



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

MEETING NOTICE

Wednesday, April 11, 2007

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

**6:00 p.m. Regular Meeting
7:00 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.**

Times 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. SPECIAL PRESENTATION (6:05 – 6:20 p.m.)	CTC Commissioner Carl Guardino
IV. APPROVAL OF AGENDA	
V. OPPORTUNITY FOR PUBLIC COMMENT (6:20 – 6:25 p.m.)	

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

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiel, 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 Spering 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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- VI. EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:25 – 6:30 p.m.)
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- VII. COMMENTS FROM STAFF, CALTRANS AND METROPOLITAN TRANSPORTATION COMMISSION (MTC)**
(6:30 – 6:40 p.m.)
- A. Caltrans Report**
 - B. MTC Report**
 - C. STA Report**
 - 1. State Route (SR) 12 Safety Plan Update** Robert Macaulay
 - 2. Federal Legislative Trip, Washington D.C.** Jayne Bauer
 - 3. Solano Employer Commute Challenge** Judy Leaks
- VIII. CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:40 – 6:45 p.m.)
- A. STA Board Minutes of March 14, 2007** Johanna Masiclat
Recommendation:
Approve STA Board Minutes of March 14, 2007.
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 - B. Review Draft TAC Minutes of March 28, 2007** Johanna Masiclat
Recommendation:
Receive and file.
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 - C. Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project** Janet Adams
Recommendation:
Approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley Bridge (GVB) Widening Project.
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 - D. Contract Amendment No. 8 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange Project** Janet Adams
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group (PDMG) for Project Management services for the environmental phase of the I-80/I-680/SR 12 Interchange for an amount not to exceed \$300,000;*

2. *Authorize the Executive Director to amend the consultant contract with PDMG for Project Management services until September 2009.*

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E. Paratransit Coordinating Council (PCC) Appointment

Judy Leaks

Recommendation:

Appoint Deanna DuPont as a Social Service Provider representative to the PCC.

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F. Solano Pedestrian Advisory Committee (PAC) Appointment

Robert Guerrero

Recommendation:

Appoint San Francisco Bay Trail's Maureen Gaffney to the Pedestrian Advisory Committee for a three-year term.

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G. Contract Amendment No. 6 - The Ferguson Group for Federal Legislative Advocacy

Jayne Bauer

Recommendation:

Approve the following:

1. *Authorize the Executive Director to extend the contract (Amendment No. 6) with The Ferguson Group, LLC, for federal legislative advocacy services through December 31, 2007 at a cost not to exceed \$63,500.*
2. *The expenditure of an amount not to exceed \$16,249.50 to cover the STA's contribution for this contract.*
3. *Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.*

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H. Reprogram Surface Transportation Program (STP) funds from City of Suisun City to City of Fairfield

Sam Shelton

Recommendation:

Approve the reprogramming of \$203,000 in Surface Transportation Program (STP) funds currently programmed for the City of Suisun City's Sunset Ave. Rehabilitation project to the City of Fairfield's Hilborn Road Rehabilitation project, on the condition that the City of Fairfield and the City of Suisun City enter into a funding agreement to provide the City of Suisun City \$179,000 for the Sunset Ave. Rehabilitation project.

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IX. ACTION – FINANCIAL

- A. Funding Agreement Between the Solano Transportation Authority, the County of Solano, and the City of Fairfield for the North Connector Project**

Janet Adams

Recommendation:

Authorize the Executive Director to execute a funding agreement between the Solano Transportation Authority, the City of Fairfield, and the County of Solano for the North Connector Project.

(6:45 – 6:50 p.m.)

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X. INFORMATIONAL

- A. Corridor Studies Involving Solano and Yolo Counties:**

Robert Macaulay

- 1. State Route (SR) 113 Major Investment & Corridor Study**
- 2. I-80 Smart Growth Strategies Study**
- 3. I-80 Corridor of the Future**
- 4. I-5 Sacramento Metro Area Corridor Study**

Informational

(6:50 – 6:55 p.m.)

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NO DISCUSSION

- B. Safe Routes to School (SR2S) Update**

Sam Shelton

Informational

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- C. State Route (SR) 12 Safety Plan Update**

Robert Macaulay

Informational

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- D. Proposition 1B Transportation Infrastructure and Proposition 1C Transit Oriented Development Low Income Housing Funds**

Robert Macaulay

Informational

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- E. Legislative Update – April 2007**

Jayne Bauer

Informational

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- F. Solano Commute Challenge Update/Bike to Work Week May 14-18, 2007**

Judy Leaks

Informational

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- G. Regional Transportation Plan Update and Bay Area FOCUS** Robert Macaulay
Informational
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- H. Transit Capital and Operating Funding** Elizabeth Richards
Informational
Pg. 133
- I. Project Delivery Update** Sam Shelton
Informational
Pg. 151
- J. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2007-08** Susan Furtado
Informational
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- K. Updated STA Board Meeting Schedule for Calendar Year 2007** Johanna Masiclat
Informational
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- L. Funding Opportunities Summary** Robert Guerrero
Informational
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XI. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

- A. Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level** Robert Guerrero
Discussion
 (6:55 – 7:05 p.m.)
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- B. Project Delivery Workshop** Janet Adams
Discussion
 (7:05 – 7:15 p.m.)
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XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, May 9, 2007, 6:00 p.m., Suisun City Hall Council Chambers.



MEMORANDUM

DATE: April 3, 2007
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –April 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.

Caltrans Releases List of Proposed Safety Improvement for State Route (SR) 12*

At a press conference held on March 26, 2007 in the parking lot at the Western Railway Museum adjacent to SR 12, Will Kempton, the Director of Caltrans, responded to a recent letter from and meeting with State Senator Patricia Wiggins and State Assembly Members Lois Wolk, Noreen Evans and Alan Nakanishi regarding highway safety on SR 12. At the event, Caltrans released a series of immediate actions, short-term improvements to be implemented by fall of 2007, short-term projects, and longer-term projects to improve safety on SR 12. The short-term items include adding temporary concrete barriers where feasible, lane separators and restriping the highway centerline to prohibit crossing. The longer term includes a commitment to work with STA to confirm the need for a median barrier, left turn pockets and passing lanes.

Double Fine Legislation and Officer Lamoree Memorial Resolution Clear Legislative Hurdle

AB 112 (Wolk) and ACR 7 (Wolk) were both approved by the Assembly Transportation Committee on March 26th. AB 112 would establish a double fine zone on SR 12 from I-80 to I-5. Rio Vista Mayor Ed Woodruff, Suisun City Vice Mayor Mike Segala, and STA legal counsel Chuck Lamoree led a 20 members contingent of public safety, business representatives, and family members of victims who have died as a result of accidents on SR 12 that testified in support of both SR 112 and ACR 7. This legislation was approved by a bi-partisan 14-0 vote and will next be heard in Assembly Appropriations. ACR 7 was unanimously approved on consent calendar.

New CTC Commissioner Carl Guardino to Address STA Board *

Carl Guardino, one of Governor Schwarzenegger's two new appointments to the California Transportation Commission (CTC), is scheduled to address the STA Board on April 11th. Guardino has served as president and chief executive officer of the Silicon Valley Leadership Group, formerly Silicon Valley Manufacturing Group, since 1997.

His presence will provide an opportunity for the STA to highlight some of Solano County's transportation priorities and to request support from Guardino for Proposition 1B Trade Corridor funds for the Cordelia Truck Scales, 2008 SHOPP funds for additional safety improvements on SR 12, and \$11 million in additional CMIA funds for the SR 12 Jameson Canyon project.

STA Board and Business Community Travels to Washington, DC*

On March 26-28, 2007, four members of the STA Board (Chair Intintoli, Vice-Chair Messina and Mayors Augustine and Price) were joined by representatives of Solano EDC and the Fairfield/Suisun Chamber of Commerce on a trip to Washington, D.C., to advocate for federal appropriations funding for five priority projects. During the trip, STA was notified that all five appropriations requests have been submitted collectively or individually by Congressman George Miller, Congresswoman Ellen Tauscher and/or Congressman Dan Lungren. The STA also met with U.S. Senator Barbara Boxer and staff for Senator Diane Feinstein to seek their support on the Senate side. The House is scheduled to conclude their transportation appropriations bill by July with the Senate to follow up later in the legislative year.

Solano Employer Commute Challenge to Debut as Part of Bike to Work Week *

STA staff is working with Solano County's six chambers of commerce and business community to launch the Solano Employer Commute Challenge during "Bike to Work Week" scheduled for May 14-18, 2007. The Solano Employer Commute Challenge will run from May through September 2007 with incentives to be provided to employers, their employees, and the participating chambers of commerce for riding transit, carpooling or van pooling, or bicycling or walking to work.

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 (4Cs)	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	SRTTP	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: April 2, 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 March 14, 2007
- B. Review Draft TAC Minutes of March 28, 2007
- C. Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project
- D. Contract Amendment No. 8 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR 12 Interchange Project
- E. Paratransit Coordinating Council (PCC) Appointment
- F. Solano Pedestrian Advisory Committee (PAC) Appointment
- G. Contract Amendment No. 6 - The Ferguson Group for Federal Legislative Advocacy
- H. Reprogram Surface Transportation Program (STP) funds from City of Suisun City to City of Fairfield

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
March 14, 2007

I. CALL TO ORDER

Chair Intintoli called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Anthony Intintoli (Chair)	City of Vallejo
	Steve Messina (Vice Chair)	City of Benicia
	Mary Ann Courville	City of Dixon
	Ed Woodruff	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Wilkins (Alternate Member)	City of Vacaville
	John Silva (Alternate Member)	County of Solano

MEMBERS

ABSENT:	Harry Price	City of Fairfield
	Len Augustine	City of Vacaville
	Jim Spering	County of Solano

STAFF

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

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Gail Bechtle	Resident, City of Rio Vista
Ken Bechtle	Resident, City of Rio Vista
Maury Epps	Resident, City of Rio Vista
Mike Ferrel	California Highway Patrol (CHP)
George Fink	City of Fairfield
George Guynn, Jr.	Resident, City of Suisun City
John Harris	STA Consultant
Robert Johnson	Resident, City of Rio Vista
Jeff Knowles	City of Vacaville
Dawn LaBar	Office of Assemblywoman Lois Wolk
Joe Lucchio	City of Fairfield
Anne Maher	Resident, City of Rio Vista
David McCrossan	HDR Engineering
Crystal Odum-Ford	City of Vallejo
Art Rahn	Resident, City of Rio Vista
Marlene Sarnat	Resident, City of Rio Vista
Jan Vick	Councilmember, City of Rio Vista
Sue Ward	California Highway Patrol (CHP)
Mike Wray	Resident, City of Rio Vista

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Member Courville, and a second by Alternate Member Silva, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Guynn, Jr. commented on his opposition to a State Route (SR) 12 Median Barrier.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Recent State Route (SR) 12 Fatalities Heighten Awareness and Urgency for Safety Improvements on SR 12
- STA Board and Business Community Travel to Sacramento
- Two Solano County Projects Receive CMIA Funds from California Transportation Commission (CTC)
- STA Readies Priority Projects to Move Forward
- STA Request Transit Capital Funds from Proposition 1B
- Transit Consolidation Study Underway

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report

Doanh Nguyen, Caltrans District 4 Project Manager, provided a status report on short- and long-term safety improvements along the I-80 and State Route (SR) 12 corridor.

- B. MTC Report:**
None presented.
- C. STA Report:**
 - 1. **Proposition 1B – State Bond Update presented by Daryl Halls**
 - 2. **Update on State Legislative Trip to Sacramento presented by Jayne Bauer**
 - 3. **Transit Consolidation Study Kick-Off presented by Elizabeth Richards**
 - 4. **Solano Napa Commuter Information (SNCI) Program Employer Outreach presented by Judy Leaks**

VII. CONSENT CALENDAR

On a motion by Member Messina, and a second by Alternate Member Silva, consent calendar items A through H were unanimously approved.

