are specific focus areas relating to safety that have not yet been studies due to their specificity and cross jurisdictional functions. These are the Safe Routes to Transit, Railroad Safety (crossings and corridors), and improved emergency response throughout the county.

Discussion:

At the meeting, staff will provide an overview of:

1. Completed and current safety efforts
2. Next three (3) years of safety planning
3. STA effort to streamline the way safety is considered in our plans and studies
4. Funding options for safety projects/programs

Following the overview by staff, the workshop will focus of STA Board feedback in the next three (3) years of planning activities and the priority of the work.

Recommendation:

Informational.

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DATE: February 1, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Introduction – Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level

Background:

The Solano Transportation for Livable Communities (TLC) Program provides federal funds for transportation infrastructure improvements that provide congestion relief for pedestrian, bicycle and transit users. The key objectives of this program are to encourage pedestrian, bicycle and transit trips that links land uses to alternative transportation modes and support a community's larger infill development or revitalization effort. The program also provides for a wider range of transportation choices, connectivity, improved internal mobility, and stronger sense of place. Typical TLC planning and capital projects include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, traffic calming and streetscapes. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, final design and/or construction.

Discussion:

The TLC Program discussion will be introduced at this STA Board workshop presentation. The following topics will be presented and discussed in a more detailed comprehensive format at the March 14, 2007 STA Board workshop:

1. Solano TLC Program History
2. STA's Role in Programming TLC Funds
3. Current TLC project activities in Solano County
4. Options for Future TLC Program

Recommendation:

Informational.

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