- A. STA Board Minutes of February 14, 2007**
Recommendation:
Approve STA Board Minutes of February 14, 2007.
- B. Review Draft TAC Minutes of February 28, 2007**
Recommendation:
Receive and file.
- C. Fiscal Year (FY) 2006-07 2nd Quarter Budget Report**
Recommendation:
Receive and file.
- D. Fiscal Year (FY) 2007-08 Transportation Funds for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects**
Recommendation:
Approve the following:
 - 1. FY 2007-08 Solano TFCA 40% Program Manager Guidelines;
 - 2. Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.
- E. Funding Agreement for Vallejo Community Based Transportation Plan**
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to enter into Funding Agreement with MTC for \$670,000 for the Vallejo Community Based Transportation Plan;
 - 2. Authorize the Executive Director to enter into a contract to complete the Cordelia and Vallejo Community Based Transportation Plans.

F. Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project

Recommendation:

Authorize the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes Project).

G. Solano County Project Study Report Priorities for Caltrans Oversight for FY 2007-08

Recommendation:

Adopt the Solano County Project Study Report Priority List for Caltrans oversight as specified in Attachment B for FY 2007-08.

H. Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee

Recommendation:

Authorize the STA Board Chair appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.

VIII. ACTION - FINANCIAL

A. Transit Capital and Operating Funding

Elizabeth Richards reviewed the request for Proposition 1B transit capital funds based upon the county population share. In addition, she outlined MTC's proposal for how population-based State Transit Assistance Fund (STAF) will be allocated in the future.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Request Prop 1B transit capital funds based upon current county population share;
2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.

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

IX. ACTION - NON-FINANCIAL

A. I-80 High Occupancy Vehicle (HOV) Lanes California Environmental Quality Act (CEQA) Environmental Document (Mitigated Negative Declaration)

Janet Adams outlined the Caltrans approved Mitigated Negative Declaration (MND) for the I-80 HOV Lanes Project. She recommended the STA Board approve the I-80 HOV Lane Project Mitigated Negative Declaration environmental document and file a Notice of Determination. She outlined the project schedule for the I-80 HOV Lane Project.

Board Comments:

None presented.

Public Comments:

A concerned citizen asked if the carpool lane would have two plus (2+) or three (3+) passengers?

Janet Adams responded that the STA would recommend a two plus (2+) passenger HOV lane however; Caltrans would determine the final requirement near the actual opening of the lanes.

George Guynn, Jr. commented his opposition to the I-80 HOV Lanes Project.

Recommendation:

Approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes Project and file a Notice of Determination (NOD).

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

B. North Connector Environmental Document

Janet Adams outlined and reviewed the project benefits and staff's recommendation to revise and modify the California Environmental Quality Act (CEQA)/Mitigated Negative Declaration (MND) document to an Environmental Impact Report (EIR). She specified that under this approach, the document would be an Environmental Impact Report/Environmental Assessment (EIR/EA) and moving to an EIR will require an amendment to the contract.

Board Comments:

None presented.

Public Comments:

At this time, Chair Intintoli requested to add, as public comment, the letter of support dated March 9, 2007 written by Mayor Harry Price, City of Fairfield in support to modify the North Connector environmental document.

Recommendation:

Approve the following:

1. Modify the North Connector environmental document to an Environmental Impact Report/Environmental Assessment (EIR/EA);
2. Amend the BKF Engineers contract by \$110,000 for additional environmental services.

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

C. I-80/I-680/SR 12 Interchange Alternatives

Janet Adams reviewed the two-tier screening process for the interchange alternatives developed by STA project consultants, Caltrans, and the Federal Highway Administration (FHWA) for the project. She announced that staff is recommending holding a public information/open house meeting in April 2007 and to provide the public with information as well as seek their input about the project alternatives proposed to be carried forward for study in the environmental document.

Board Comments:

Chair Intintoli asked if additional impacts and alternatives might be identified during the public process?

Janet Adams responded that the STA expects to hear back from the resource agencies by mid-April which will provide clarity if additional alternatives are required to be studied.

John Silva asked if the I-680/Red Top Road Interchange is similar for all alternatives? Janet Adams responded yes.

Steve Wilkins would the construction projects impact the commute time? Janet responded the project would be done in phases. She indicated that Alternative B would have greater impact to commuters during construction.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. The public release of two alternatives that are recommended to be carried forward into the EIR/EIS for I-80/I-680/SR 12 project;
2. Authorize the Executive Director to schedule a Public Information/Open House in April 2007 to receive public input.

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

D. Legislative Update – March 2007

Jayne Bauer reviewed the bills that staff is watching and introduced legislation to construct a median barrier on the State Route (SR) 12 corridor. She recommended that the Board approve a resolution of support for the construction of a median barrier on SR 12.

In addition, Jayne Bauer introduced Assembly Bill (AB) 444 by Assembly Member Hancock, congestion management and motor vehicle registration fees. She recommended that the STA request an amendment to the bill to include the addition of Solano County as one of the authorized county congestion management agencies included in this bill.

Board Comments:

Member Woodruff commented that a median barrier is the ultimate solution to improve safety along the SR 12 corridor. He expressed full support on the resolution to construct a median barrier on SR 12.

Public Comments:

Marlene Sarnat, City of Rio Vista Resident, urged the STA Board to support all safety measures to put concrete median barriers and enforce the double-fine zone.

Recommendation:

Approve the following:

1. Resolution Number 2007-04 in support of legislation to construct a median barrier on SR 12;
2. A position of support with amendment for AB 444 (Hancock), as specified.

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

X. INFORMATION ITEMS

A. State Route (SR) 12 Safety Update

Robert Macaulay provided an update of efforts to improve enforcement, signage and safety on SR 12.

Board Comments:

None presented.

Public Comments:

None presented.

NO DISCUSSION

**B. Solano Transit Consolidation Study Kick-Off
Informational**

- C. **Solano Napa Commuter Information (SNCI) Program's Employer Outreach Initiative**
Informational
- D. **2007 Congestion Management Program Update Schedule**
Informational
- E. **Corridor Studies Status Report**
 - 1. **State Route (SR) 113 Major Investment and Corridor Study**
 - 2. **North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan**
 - 3. **Jepson Parkway Concept Plan**
 - 4. **I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**
 - 5. **SR 12 Major Investments and Corridor Study**Informational
- F. **Draft Business Plan Update Fiscal Year (FY) 2007-08 and FY 2008-09 for the Capitol Corridor and Public Workshops**
Informational
- G. **Safe Routes to School (SR2S) Update**
Informational
- H. **Project Delivery Update**
Informational
- I. **Updated STA Board Meeting Schedule for Calendar Year 2007**
Informational
- J. **Funding Opportunities Summary**
Informational

X. **BOARD MEMBER COMMENTS:**
Member Woodruff thanked the members of the STA Board for their continued support surrounding SR 12 safety and improvement issues.

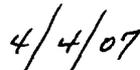
XI. **ADJOURNMENT**

The STA Board meeting was adjourned at 7:15 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, April 11, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes for the meeting of
March 28, 2007

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Mike Roberts	City of Benicia
	Janet Koster	City of Dixon
	Gene Cortright	City of Fairfield
	Brent Salmi	City of Rio Vista
	Lee Evans	City of Suisun City
	Jeff Knowles	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Janet Adams	STA
	Robert Macaulay	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masielat	STA

Others Present:	Mike Duncan	City of Fairfield
	Ed Huestis	City of Vacaville

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Paul Wiese, the STA TAC unanimously approved the agenda to include the following changes:

- Addendum - Agenda Item VI.C
Recommend Swap of Surface Transportation Program (STP) funds from Suisun City to City of Fairfield; and
- Amendment – Agenda Item VII.D
Project Delivery Update – Solano PDWG Revised

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: City of Fairfield's Mike Duncan announced that as part of the Regional Transportation Plan (RTP) process, MTC is evaluating whether future funding for Local Streets and Roads should be allocated based on land use decisions in order to encourage more "dense" developments, developments using current infrastructure and transit oriented developments. If a policy based on land use is implemented, more rural counties, such as Solano County, may have difficulty getting a "fair share" of future local streets and roads funding.

STA: Robert Guerrero announced the deadline for Transportation for Clean Air Fund (TFCA) applications is due April 5, 2007 to STA with a funding availability of \$120,000 for Fiscal Year (FY) 2007-08.

Sam Shelton reported and distributed information on Safe Routes to School (SRTS) Federal Project Funding Training Class scheduled for April 17, 2007 at the Caltrans District Office in Oakland.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Janet Koster, the STA TAC unanimously approved Consent Calendar.

Recommendations:

A. Minutes of the TAC Meeting of February 28, 2007

Recommendation:

Approve minutes of February 28, 2007.

VI. ACTION ITEMS

A. Recommend to Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project

Janet Adams indicated that Mark Thomas/Nolte Joint Venture designed the project. Both Caltrans and PB Americas have reviewed the contract plans specifications. All comments from Caltrans and PB Americas have been incorporated into the final plans and specifications.

Recommendation:

Forward a recommendation to the STA Board to approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley Bridge (GVB) Widening Project.

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

B. Legislative Update – March 2007

Robert Macaulay recommended a watch position on AB 463 (Huffman) which related to amending the California Clean Ferry Act.

Recommendation:

Approve a watch position on AB 463 (Huffman) related to amending the California Clean Ferry Act.

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

C. Addendum – Recommend Swap of Surface Transportation Program (STP) funds from the City of Suisun City to City of Fairfield

Sam Shelton reviewed an agreement made by staff from the cities of Fairfield and Suisun City on March 23, 2007. He indicated that the cities of Fairfield and Suisun City agreed to pursue a funding swap agreement to swap \$203,000 in the City of Suisun City's federal funds for the City of Fairfield's Hilborn Road project in exchange for \$179,000 in the City of Fairfield's local funds for City of Suisun City's Sunset Ave. Rehabilitation project.

Recommendation:

Recommend to the STA Board to reprogram \$203,000 in Surface Transportation Program (STP) funds currently programmed for Suisun City's Sunset Ave. Rehabilitation project to Fairfield's Hilborn Road Rehabilitation project, on the condition that Fairfield and Suisun City enter a funds exchange agreement to provide Suisun City \$179,000 for the Sunset Ave. Rehabilitation project.

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

VII. INFORMATION ITEMS

A. Allocation of Proposition 1C Transit Oriented Development Low Income Housing Funds

Robert Macaulay reviewed the allocation process of Proposition 1C Transit Oriented Development Low Income Housing funds. He indicated that funds will be released over a 3-year period, with \$95 million each year.

B. Corridor Studies Involving Solano and Yolo Counties:

- 1. State Route (SR) 113 Major Investment & Corridor Study**
- 2. I-80 Smart Growth Strategies Study**
- 3. I-80 Corridor of the Future**
- 4. I-5 Sacramento Metro Area Corridor Study**

Robert Macaulay reviewed current and planned corridor studies in Solano and Yolo Counties. He provided updates to the projects listed above.

- C. **State Route (SR) 12 Safety Plan Update**
Robert Macaulay outlined the immediate strategies for the near term safety implementation recommendations for SR 12. The strategies are to: 1) Obtain an Office of Traffic Safety (OTS) grant with Solano County's law enforcement; 2) Sponsor state legislation to designate SR 12 Corridor as a double-fine enforcement zone, and 3) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.
- D. **Amendment - Project Delivery Update – Solano Project Delivery Working Group (PDWG) Revised**
Sam Shelton reminded the TAC of six upcoming project delivery deadlines. In addition, he outlined the recommendations made by the Solano PDWG at their March 27, 2007 meeting.

NO DISCUSSION

- E. **Solano Transportation for Livable Communities (TLC) Workshop Presentation to the STA Board**
Informational
- F. **Regional Transportation Plan Update and Bay Area FOCUS Project**
Informational
- G. **Transit Capital and Operating Funding**
Informational
- H. **Safe Routes to School (SR2S) Update**
Informational
- I. **Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2007-08**
Informational
- J. **STA Board Meeting Highlights – March 14, 2007**
Informational
- K. **Updated STA Board and Advisory Committee Meeting Schedule for 2007**
Informational
- L. **Funding Opportunities Summary**
Informational

VIII. ADJOURNMENT

The meeting was adjourned at 2:25 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, April 25, 2007.



DATE: April 2, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project

Background:

Consistent with STA Board direction, staff has been proceeding with the implementation of the I-80 High Occupancy Vehicle (HOV) Lanes project. The Green Valley Creek Bridge (GVB) will need to be widened on the outside as well as on the inside. With the short construction window (June 1st to October 1st) due to permit restrictions, it will take two seasons to complete both the inside and outside widenings. In order to expedite the project schedule and facilitate Caltrans follow-on overlay projects, it has been determined that an advanced construction package for the GVB outside widening would be advantageous and will save a year on the overall schedule for improvements in the I-80 Corridor. The STA will be taking the lead on construction of the Green Valley Creek Bridge Widening project under an encroachment permit from Caltrans.

Discussion:

On March 14, 2007, the STA Board authorized the Executive Director to advertise the advance construction contract for the Green Valley Creek Bridge Widening (for the I-80 HOV Lanes Project) and to prepare the necessary documents for the award of this work. The project was designed by Mark Thomas/Nolte Joint Venture, professional engineering firms with substantial experience in designing Caltrans highway projects, according to Caltrans design standards. In addition, the contract plans and specifications have been independently reviewed by the engineering firm of PB Americas, the construction management firm hired by STA. All comments from Caltrans and PB Americas have been incorporated into the final plans and specifications.

Award of the construction contract will be subject to approval of the STA Board, currently planned for the May STA Board Meeting.

At the March 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous consent to send a recommendation to the STA Board to approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley Bridge (GVB) Widening Project.

Fiscal Impact:

The costs to construct the Green Valley Creek Bridge Widening (for the I-80 HOV Lanes Project) will be funded with Regional Measure 2 (RM2) funds dedicated to the I-80 HOV Lanes project and the I-80/I-680/SR12 Interchange project.

Recommendation:

Approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley Bridge (GVB) Widening Project.

Note: Copies of the plans and specs have been provided to the Board members under separate enclosure. To obtain a copy, please contact our office at (707) 424-6075.



DATE: April 2, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment No. 8 – Project Delivery Management Group
for Project Management Services for the I-80/I-680/SR 12 Interchange
Project

Background:

On January 10, 2001, the STA Board approved the selection of the Project Management Delivery Group (PDMG) to serve as the Project Manager for the I-80/I-680/I-780 Corridor Study. On February 13, 2002, the STA Board extended the term of the contract with PDMG to December 31, 2003 and added Project Management responsibilities for the Environmental (PA/ED) Phase for Segment 1 of the Corridor, the I-80/I-680/SR 12 Interchange. Since the original contract approval, a total of seven (7) amendments have been made to PDMG's contract, the last being made on October 12, 2005.

Discussion:

Since the inception of the Corridor Study, PDMG has done an excellent job of managing this complex project and moving it toward completion. Under the guidance of Dale Dennis, the PDMG Project Manager, the Corridor Study Final Report was issued July, 14, 2004 and the Truck Scales Study was completed in February 2005.

PDMG provides project management services on the complex and lengthy Project Approval/Environmental Documents (PA/ED) phase of the I-80/I-680/SR 12 Interchange and North Connector projects. The Draft Environmental document for the I-80/I-680/SR 12 Interchange project is currently scheduled for circulation in summer 2008, with an anticipated Record of Decision by summer 2009. The environmental phase of the project is funded through \$9.4 million from the Traffic Congestion Relief Program (TCRP). The project management services have been also funded by these TCRP funds.

The current contract funds are not sufficient for PDMG to continue to manage the I-80/I-680/SR 12 Interchange environmental document work. STA staff recommends amending the contract for an additional amount of \$300,000 and an extension of the consultant contract to September 2009.

Fiscal Impact:

The proposed contract amendment for PDMG services is \$300,000 for work through September 2009. TCRP funding is available for the environmental phase of the I-80/I-680/SR12 Interchange project, including project management services.

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend the consultant contract with the Project Delivery Management Group (PDMG) for Project Management services for the environmental phase of the I-80/I-680/SR 12 Interchange for an amount not to exceed \$300,000;
2. Authorize the Executive Director to amend the consultant contract with PDMG for Project Management services until September 2009.



DATE: March 27, 2007
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Paratransit Coordinating Council (PCC) Appointment

Background:

The Paratransit Coordinating Council (PCC) currently has five (5) vacancies: three (3) for Transit Users, one (1) for a Social Service Provider and one (1) for County Health and Social Services. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

Discussion:

Deanna DuPont is a Community Program Specialist with the Area 4 Developmental Disabilities Board, a part of the California State Council on Developmental Disabilities. She is an advocate for the inclusion in community life for people with developmental disabilities. She has been a Community Program Specialist for five (5) years. Prior to that she worked in the field as an Independent Living Skills Instructor for 14 years. In that capacity she assisted many persons with developmental disabilities to learn to use public transportation to increase their quality of life.

Deanna DuPont has attended two meetings and submitted a letter of interest (Attachment A). The PCC members have endorsed her and recommend to the STA Board to appoint Deanna DuPont to the PCC.

Fiscal Impact:

None.

Recommendation:

Appoint Deanna DuPont as a Social Service Provider representative to the PCC.

Attachment:

- A. Deanna DuPont's Letter of Interest

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Paratransit Coordinating Council Interest

Contact Information

RECEIVED

Name	Deanna DuPont
Street Address	236 Georgia St. Ste 201
City ST ZIP Code	Vallejo, Ca 94590
Home Phone	(707) 426-2790
Work Phone	(707) 648-4075
E-Mail Address	Deanna.dupont@scdd.ca.gov

MAR 28 2007

SOLANO TRANSPORTATION
AUTHORITY

I would like to fill the following position:

- Transit User (3)
- Member-at-Large (2)
- Public Agency (2)
- Social Service Provider (4)

Letter of Intent/Interest to serve on the STA's Paratransit Coordinating Council:

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (work or otherwise) qualifies you:

I am advocate and my title is Community Program Specialist with the Area 4 Developmental Disabilities Board. We are a state agency and our headquarters is the California State Council on Developmental Disabilities. We advocate for people with developmental disabilities and their families. As many of the adults with developmental disabilities use public transportation for their daily needs as well as travel to work and to other programs my interest as an advocate for the inclusion in community life for people with developmental disabilities is paramount. I have been in this position for five years and before that I worked in the field as an Independent Living Skills Instructor for 14 years. In this capacity I assisted many persons with developmental disabilities to learn to use public transportation to increase their quality of life. I would like to contribute my knowledge, skills and abilities in the work of the Paratransit Coordinating Council.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed)	Deanna DuPont
Signature	<i>Deanna DuPont</i>
Date	3/26/07

Our Purpose

- 1) The PCC shall serve as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons.
- 2) The PCC shall advise the STA, the MTC, and other appropriate funding agencies in the expenditure of all available paratransit revenues.
- 3) The PCC shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

Thank you for your interest in sitting on the Paratransit Coordinating Council.



DATE: March 29, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano Pedestrian Advisory Committee (PAC) Appointment

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) currently has vacant positions. The PAC is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues in addition to monitoring, implementing, and updating Countywide Pedestrian Plan.

The PAC consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (see Attachment A for current membership). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for an appointment. Member-at-large positions are appointed directly by the STA Board and are not required to be nominated.

Discussion:

The San Francisco Bay Trail nominated Maureen Gaffney to participate as the Bay Trail Representative on the PAC (Attachment B). Upon approval by the STA Board, Maureen Gaffney would be appointed for a three-year term. Staff recommends the STA Board appoint her to the PAC. STA staff will continue to seek new members to fill vacancies until all appointments are filled.

Fiscal Impact:

None.

Recommendation:

Appoint San Francisco Bay Trail's Maureen Gaffney to the Pedestrian Advisory Committee for a three-year term.

Attachments:

- A. STA Pedestrian Advisory Committee Membership Roster
- B. San Francisco Bay Trail Nomination Letter

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Pedestrian Advisory Committee Membership Roster

<u>City and County Representation</u>		<u>Appointment</u> <u>Date</u>	<u>Term Expires</u> <u>(December 31st)</u>
City of Benicia	J.B. Davis	2005	2008
City of Suisun	Michael Segala	2004	2007
City of Vacaville	Todd & Carol Renwick	2006	2009
City of Fairfield	Pat Moran	2005	2008
City of Vallejo	Lynne Williams	2005	2008
County of Solano	Linda Williams	2006	2009
City of Rio Vista	Larry Mork	2005	2008
City of Dixon	Michael Smith	2006	2009
<u>Member at Large:</u>			
Benicia Resident	Allen Deal	2005	2008
<u>Other Agency PAC Representation</u>			
Tri City and County Cooperative Planning Group	Linda Schrupp	2006	2009
Bay Area Ridge Trail Council	Eva K. Laevastu	2006	2009
Solano Land Trust	Frank Morris	2006	2009
Solano County Agriculture Commission	VACANT		
<i>San Francisco Bay Trail Program</i>	<i>Maureen Gaffney</i>		
Solano Community College	VACANT		



RECEIVED

FEB - 7 2007

SOLANO TRANSPORTATION
AUTHORITY

February 6, 2007

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

Subject: Nomination of Maureen Gaffney as Bay Trail Representative on the Solano County Pedestrian Advisory Committee

Dear Robert:

On behalf of the Association of Bay Area Government's Bay Trail Project, I am submitting this request for approval of Maureen Gaffney as a representative on the Solano County Pedestrian Advisory Committee.

Maureen has been a Bay Trail Planner with ABAG for over 2 years and is familiar with trail and pedestrian issues related to the construction of the 500-mile regional shoreline trail. I believe she would be a valuable member of the advisory committee.

Over 60 miles of Bay Trail spine and connector trails traverse Solano County. Bay Trail Project representation on the Pedestrian Advisory Committee will assist in the completion of the remaining miles as identified in the Solano Countywide Pedestrian Plan.

Please feel free to contact me at 510-464-7935 or laurat@abag.ca.gov if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Laura Thompson".

Laura Thompson
Bay Trail Project Manger



DATE: April 2, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Contract Amendment No. 6 - The Ferguson Group for
Federal Legislative Advocacy

Background:

In March 2001, the STA Board authorized staff to enter into a contract with The Ferguson Group for legislative advocacy services in support of STA's Federal priority projects. Since that time there have been five amendments to that contract, which expires on March 31, 2006.

Since 2001, the STA's federal lobbying efforts have been in partnership with the Cities of Fairfield, Vacaville and Vallejo. Each agency has participated equally in the funding of The Ferguson Group contract. The STA's federal advocacy efforts have focused on obtaining federal earmarks for four priority projects: 1) the I-80/I-680/SR 12 Interchange, 2) Jepson Parkway, 3) the Vallejo Station, and 4) the Fairfield/Vacaville Rail Station.

Discussion:

The Ferguson Group (TFG) continued to provide a high level of advocacy service during the 2006-07 Federal Legislative process and into the new Congress that was elected in November of 2006. Mike Miller of TFG has consistently informed STA about activities in the Federal arena, coordinated all necessary paperwork to insure high priority placement of STA Priority Projects in the annual Appropriations and recent Reauthorization process, and organized and helped strategize lobbying trips to Washington, D.C., for STA Board and staff members. TFG has also demonstrated their effective and positive relationships with Solano County's federal representatives and their staffs.

For Federal Fiscal Year (FY) 2007, TFG federal advocacy services continued to be focused on the following projects which were proposed for funding under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) as well as the FY 2006 Transportation appropriations bill:

- I-80/I-680/SR 12 Interchange (SAFETEA-LU);
- Jepson Parkway (SAFETEA-LU);
- Vallejo Station Intermodal Facility (Appropriations); and
- Fairfield / Vacaville Intermodal Facility (Appropriations).

In FY 2007, House reports accompanying transportation appropriations legislation included the following earmarks for STA-sponsored projects:

- Vallejo Station Intermodal Facility: \$1.75 million; and
- Fairfield / Vacaville Intermodal Facility: \$850,000.

Unfortunately, Congress was unable to pass FY 2007 Transportation legislation, and passed a continuing resolution providing funding for most of the operations of the federal government, including the Department of Transportation, for the remainder of 2007. The continuing resolution for FY 2007 does not include any earmarks for any projects.

In addition to reauthorization and appropriations efforts, TFG also monitored transportation legislation that directly or indirectly affected STA and provided guidance as appropriate. TFG also maintained contact with the Northern California congressional delegation to keep those offices focused regarding STA's agenda.

For FY 2008 requests, TFG ensured all required requests and documents were filed with appropriate offices in advance of all deadlines, TFG regularly lobbied congressional offices in support of all five requests:

- Vallejo Ferry Maintenance Facility: \$3.272 million
- Fairfield/Vacaville Intermodal Station: \$2 million
- I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design): \$6 million
- Travis AFB Access Improvements/Jepson Parkway: \$3 million
- SR 12 Traffic Safety Signage/Education: \$200,000

TFG coordinated STA's successful March 2007 trip to Washington to lobby the congressional delegation directly in support of all five projects, which was attended by four of the Solano County mayors. TFG worked closely with STA to develop a specific plan for face-to-face lobbying activities for this trip and provided draft letters and other communications for STA's review and consideration.

In April 2006, the STA Board approved contract amendment No. 5 in the amount of \$86,000 per year (\$84,000, plus \$2,000 to cover travel and reimbursable expenses). STA staff recommends that the STA Board approve an amendment of this contract based on a monthly retainer of \$7,222. All expenses would be covered in the monthly retainer. As prescribed in the four-agency contract for the provisions of this contract, the costs for the contract are equally distributed to the four agencies with the STA's contribution being \$1,805.50 per month. Staff recommends the amendment also extend the contract until December 31, 2007. This would bring the maximum total expense for STA to \$16,249.50.

Even though staff is satisfied with the work performed by TFG, it is recommended that a Request for Proposals (RFP) be issued for STA's federal legislative lobbying. A new look at the work done by the current consultant and an opportunity to see what work other similar consultants could perform should be done every five years. Such a review is overdue for federal legislative advocacy work.

Fiscal Impact:

The fiscal impact is \$16,249.50 for the remainder of the calendar year, which was included in the Fiscal Year (FY) 2007-08 General Operations Services Budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend the contract (Amendment No. 6) with The Ferguson Group, LLC, for federal legislative advocacy services through December 31, 2007 at a cost not to exceed \$63,500.
2. The expenditure of an amount not to exceed \$16,249.50 to cover the STA's contribution for this contract.
3. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.

Attachment:

- A. Proposed Scope of Work

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**Solano Transportation Authority
City of Fairfield
City of Vacaville
City of Vallejo**

**Proposed Scope of Work
April 2007 – March 2008**

February 20, 2007

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Table of Contents

- A. Scope of Work – Generally.**
 - B. Scope of Work – Tasks and Work Product.**
 - C. Project Team.**
 - D. Agreement Terms – Professional Services and Expenses.**
-

The Ferguson Group is pleased to present for consideration this proposed 2007-2008 scope of work for federal advocacy services to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo (“the Clients” hereafter). We are happy to discuss the scope of work to ensure our efforts meet the needs of the Clients.

Please note that some of the work outlined in this scope is currently underway. We are including information regarding ongoing efforts for purposes of completeness.

A. Scope of Work – Generally.

The Clients Needs. The Ferguson Group understands that our federal advocacy services will continue to focus on the following projects proposed for funding in the Federal Fiscal Year 2008 appropriations funding cycle:

- 80/680 Interchange;
- Travis Access Improvements (Jepson Parkway);
- Vallejo Intermodal Facility;
- Fairfield / Vacaville Intermodal Facility; and
- SR 12 Safety.

In addition, it is our understanding that federal advocacy services will include preliminary work on the next transportation reauthorization bill. Services will also include monitoring transportation legislation that may directly or indirectly affect the Clients, and advising the Clients regarding supporting or opposing such legislation.

Working with Legislative and Administration Offices. A key component of our efforts is to consistently provide reliable and useful information to elected officials and staff at the federal level. Over years of working with Congress and Administration officials and offices, The Ferguson Group has developed strong working relationships – based on trust and reliance – with key legislators, Administration officials and staff. The Ferguson Group’s ongoing dialogue with Northern California’s congressional delegation provides an extraordinarily valuable benefit to the Clients from the outset. In addition, Capitol Hill is often an unstable work environment, and The Ferguson Group adapts quickly to changes in office holders, committee membership, and congressional staff to help secure continuity in support for projects.

The Ferguson Group will maintain continuous contact with the Northern California congressional delegation to keep those offices focused on the Clients’ agenda. We will also enhance the Clients’ relationship with the Administration, congressional leadership, and congressional committee staff. We have strong working relationships with House and Senate committee leaders from both parties, and we maintain key contacts within the White House and federal agencies that have proven beneficial to our clients and their agendas.

Coordinating Lobbying Trips. The Ferguson Group and the Clients are already coordinating our March 2007 lobbying trip to Washington. We are working with the Clients to develop a specific plan for face-to-face lobbying activities between the Clients, elected officials and staff

and appropriate Members of Congress, Senators, and congressional staff. In fact, we have already submitted requests for meetings at the end of March. In addition to area representatives, The Ferguson Group will, as appropriate, target and schedule meetings with key Members and staff of germane congressional committees. We will continue to advise the Clients regarding whether any additional meetings in Washington are advisable and will coordinate any such meetings. We will also continue to advise the Clients regarding meetings and other communications with our regional congressional delegation and staff in California.

Team Approach. The Ferguson Group utilizes a team approach to bring our client's expertise to bear on all projects. While The Ferguson Group will promote the Clients' interests on a regular basis with Members of Congress, Senators, and key staff, we also anticipate advising and assisting the Clients in direct communications with legislators, congressional staff, and federal administrative agency officials.

Summary of Regular Activities. The Ferguson Group will continue to regularly undertake the following activities on behalf of the Clients during the Federal Fiscal Year 2008 cycle (please note that many of these activities are already underway or have been completed):

- Assist in the preparation of funding requests to Congress and the federal agencies.
- Act as liaison with the California congressional delegation, as well as facilitate meetings and communications with other key Members of Congress, Senators, and staff.
- Act as liaison with federal agency officials and staff.
- Prepare briefing sheets, talking points, and other materials needed for meetings with congressional offices and the Administration.
- Draft testimony for congressional hearings (if useful).
- Prepare support letters, letters of request for assistance, and all other support materials needed to ensure the success of goals and objectives.
- Review and report on all pertinent, pending legislation and regulations, including all pre-legislative session committee meetings, hearings, and conferences.

Progress Reports. The Ferguson Group continues to provide regular progress reports to the Clients specifically tailored to the status of the Clients' projects. The Ferguson Group will also regularly provide legislative updates focusing on transportation.

Reporting Requirements and Filings. The Ferguson Group prepares and files all necessary reporting and disclosure documents as required under federal law.

B. Scope of Work – Tasks and Work Product.

The Ferguson Group will assist the Clients in all matters of interest to the Clients pertaining to the federal funding for the four projects identified *supra*. We will also advise the Clients regarding germane legislative, regulatory, and other administrative matters not directly related to federal funding. The milestones and pace of our efforts are driven by the Fiscal Year 2008 congressional budget process, and other legislation related to federal spending. Our strategy to achieve the Clients' objectives consists of two main components:

- Project development; and
- Project advocacy.

Both components are essential to success and must be carried out fully. If a good project lacks proper advocacy, it is likely to be pushed aside during the budget process and left without funding. Similarly, a flawed project usually will not withstand the tests of the congressional appropriations notwithstanding a comprehensive advocacy effort. The Ferguson Group will work with the Clients to ensure that project development and advocacy are efficient, effective, and result in putting projects in the best possible position to receive federal funding.

Project Development. Our approach to project development is based on formulating and prioritizing requests for federal funding which:

- address important needs and goals as established by the Clients;
- meet any and all formal or informal criteria for federal funding as established by Congress or administrative agencies; and
- fit the needs and philosophies of the Clients' congressional delegation and are likely to be successfully supported and promoted by the delegation.

Most of our project development work is already complete for the FY 2008 cycle and project requests have been or soon will be submitted to STA's congressional delegation. We have assisted the Clients in identifying and developing our projects based on the criteria outlined *supra*. We will continue to work with the Clients to fine-tune our project requests.

The following points present project development tasks in approximate chronological order. We note again that project development is ongoing, and some of the tasks and work product set forth below are already complete.

Task 1: Research and Identify Federal Funding Opportunities (Nov 06 - Jan 07). The Ferguson Group (TFG) reviews and identifies federal funding opportunities. This research allows us to efficiently assess the likelihood of funding for projects in the early phases of specific project development. In addition to reviewing legislation and administration publications, TFG maintains communications with key Members of Congress, congressional staff, and

Administration officials and staff regarding funding opportunities and trends. This task is, for the most part, already completed.

- Work product: research and develop funding opportunity information for meetings with the Clients, communications with congressional and Administration contacts regarding funding opportunities and trends.

Task 2: Initial Congressional Delegation Review (Jan – Feb 07). TFG will continue to discuss the proposed project agenda on an informal basis with key congressional representatives to secure initial support or identify challenges associated with particular projects.

- Work product: briefing materials for congressional meetings.

Task 3: Finalize Project Agenda, Descriptions, & Project Submission (Feb 07). The Ferguson Group continues to work with the Clients to develop and refine our project requests. TFG will continue to discuss congressional comments on our project agenda.

TFG will work with the Clients to finalize project descriptions and supporting materials for project submission – including subcommittee and Member questionnaires – for FY 08 appropriations. TFG will draft correspondence to congressional offices requesting support for projects. TFG will coordinate communications with congressional offices and confirm submission of project requests in advance of congressional deadlines. TFG also provides to congressional offices, whenever possible, draft correspondence for the use of congressional offices.

- Work product: project descriptions, supporting materials, congressional correspondence and other communications.

Project Advocacy. Our approach to project advocacy is based on the following two precepts:

- Our clients are the best advocates for our projects; and
- The more we ease burdens on congressional offices, the more success we realize.

With the foregoing in mind, the project advocacy component and phase of our strategy includes the tasks outlined below.

Task 4: Project Submittal and Initial Support (Feb – Mar 07). While ensuring project submittal deadlines are met by the Client as well as by the congressional offices, TFG advocates on behalf of the Client for early congressional support for the Clients' project agenda. TFG supports congressional staff with project descriptions and draft correspondence to appropriations committees in support of funding requests. TFG drafts correspondence from the Client requesting project support and provides project background memoranda to congressional staff. TFG meets with congressional staff to ensure project submission and support. Again, please note that TFG has already submitted appropriate paperwork to most of STA's congressional delegation.

- Work product: communications with congressional offices, draft Client correspondence, draft congressional correspondence, congressional memoranda, any and all project support material required or requested by congressional committees.

Task 5: Client Advocacy (Mar 07 and ongoing). TFG will continue to provide full advocacy support to the Clients, including but not limited to meeting scheduling, briefing materials and talking points for meetings, meeting attendance and participation, and travel assistance. TFG staff will continue to accompany the Clients to meetings in Washington and follows up on action items resulting from meetings, including letters of appreciation. TFG also advises the Clients regarding additional communications at key points throughout the reauthorization and appropriations processes, and provides draft correspondence, contact information, and talking points to the Clients. TFG will also advise the Clients regarding building and maintaining a strong working relationship with congressional offices, and as appropriate, with Administration officials and staff.

- Work product: meeting schedules, briefing materials, talking points, draft correspondence, communications with the Clients.

Task 6: TFG Advocacy (Ongoing). Throughout the FY 08 budget process, TFG will regularly communicate with Members of Congress, their staff, and key committee staffers in support of the Clients' funding requests. TFG will meet and communicate regularly with congressional offices. TFG will provide full support to congressional offices, including support letters to authorizing committees, appropriations committees, talking points for Member and staff meetings, memoranda regarding project and budget status, draft congressional testimony, and other communications as requested by congressional offices. TFG will track legislation of interest to the Clients, including appropriations and other legislation, and will report key developments in the legislative process to the Clients. TFG staff will continue to attend relevant committee hearings and markups and will provide updates to the Clients.

- Work product: communications with congressional representatives, draft correspondence, support materials, memoranda for congressional offices regarding project status, and other support as requested and needed by congressional offices, attend congressional hearings.

Task 7: Client Communications (Ongoing). The Ferguson Group's presence in Northern California has always promoted open and easy communications between our team and the Clients. TFG will continue to be fully accessible to the Clients, providing regular written reports regarding project status, being available for meetings in Solano County, and being available via telephone and email to answer questions and respond to other inquiries and requests from the Clients. In addition to meetings with the Clients, TFG is available to attend other meetings in Northern California of interest to the Clients, including joint powers authority meetings, advisory board meetings, and other meetings. TFG personnel is also available to the Clients at anytime to check and track the status of any legislation or regulatory activity at the federal level, as well as to advise the Clients regarding any potential impact of the matter on the Clients. In addition, TFG would track local and regional news affecting the projects and the Clients, and draws germane issues and opportunities to the attention of Clients.

- Work product: meetings in Solano County, written status reports, other communications as necessary, meetings with other relevant entities, respond to information requests from the Clients, monitor local and regional news.

Task 8: Outcomes and Project Assessment (Sept – Nov 07). Upon final determinations by Congress or agencies, TFG reports results to the Clients immediately upon information availability, and provides copies of relevant legislation, congressional reports, and other documents when made available to TFG or the public. TFG debriefs congressional offices regarding project results and reports findings to the Clients. TFG also provides outcomes assessments, assisting TFG and the Clients in formulating the Clients' federal agenda for the next cycle. TFG also provides draft letters of appreciation as appropriate.

Work product: communications regarding results and assessment of federal agenda, debriefing congressional offices regarding outcomes.

C. Project Team.

The Ferguson Group is composed of professional lobbyists who have spent the majority of their professional careers working in congressional offices and as federal lobbyists. In addition to the Principal managing the client's projects and issues, our firm makes available the expertise and resources of all of our professionals and tailors our efforts to best meet the demands of a specific project.

Our project team will remain in place as we move forward, ensuring continuity of representation and continued expansion of our "institutional knowledge" of each project.

- **Michael Miller, Partner**

Michael represents local and regional governments, specializing in appropriations law and process. Michael focuses on transportation, economic development, and water resources. Michael is former Counsel to Congressman Robert T. Matsui (D-CA) in Washington, where he focused on transportation authorizations and appropriations, as well as other regional issues and projects. He received his B.A. with High Honors in Political Science from the University of California. He received his J.D. from the College of William and Mary in Virginia, and his LL.M (Master of Laws) from the University of the Pacific. Michael is a member of the State Bar of California.

- **Kristi More, Principal**

Kristi focuses on transportation, water, economic development, and environmental policy and appropriations issues. Kristi is a former staff assistant for California Assemblyman Jim Battin, and was an intern for District of Columbia Office of the Corporation Counsel, concentrating on legal and legislative issues concerning the abuse and neglect of children and the elderly. Kristi is also a former intern for California Cattlemen's Association, focusing at the state and federal

level on land, water, and air quality issues. Kristi received her B.A. in Political Science from the University of California at Davis.

- **Maria Gwinn – Associate**

Maria Gwinn serves TFG clients on a broad range of matters including transportation, justice, homeland security, housing and urban development, economic development, and energy. Maria is responsible for management of the assembly and dissemination of numerous TFG legislative and tracking reports. Maria graduated from Fordham University, in New York City with a B.A. in Visual Arts and Communications.

D. Agreement Terms – Professional Services and Expenses.

The Ferguson Group has represented the Clients since 2001. For our agreement extending through March 2008, The Ferguson Group proposes to continue to represent the Clients under our existing agreement terms:

- Monthly retainer at \$7000/month; and
- Reimbursable expenses not to exceed \$2000/annually.

Once again, The Ferguson Group is pleased to have the opportunity to present this scope of work to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Please feel free to contact Mike Miller at (707) 254-8400 with any questions or comments regarding this scope of work. Thank you.

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DATE: April 2, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Reprogram Surface Transportation Program (STP) funds from the City of Suisun City to the City of Fairfield

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). In December 2005, the STA recommended programming \$203,000 in federal Surface Transportation Program (STP) funds for Suisun City's Sunset Ave. Rehabilitation Project in Fiscal Year (FY) 2006-07. This is an important safety project near a railroad crossing.

Projects that plan to use federal funds must follow federal funding procedures, such as National Environmental Policy Act (NEPA) environmental procedures as well as receive oversight from Caltrans (Field reviews, Right-of-Way permits, etc.).

Due to increased pressure from the Federal Highway Administration (FHWA) to obligate federal funds in a timely manner, MTC adopted Resolution 3606 in April 2006. This policy asks project sponsors to request E-76 Authorizations to Caltrans by March 1 and receive their approved E-76 from FHWA by May 31st. Projects that do not meet these deadlines are at risk of losing the funding. Projects which have not obligated funds by June 1st may cause their programmed federal funding to be lost to the State. Funding not obligated by August 30th will be unobligated by the state.

Discussion:

In early March, Suisun City informed the STA that they were having difficulties obligating \$203,000 in federal STP funds for their Sunset Ave. Rehabilitation project. After exploring obligation timelines with Suisun City and Caltrans, the STA concluded that Suisun City would be unable to receive an obligation by May 31st.

To protect this funding from being lost from the County and to continue to fund the Sunset Ave. project, the STA made a call to other member agencies for projects that could obligate this funding by May 31st. Projects eligible for Suisun's \$203,000 would need to make an administrative amendment in the Transportation Improvement Program (TIP) to add this funding to their project by May 31st (only an additional 20% of the total project cost). The City of Fairfield's Hilborn Road Rehabilitation project met the administrative amendment requirements and could justify the increase in federal funding.

On March 23, 2007, Fairfield and Suisun City staff agreed to pursue a funding swap agreement to swap \$203,000 in City of Suisun City's federal funds for the City of Fairfield's Hilborn Road project in exchange for \$179,000 in the City of Fairfield's local funds for Suisun City's Sunset Ave. Rehabilitation project. Below is a table describing the funding swap and how each project is funded.

Funding Swap Details between Suisun City and Fairfield projects (in \$1,000s)				
	Current Fairfield	Current Suisun	Amended Fairfield	Amended Suisun
Local Match	\$191	\$47	\$96	\$47+ \$179
Federal Match	\$535	\$203	\$535 + \$203	\$0
Total Project Cost	\$726	\$250	\$834	\$226

Fairfield increases their original commitment of local funds from \$191,000 to \$275,000 (\$96,000 local match + \$179,000 to Suisun), an increase of \$84,000. In return, the City of Fairfield receives \$203,000 in federal funding to cover their increased costs. Instead of committing \$108,000 in local funds to cover their cost increases, Fairfield will be able to swap funds and save \$24,000 in local funds.

Suisun City swaps \$203,000 in federal funds for \$179,000 in local funds. Suisun City does lose \$24,000 for their project, but gains the flexibility of local funds to complete their important safety project. This funding swap also obligates the federal funding in a timely manner, keeping the funds within Solano County. Attachment A is the draft funding agreements between the two cities.

On March 28, 2007, the STA Technical Advisory Committee (TAC) unanimously approved the funding swap as recommended by STA Staff.

Fiscal Impact:

Federal funding will not be lost from Solano County through the recommended funding swap.

Recommendation:

Approve the reprogramming of \$203,000 in Surface Transportation Program (STP) funds currently programmed for City of Suisun City's Sunset Ave. Rehabilitation project to City of Fairfield's Hilborn Road Rehabilitation project, on the condition that the City of Fairfield and the City of Suisun City enter into a funding agreement to provide the City of Suisun City \$179,000 for the Sunset Ave. Rehabilitation project.

Attachment:

- A. Draft City of Fairfield Staff Report: "A Resolution Authorizing the City Manager to Execute A Funds Exchange Agreement Between the City of Fairfield and the City of Suisun City"

No. _____

AGENDA REPORT FOR CITY COUNCIL

MEETING DATE: April 3, 2001

TO: The Mayor and City Council

SUBJECT: A Resolution Authorizing the City Manager to Execute A Funds Exchange Agreement Between the City of Fairfield and the City of Suisun City (Mike Duncan 428-7632)

A) RECOMMENDED ACTION: Adopt Resolution.

FUNDING SOURCE: \$203,000 in Federal Surface Transportation Program (STP) funds will be received by the City of Fairfield. \$179,000 in Fairfield gas tax funds will be provided to the City of Suisun City in exchange for the STP funds.

ADVISORY BODY RECOMMENDATION: N/A

B) EXECUTIVE SUMMARY: The City of Suisun City, through the Solano Transportation Authority (STA), has requested that the City of Fairfield enter into a funds exchange agreement in the interest of retaining Federal Surface Transportation Program (STP) funds within the Solano County area. The agreement provides for the City of Fairfield to receive \$203,000 of STP funds in exchange for \$179,000 of gas tax funds which would be paid to the City of Suisun City.

C) DISCUSSION: The City of Suisun City was identified to receive \$203,000 in Federal STP funds for improvements to Sunset Avenue near the railroad tracks. Due to the Federal requirement for additional environmental studies and the delay that will be incurred to complete these studies, Suisun City is at risk of losing these funds. In the interest of retaining these grants within the Solano County area, Suisun City has requested that the City of Fairfield enter into a funds exchange agreement.

Since the City of Fairfield is in need of additional funds for completion of the Hilborn Road Rehabilitation Project, which is currently at Caltrans Headquarters for approval, the Suisun City STP funds can be applied to this project. In exchange for these STP funds, Suisun City agrees to accept repayment at a rate of 88% of the grant funds (\$179,000) since Fairfield will be responsible for providing 11.47% match of local funds for the Federal funds. The City of Fairfield would utilize gas tax funds for the repayment.

Page 2 AGENDA REPORT TO CITY COUNCIL, NO. _____
MEETING DATE: April 3, 2007
SUBJECT: A Resolution Authorizing the City Manager to Execute A
Funds Exchange Agreement Between the City of Fairfield
and the City of Suisun City (Mike Duncan 428-7632)

The funds exchange process was initiated through the Solano Transportation Authority (STA). The transfer of funds will require approval of an administrative amendment to the Transportation Improvement Plan. STA will be responsible for processing the amendment.

Approval of the agreement will guarantee funding for Suisun City Sunset Avenue project and the City of Fairfield will gain an additional \$24,000 of funding.

- D) PUBLIC CONTACT: N/A
- E) FISCAL IMPACT: The City of Fairfield will receive \$203,000 in Federal Surface Transportation Program funds in exchange for \$179,000 in gas tax funds. The total estimated cost of the Hilborn Road Project will be \$834,000 with \$738,000 being Federal STP funds.
- F) ALTERNATIVE COURSES OF ACTION: Do not approve the agreement and lose the opportunity to gain an additional \$24,000 in street rehabilitation funding. If the agreement is not approved, Federal STP streets and roads funds allocated to the Solano County area could be lost and reallocated to another project outside the county.

Prepared by:

Approved:

Gene S. Cortright, Director
Public Works

Kevin O'Rourke, City Manager

Coordinated with: City Attorney
City of Suisun City
Solano Transportation Authority

Attachment: Funds Exchange Agreement

CITY OF FAIRFIELD

RESOLUTION NO. 2007- _____

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE
A FUNDS EXCHANGE AGREEMENT BETWEEN
THE CITY OF FAIRFIELD AND THE CITY OF SUISUN CITY**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FAIRFIELD:

1. The City Manager is hereby authorized and directed to execute on behalf of the City of Fairfield a Funds Exchange Agreement with the City of Suisun City.
2. The City Manager is hereby authorized to do all things necessary and proper to implement the above-mentioned lease.

PASSED AND ADOPTED this 3rd day of April 2007 by the following vote:

AYES: Councilmembers: Price/ Batson / Farley / Kardos / Mraz

NOES: Councilmembers: _____

ABSENT: Councilmembers: _____

ABSTAINED: Councilmembers: _____

Mayor

Attest:

City Clerk
PW

FUNDS EXCHANGE AGREEMENT

THIS FUNDS EXCHANGE AGREEMENT ("Agreement") is entered into as of the _____ day of _____, 2007 by and between the City of Suisun City ("Suisun City") and the City of Fairfield ("Fairfield"), both of which are municipal corporations and political subdivisions of the State of California.

RECITALS

A. WHEREAS, Suisun City has been awarded Federal Surface Transportation Program (STP) funds for improvements to Sunset Avenue; and

B. WHEREAS, it appears that Suisun City is at risk of losing the STP funds as a result of additional Federal environmental requirements recently identified for the project; and

C. WHEREAS, Fairfield has initiated its Hilborn Road project that is currently in the Federal authorization process and has a need for additional transportation funding; and

D. WHEREAS, Suisun City has requested that Fairfield agree to provide a specified amount of local general fund monies for the Sunset Avenue project in exchange for Fairfield receiving certain of the STP funds that it otherwise would have lost for use in the Fairfield Hilborn Road project, which is eligible to receive STP funds.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants below, the parties agree as follows:

1. Suisun City agrees to permit an amount not to exceed \$203,000 of the STP funds programmed for the Sunset Avenue Project to be re-programmed for use in the Fairfield Hilborn Road Project (the "Exchange Amount").

2. Fairfield agrees to pay to Suisun City an amount of \$179,000 ("Return Amount"), in local general fund monies.

3. Fairfield shall request the Exchange Amount in reimbursements of Hilborn Road project costs from Caltrans. Not more than ten (10) days after receiving the reimbursement from Caltrans for such costs, Fairfield shall pay Suisun City the Return Amount. Under no circumstances shall Fairfield be required to pay Suisun City the Return Amount until it has received the Exchange Amount from STP.

4. It shall be the responsibility of Fairfield to obtain all necessary state and/or federal approvals prior to initiating reimbursable work at the Hilborn Road Project.

5. Neither Fairfield nor any officer, elected official or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by Suisun City in connection with this Agreement. It is also agreed that Suisun City shall fully indemnify and hold harmless Fairfield and its officers, elected officials and employees from any liability imposed for injury or loss occurring by reason of anything done or omitted to be done by Suisun City in connection with this Agreement and/or any claim related to or arising out of the construction of the Sunset Avenue project. Notwithstanding the above, it is expressly agreed that Suisun City will not be liable to Fairfield for any loss of funds, any action(s) or inaction(s) of the California Transportation Commission or of Caltrans or for anything related to the Hilborn Road project of Fairfield.

6. Neither Suisun City nor any officer, elected official, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by Fairfield in connection with this Agreement. It is also agreed that Fairfield shall fully indemnify and hold harmless Suisun City and its officers, elected officials and employees from any liability imposed for injury or loss occurring by reason of anything done or omitted to be done by Fairfield in connection with this Agreement and/or any claim related to or arising out of the construction of the Hilborn Road project.

7. Should a lawsuit, action or proceeding be instituted regarding the enforcement and interpretation of any of the terms of this Agreement or any matter arising out of or related to this Agreement, the prevailing party shall be entitled to, in addition to any damages awarded, its reasonable attorneys' fees and all costs of the lawsuit, action or proceeding.

8. This Agreement may not be assigned, transferred, hypothecated or pledged by any party without the express written consent of the other party, except as set forth in this Agreement. Subject to the restriction or assignment, transfer, hypothecation and pledging, this Agreement shall be binding upon any successors or assigns of the parties hereto.

9. This Agreement may be amended by written agreement executed by all of the parties hereto. No alterations or variation of the terms of this Agreement shall be valid unless made in writing signed by both parties and no oral understanding or agreement not incorporated herein shall be binding on either of the parties hereto.

10. This Agreement shall be interpreted under and governed by the laws of the State of California, and shall be conditional upon the approval of an administrative amendment to the Transportation Improvement Plan to

incorporate the funding into the project for which Fairfield desires transportation funding.

11. This Agreement shall terminate upon full payment by Fairfield of the Return Amount through the terms of this Agreement. However, Sections 4 and 5 of this Agreement shall survive the termination of this Agreement until terminated or modified in writing by mutual agreement.

12. This Agreement constitutes the entire Agreement between the parties hereto relating to the project and supersedes any previous agreement or understanding.

13. This Agreement may be modified upon the approval of both parties to address required changes as they may arise from time to time. Such modifications shall only be effective if they are in writing and signed by both parties.

City of Suisun City

City of Fairfield

City Manager

City Manager

Approved as to Form

Approved as to Form

City Attorney

City Attorney



DATE: April 2, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Funding Agreement Between the Solano Transportation Authority, the County of Solano, and the City of Fairfield for the North Connector Project

Background:

The North Connector Project is a new proposed intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/State Route (SR) 12 interchange to the primary benefit of local residents of the City of Fairfield and the County, but also providing regional benefits to Solano County as a whole as well as to other areas in northern California.

The North Connector Project consists of four lanes from Chadbourne Road at SR 12 north to Abernathy Road and west to the existing Business Center Drive, and two lanes from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/SR 12 area by providing improved ways for traffic to flow.

The project will be funded and implemented by the City of Fairfield, Solano County and the STA. As such, an agreement needs to be developed with all parties to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. The agreement would cover project development activities, starting with finalizing the environmental document, plans, specification and estimate (PS&E), right-of-way acquisition and construction. The STA, the City of Fairfield and Solano County will work in partnership to deliver the Project.

The North Connector Project is divided into four (4) sections as shown in Attachment A and described from east to west as follows: Section 1 extends from Chadbourne Road at SR 12 north to Abernathy Road and west to Suisun Creek; Section 2 extends from Suisun Creek to Suisun Valley Road; Section 3 extends from Suisun Valley Road to Business Center Drive; and Section 4 extends from Business Center Drive to SR 12 West at Red Top Road.

Discussion:

The North Connector Project is covered under two environmental documents. The City of Fairfield has completed the environmental document that covers Section 2. The STA is currently completing the environmental document that covers the balance of the Project (Sections 1, 3, and 4).

Project development activities required to complete project delivery include finalizing the environmental document, PS&E, right-of-way acquisition and construction. The three agencies agree to allocate responsibility for the various components of the Project as set forth below, including fiscal responsibility, and each agency agrees to undertake such portion or portions of the Project as listed below.

STA will be responsible for the following Project deliverables:

- (a) Serve as the Lead Agency for the preparation and certification of Environmental Documentation for Sections 1, 3 and 4 of the Project.
- (b) Design, acquire right-of-way and construct Sections 1 and 3 of the Project.
- (c) Obtain all authorizations to proceed from Federal and State agencies for Section 1 and 3 of the Project.

City of Fairfield will be responsible for the following Project deliverables:

- (a) Complete the environmental clearance, design and construction of Section 2.
- (b) Maintain signalization throughout the Connector to support the prompt flow of traffic along the Connector as a key reliever route for the I-80/I-680/SR 12 interchange.
- (c) Provide the design and construction plans and specifications for the 30-inch water line that will be constructed as part of Section 1.

Solano County will own and maintain the section of the Project within the unincorporated area of Solano County.

This project is subject to the STA adopted 50 / 50 funding policy, whereas the local jurisdictions will contribute 50% of the overall cost of the project and the STA will contribute the remaining 50% of the overall cost of the project. Due to the County currently not having a funding mechanism for Sections 1, 2, and 3 of the project, their share of the local 50% funding is \$2 million. All parties agree to work together to complete the remaining Section 4 by year 2016.

Both the City of Fairfield and Solano County have already received authorization from their respective council/board to enter into a funding agreement. The Funding Agreement is provided for as Attachment B.

Fiscal Impact:

The STA has used Traffic Congestion Relief Program (TCRP) funds dedicated to the North Connector for the majority of the environmental document work. Regional Measure 2 (RM 2) funds and State Transportation Improvement Program (STIP) funds will be used for the design, right-of-way, and construction of Sections 1 and 3. Once the work has been completed on Sections 1 through 3, a cost accounting will be completed with the STA and the City/County to balance the project in accordance with the funding agreement relative to the 50 / 50 policy.

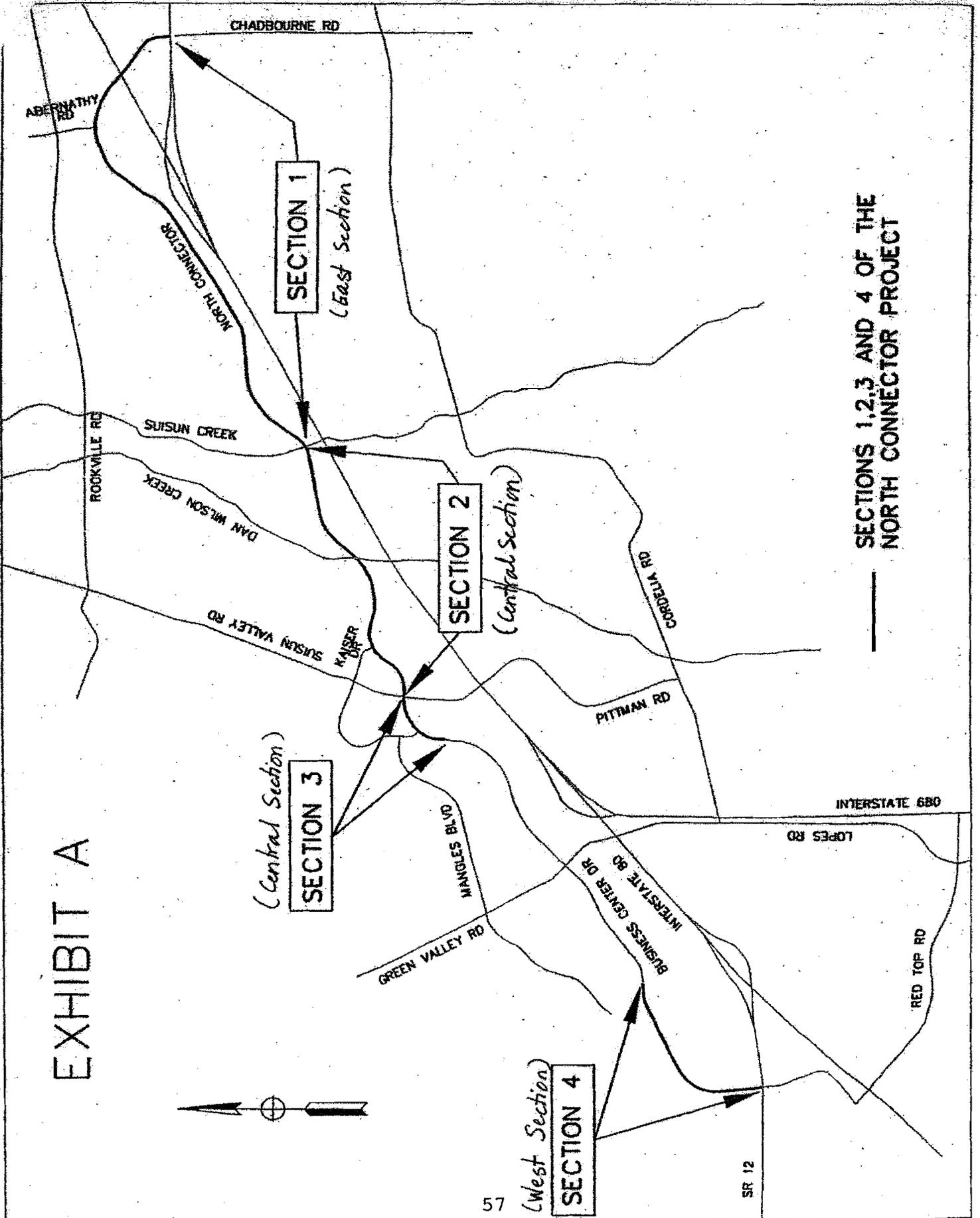
Recommendation:

Authorize the Executive Director to execute a Funding Agreement between the Solano Transportation Authority, the City of Fairfield, and the County of Solano for the North Connector Project.

Attachments:

- A. North Connector Project by Section
- B. Funding Agreement for the North Connector Project between the Solano Transportation Authority, the City of Fairfield, and the County of Solano.

EXHIBIT A



SECTIONS 1, 2, 3 AND 4 OF THE NORTH CONNECTOR PROJECT

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**COOPERATIVE AGREEMENT FOR THE DELIVERY OF THE
I-80 NORTH CONNECTOR RELIEVER ROUTE**

**By and Among
the Solano Transportation Authority,
the City of Fairfield
and
the County of Solano**

This Cooperative Agreement (“Agreement”) entered into as of _____, 2006 is between the Solano Transportation Authority (STA), the congestion management agency of Solano County; the City of Fairfield (CITY), a municipal corporation; and the County of Solano (COUNTY), a body corporate and politic, to allocate the areas of responsibility for various project activities by the three entities in delivering the I-80 North Connector Reliever Route Project (“the Project”).

In consideration of the mutual promises set forth herein, the Parties agree as follows:

RECITALS

1. The Project is a new intra-city/county roadway to provide an alternative means for local drivers to avoid and bypass the existing and anticipated traffic congestion in the area of the I-80/I-680/State Route (SR)12 interchange and, thereby, remove and re-direct traffic from the main Interstate freeways to the reliever route to the primary benefit of local residents of the CITY and COUNTY, but also providing regional benefits to Solano County as a whole as well as to other areas in northern California.
2. The Project consists of four lanes from Chadbourne Road at SR 12 north to Abernathy Road and west to the existing Business Center Drive, and two lanes from Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. The Project is part of the overall regional plan to provide improved movement of traffic through the I-80/I-680/Highway 12 area by providing improved ways for traffic to flow.
3. The parties to this Agreement have determined that the Project is a necessary and integral component to address traffic congestion in the City of Fairfield and through Solano County.
4. The intent of this Agreement is to define areas of responsibility among the three agencies and to define how the agencies will work together to successfully deliver the Project by working in cooperation toward a common goal. This Agreement covers Project development activities, starting with finalizing the environmental document, plans, specification and estimate (PS&E), right-of-way acquisition and construction. The STA, the CITY and COUNTY will work in partnership to deliver the Project.
5. The parties understand and acknowledge that, at present, there is no county-wide transportation impact fee or other mechanism that would provide significant funding to COUNTY for the Project. The CITY and the STA support the COUNTY’S exploration of establishing a transportation impact fee or other mechanisms to assist in funding the Project.

6. The Project is divided into a number of project sections, including Sections 1, 2, 3, and 4 as shown on Exhibit A and described from east to west as follows: Section 1 extends from Chadbourne Road at SR 12 north to Abernathy Road and west to Suisun Creek; Section 2 extends from Suisun Creek to Suisun Valley Road; Section 3 extends from Suisun Valley Road to Business Center Drive; and Section 4 extends from Business Center Drive to State Route (SR) 12 West at Red Top Road. Said Exhibit A is incorporated herein as though set forth in full.
7. The Project is covered under two environmental documents. The CITY has completed the environmental document that covers Section 2. The STA is currently completing the environmental document that covers the balance of the Project (Sections 1, 3, and 4).
8. Project development activities required to complete project delivery include finalizing the environmental document, PS&E, right-of-way acquisition and construction. The Parties agree to allocate responsibility for the various components of the Project as set forth below, including fiscal responsibility, and each Party agrees to undertake such portion or portions of the Project as listed below.

NOW, THEREFORE, the parties agree as follows:

AGREEMENT

SECTION I: AGENCY RESPONSIBILITY FOR DEVELOPMENT AND DELIVERY OF SPECIFIC PHASES OF THE PROJECT

9. Solano Transportation Authority (STA)

STA will be responsible for the following Project deliverables:

- (a) Serve as the Lead Agency for the preparation and certification of Environmental Documentation for Sections 1, 3 and 4 of the Project.
- (b) Subject to the provisions of the Section III of this Agreement, design, acquire right-of-way and construct Sections 1 and 3 of the Project with construction expected to be completed in 2009. However, at the option of CITY, Section 3 may be designed and constructed by the CITY. Should CITY design and construct Section 3, the actual cost for environmental activities, design and construction shall be accounted for in accordance with Section III of this Agreement. If, prior to CITY undertaking to construct Section 3 STA has expended costs for the design and construction of that Section then STA will be credited with those costs in accordance with Section III of this Agreement.
- (c) Construct as part of Section 1, that portion within Section 1 of CITY'S 30-inch waterline as provided for in plans and specifications provided by the CITY.
- (d) In conjunction with CITY and COUNTY, develop funding mechanisms for the future development of Section 4 of the Project; which Section is expected to be completed by 2016.
- (e) Undertake those steps necessary to support completion of the entire Project by the year 2016.

- (f) Reimburse the CITY for any right-of-way for the Project obtained by CITY for Section 1, if any. In particular, should the CITY purchase the entire Valine Property prior to completion of Section 1 (see Exhibit B), the STA shall purchase the entire Valine property as soon as right-of-way appraisals are completed for Section 1. The cost for the portion required for the North Connector shall be reimbursed/credited in accordance with Section III of this Agreement. For the remaining portion of the Valine Property for the I-80/I-680/State Route (SR) 12 Interchange Project, the cost shall be attributed to the Interchange Project, but acquired as part of the North Connector Project. Title to such North Connector right of way will be transferred to COUNTY if not so initially acquired as COUNTY will be the public agency responsible for the North Connector right-of-way when Project is completed. Similarly, title for the remaining portion of the Valine Property for the Interchange Project will be held by the COUNTY until the title is remitted to Caltrans as the public agency responsible for I-80 on the Interchange Project is completed. Any "remainder" property not needed for either the North Connector or Interchange Project shall be sold by STA and any funds received from said sale, following deduction for direct costs of sale for realtor commissions and costs of escrow if any there be, shall be credited toward the cost of the respective Project.
- (g) Obtain right-of-way necessary for construction of those portions of the Project to be built in the unincorporated territory of Solano County. Should acquisition of such right-of-way necessitate use of the powers of eminent domain, upon request by the COUNTY, STA will act to exercise those rights to acquire the necessary acquisitions. The costs for any such acquisition shall be taken into consideration per Section III of this Agreement.
- (h) Obtain all authorizations to proceed from Federal and State agencies for Section 1 and 3 of the Project. Such authorizations shall include requesting programming and obligation of funding for said Section.

10. City of Fairfield

CITY will be responsible for the following Project deliverables:

- (a) Complete the environmental clearance, design and construction of Section 2 of the Project with construction expected to be completed in 2008. The costs incurred by the CITY for environmental clearance, design, right-of-way and construction of any section completed or contributed, including staff time and administrative costs, shall be credited/reimbursed subject to the provisions of Section III of this Agreement.
- (b) Maintain signalization throughout the Connector to support the prompt flow of traffic along the Connector as a key reliever route for the I-80/I-680/Highway 12 interchange, including providing adequate green time through the limits of the Project for thru traffic to ensure Project intersections operate at LOS D or better.
- (c) Provide the design and construction plans and specifications for the 30-inch water line that will be constructed as part of Section 1. The costs for the waterline construction will be fully borne by the CITY and not taken into consideration per Section III of this Agreement.

- (d) Undertake those steps necessary to support completion of the entire Project by the year 2016.
- (e) In accordance with Section III of this Agreement, and in conjunction with STA and COUNTY, develop funding mechanisms for the future development of Section 4 of Project.

11. County of Solano

COUNTY will be responsible for the following Project deliverables:

- (a) Participation in Project funding in accordance with Section III of this Agreement.
- (b) In accordance with the Section III of this Agreement, and in conjunction with STA and the CITY, develop funding mechanisms for the future development of Section 4 of Project.
- (c) Undertake those steps necessary to support completion of the entire Project by the year 2016 including, but not limited to, diligently studying and pursuing the establishment of a transportation impact fee or a similar mechanism to provide the funding for the construction and maintenance of the Project and other regional road projects within Solano County.
- (d) Should acquisition of right-of-way necessitate use of the powers of eminent domain, COUNTY will either exercise those rights to acquire the property or request STA to use its power for such necessary acquisitions. This will require a separate action by the County at the time the acquisition of right-of-way by eminent domain is needed. The costs of such right-of-way acquisitions incurred by COUNTY, including staff time and administrative costs, shall be reimbursed by STA to COUNTY upon receipt of an invoice from COUNTY after applying said costs to any then remaining balance of COUNTY'S funding obligation.
- (e) Once the Project is completed, the COUNTY will own and maintain the section of the Project within the unincorporated area of Solano County.

SECTION II: RIGHT OF WAY

- 12. CITY and COUNTY will take the lead for acquiring and certifying rights –of way for each Project phase within their respective jurisdictions. Should COUNTY not wish to utilize its powers of eminent domain, then STA shall consider utilizing its powers of eminent domain, if any, to acquire such property necessary for acquisition of rights of way.
- 13. STA will work in close partnership with COUNTY throughout the right-of-way process. The costs for any acquisition by STA shall be taken into consideration per Section III of this Agreement.
- 14. CITY agrees to acquire right of way for the Project within the City of Fairfield when necessary property is reasonably available to CITY or, if not acquired by mutual agreement with the property owner, agrees to consider using its powers of eminent domain if legally appropriate. The costs for any such acquisition, including staff time and administrative costs, shall be taken into consideration per Section III of this Agreement.

SECTION III: FUNDING CRITERIA

15. This Agreement is similar in nature to other funding agreements whereby STA and other public agencies pool their funds and efforts to deliver important transportation improvements.

However, the COUNTY'S present financial constraints and lack of development impact fees or other funding mechanisms for such projects limits its financial participation at this time.

Therefore, the COUNTY will contribute Two Million Dollars (\$2,000,000) towards the cost of the Project on a reimbursable basis for costs incurred by the STA for Section 1, within 60 days of the receipt of an invoice from the STA.

This funding contribution shall only apply to Section 1 of the Project and is not intended to set a precedent for the COUNTY funding participation for Section 4 or for any other COUNTY funding responsibility for projects not part of this Agreement.

For the funding of Section 4, it is intended that the COUNTY and the CITY participate in the funding contribution as set forth by the STA Governing Board policy that requires the local agencies to contribute 50 percent of the cost of a regional transportation project such as the Project.

16. The general outline of costs and present sources of funding for the Project are set forth in the funding matrix attached hereto as Exhibit C and incorporated herein as though set forth in full.
17. In calculating the share of funding costs by each Agency, those costs shall be the actual costs to that Agency for the Project improvements but will not include those normal and customary obligations for frontage improvements of private development such as curb, gutter, sidewalk and a lane of traffic, if any such development has occurred or occurs prior to the date of this agreement. For example, the existing improvements to Business Center Drive shall not be included in calculating the share of funding costs for the City of Fairfield. The Parties recognize that, in addition to funding improvements through an agency's general budget, Project improvements, including right of way, may be funded by use of a variety of local means such as development impact fees or improvements and contributions undertaken by private development pursuant to a development agreement. Such sources of funding shall be credited toward the share of Project funding costs of the agency that imposed the impact fee or which entered into the development agreement.
18. Each Agency shall have the ability to audit the claim of costs by another Agency and, if they cannot agree upon the costs to be credited to one Agency or another, the three parties shall mediate the matter and, if not then in agreement, submit the matter to binding arbitration.
19. Upon completion of each Section of the Project, the Parties will produce a final accounting of the total cost of the Project and the funding costs or shares of all agencies in order to make any necessary final adjustments and credits among the Parties so that final funding is in accordance with the provisions of this Agreement.

SECTION IV: AMENDMENTS TO THIS AGREEMENT

20. STA, CITY and COUNTY agree to meet and confer upon the request of any party to this Agreement to discuss proposed changes to project scope, limits, cost and/or schedule. STA, CITY and COUNTY agree to not change project scope, limits, cost and/or schedule of Project without the mutual consent of all parties to the Agreement. Said consent by parties will not be withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of all Parties.

SECTION V: GENERAL PROVISIONS

21. Term of Agreement. The term of this agreement shall be ten years.
22. Independent Contractor. Each Party to this Agreement shall perform its responsibilities as an independent contractor and each Party shall, at its own risk and expense, determine the method and manner by which duties imposed on it by this Agreement shall be performed; provided however that the other Parties may monitor the work performed by the other Party or Parties.
23. Indemnification. COUNTY, CITY and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by each of them of their “deliverables” or their officers, agents, employees, or subcontractors of activities required under this Agreement.
24. Termination for Cause. If, after written notice and 60 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement, the non-defaulting party may terminate this Agreement by giving one hundred eighty (180) days written notice to the defaulting party in the manner set forth in the Section below on Notices.
25. No Waiver. The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.
26. Notices. All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by

this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA

Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

FAIRFIELD

Gene Cortright, Public Works Director
1000 Webster Street
Fairfield, CA 94533

COUNTY

Birgitta Corsello, Director
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

27. Interpretation. The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.
28. Severability. If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.
29. Local Law Compliance. The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.
30. Non-Discrimination Clause.
- (a) During the performance of this Agreement, the Parties and their subcontractors, if any, shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
 - (b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

- 31. Access to Records/Retention. STA, CITY or COUNTY or any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the Party which is directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after completion of the “deliverables” or any other work authorized hereunder and all pending matters are closed, whichever is later.

- 32. Conflict of Interest. The Parties hereby covenant, each to the other, that they presently have no interest not disclosed to the other Parties and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as the Parties may consent to in writing prior to a conflict.

- 33. Entirety of Contract. This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY: APPROVED AS TO FORM

By: _____
Daryl Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF FAIRFIELD,
a municipal corporation:

APPROVED AS TO FORM:

By: _____
Kevin O’Rourke, City Manager

By: _____
Gregory Stepanicich,
Fairfield City Attorney

COUNTY OF SOLANO:

APPROVED AS TO FORM:

By: _____
Michael D. Johnson, County Administrator

By: _____
Lori Mazzella
Deputy County Counsel



DATE: March 29, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Corridor Studies Involving Solano and Yolo Counties:
1.) State Route (SR) 113 Major Investment & Corridor Study
2.) I-80 Smart Growth Strategies Study
3.) I-80 Corridor of the Future
4.) I-5 Sacramento Metro Area Corridor Study

Background:

Several of the transportation studies occurring or proposed in the region impact both Solano and Yolo counties and their cities. Those studies are:

- The State Route (SR) 113 Major Investment and Corridor Study - lead agency is the Solano Transportation Authority (STA).
- I-80 Smart Growth Study – lead agency is the Metropolitan Transportation Commission (MTC).
- I-80 Corridors of the Future – proposed lead agency is the California Department of Transportation (Caltrans).
- I-5 Corridor in the Sacramento Metro Area – lead agency is Caltrans.

STA staff was contacted by the staff of the Yolo County Transportation District (YCTD) who were concerned that they did not know enough about the potential impacts of the SR 113 Major Investment and Corridor Study and the impact of the potential recommendations on Yolo County communities. YCTD staff requested a meeting with STA to discuss the SR 113 study; as the arrangements were being made, other studies were brought up, and other agencies involved. Staff from STA, YCTD, Yolo County, Caltrans, MTC and the Sacramento Area Council of Governments met on March 5th in Woodland to discuss the projects listed above.

Discussion:

- 1) *SR 113 Major Investment and Corridor Study*
STA informed the participants that the study contract had been awarded, and that one option to be studied was the realignment of the north end of SR 113 out of downtown Dixon, possibly to Pedrick Road. The multi-jurisdictional staff agreed that the City of Davis officials may have concerns about the potential impacts of this re-alignment, and that studying the option may imply a commitment to that choice. YCTD invited STA staff to make a presentation to the YCTD Board on April 9, 2007. A meeting with key stakeholder staff members is planned for the end of April.
- 2) *I-80 Smart Growth Study*
The I-80 Smart Growth Study is looking at traffic and congestion issues on I-80 from Roseville through Solano County. As such, it bridges the Bay Area and

Sacramento Area regions. MTC has released administrative drafts of the regional growth forecast and market study reports, looking at predictions from both the Sacramento Area Council of Governments (SACOG) and the Association of Bay Area Governments (ABAG).

3) *I-80 Corridor of the Future*

Caltrans informed the participants that they are the lead applicant for a “Corridors of the Future” proposal for I-80. The Corridors to the Future is a Federal Highway Administration (FHWA) program to take major corridors and examine and coordinate all aspect of transportation, including ground, rail, air and utilities, in order to enhance mobility in the corridor. Designated corridors are not expected to receive additional project funds, but are planned for expedited federal project review and approval. The application covers I-80 through California and Nevada. I-80 is one of 10 finalists for obtaining a grant; others in California include I-5, I-10 and I-15. Caltrans’ application is due in the spring of 2007, with FHWA making a selection in the summer of 2007. Caltrans is not asking for local information or support at this time.

4) *I-5 Sacramento Metro Area Corridor Study*

Caltrans is leading a study on traffic and congestion issues on I-5 from Sutterville Road to Arena Blvd. This project is in the data-gathering stage, and has not released any draft documents or studies. Issues in this study relate more to Yolo County than Solano County. However, one of the issues that will be considered is the creation of a through-traffic bypass of downtown Sacramento. This could involve a proposal alignment through a portion of eastern Solano County.

The meeting participants agreed to meet on an as-needed basis to continue sharing information on these projects.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: April 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:

Currently, the STA's development of the SR2S Program has begun in all cities with the exception of Rio Vista. In addition to meeting with city councils, school districts and community task forces, the STA has met with each school district's principals at their monthly administrative meetings. This has become a necessary and important step in coordinating walking audits.

Safe Routes to School Audits and Workshop events have been scheduled for Dixon, Vacaville, and Vallejo. Fairfield/Suisun Unified School District is close to scheduling their event. Benicia is scheduled to review their draft SR2S plan on April 25. Due to the lateness of Rio Vista's potential involvement, recommended members of Rio Vista's Community Task Force and school principals will be invited to attend an initial community's SR2S event in April or May.

As part of the adopted STA SR2S Program goals, SR2S Program updates will be given to the STA Board on a regular basis. Attached for Board 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. STA Safe Routes to School (SR2S) Program Status Report, 04-02-2007

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

04-02-2007

Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	Review Draft Benicia SR2S Plan April 25	Draft information received from City of Benicia. Draft SR2S Plan for Benicia in progress.
Dixon	Training Audit scheduled at Anderson Elementary on April 18.	Audit outreach flyers, meeting materials, and Vallejo principal packages are being produced.
Fairfield/Suisun	Training Audit to be scheduled.	Training Audit to be scheduled after April 25 th , potentially at Anna Kyle Elementary.
Rio Vista	Tentative task force members to be invited to initial start of meeting..	City and School Board Appointments are VACANT.
Vacaville	Training Audit scheduled for May 16 th at Will C. Wood High School.	Audit outreach flyers, meeting materials, and Vallejo principal packages are being produced.
Vallejo	Training Audit scheduled at Steffan Manor Elementary on April 19.	Audit outreach flyers, meeting materials, and Vallejo principal packages are being produced.
County of Solano	To be determined.	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. With the exception of Fairfield/Suisun and Rio Vista, all training audits have been scheduled: Dixon – April 18th, Vallejo – April 19th, Vacaville – May 16th. Benicia will review their draft plan on April 25, 2007. Potential Rio Vista members will be invited to attend a training audit at a future date.

Phase 3 – Not underway
 STA Countywide SR2S Study Development

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
- February 13, 2007
 - Received update from Benicia’s SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- May 8, 2007
 - Receive countywide update on task forces from STA
 - Review draft plans as available

Phase 3 –STA Board adoption of the SR2S Study

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for their adoption in December, 2007.

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 25, 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

Private schools to be contacted for program inclusion:

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

Dixon

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
STA TAC Rep	Royce Cunningham	Dixon City Engineer
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 28
School Based Training Audit	Principal's meeting, March 29 Audit scheduled for April 18 at Anderson Elementary
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

Benicia's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

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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		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Fred Wold	Retired-Part time PD
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	Principal’s meeting, March 26 Tentative audit dates in late April (after April 25 th)
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

Fairfield's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Fairfield	Calvary Baptist School	n/a	-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

Rio Vista

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

Phase 2 – Community Task Forces – 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 	Late May
School Based Training Audit	Shared with Vacaville or Fairfield/Suisun
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

Rio Vista does not have identified private schools to contact.

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Suisun City

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Suisun City's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	Interim Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	Principal's meeting, March 26 Tentative audit dates in late April (after the 25 th)
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 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

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7

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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		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	VUSD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 21
School Based Training Audit	Principal's meeting, March 13 & 27 Audit scheduled for May 16 at Will C. Wood High School.
Independent School Based Audits Conducted	April – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	June 18 - 22
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 1 - 5
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12

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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		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	Principal meeting, March 5. Audit scheduled for April 19 at Steffan Manor Elementary
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

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

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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	

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.

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.**

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

Concerning Solano Community College, other STA area plans and programs have the potential to be better suited to help increase safety as well as biking and walking to campus (e.g., the North Connector Transportation for Livable Communities Plan or the Solano Napa Community Information Program). Improvements and programs recommended through these other efforts will be incorporated into the STA's Safe Routes to School Program.

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DATE: March 27, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Safety Plan Update

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." There has been a long-running Agency concern about safety on State Route (SR) 12, especially the segment between I-80 and the Rio Vista bridge. Recent auto accidents, both on the Solano County side of the bridge and the Sacramento/San Joaquin County side of the bridge have further heightened those concerns.

In October of 2001, STA released the final "Highway 12 Major Investment Study" (the 2001 SR 12 MIS). This report provided information on the roadway and traffic, examined a number of possible improvements to the roadway, and recommended priorities for those improvements.

At the March 2007 STA Board meeting, Chair Intintoli asked STA staff to put a report on the status of SR 12 safety planning and action at the beginning of each Board meeting.

Discussion:

At the meeting, staff will provide an overview of:

1. The roadway itself – facts about the roadway and the land it runs through
2. Traffic on SR 12 – the volume of traffic, and what is known about the make-up and destination of the traffic
3. Accidents – a review of available information on the number, type, severity and location of accidents
4. Improvements – those improvements announced by Caltrans Director Will Kempton in a letter dated March 21, 2007.
5. The SR 12 Steering Committee and the Enforcement, Education, Legislation and Engineering approach
6. SR 12 MIS Update – the schedule and components of an update to the 2001 SR 12 MIS

In addition, STA staff will highlight elements of the 2006 California Strategic Highway Safety Plan. The CSHSP includes information on typical collision factors, and notes that human factors are at least partly involved in 93% of the accidents on state freeways and highways. The CSHSP also includes 16 safety challenges for state freeways and highways, including strategies to address those challenges and related implementation issues.

Recommendation:

Informational.

Attachments:

- A. State Route 12 – Roadway and Setting
- B. Traffic on SR 12
- C. Accidents
- D. March 21 Letter from Will Kempton
- E. SR 12 Steering Committee Enforcement, Education, Legislation and Engineering Approach
- F. SR 12 MIS Update
- G. California Strategic Highway Safety Plan

Attachment A - State Route 12 – Roadway and Setting

State Route 12 from I-80 to the Sacramento River Bridge in Rio Vista is 25.5 miles long, and can be divided into four segments:

Segment	Length	Lanes	Shoulder	Division	Crossings	Speed
Urban corridor from I-80 through Fairfield and Suisun	6.35 miles	2 lanes in each direction	shoulder adequate for emergency stopping	divided by concrete barrier, vegetated median or drainage channel	3 grade-separated crossings of local roads 11 at-grade intersections with local roads; 6 controlled by signal lights	Speed limit – 50 MPH
Level rural route from Suisun City limits to Shiloh Road	6.1 miles	1 lane in each direction no passing lanes; some areas striped to allow passing	shoulder adequate for stopping	no lane divider	5 at-grade intersections with local roads; none controlled by traffic lights	Speed limit – 55 MPH
Hilly rural route from Shiloh Road to Summerset Rd	10.4 miles	occasional passing lanes few areas striped to allow passing	shoulders generally not adequate for stopping	no lane divider	17 at-grade intersections with local roads or driveways; intersection with SR 113 controlled by flashing yellow light	Speed limit – 55 MPH
Small-town main street Summerset Rd to Sac. River Bridge	2.7 miles	2-lane road with common left-turn lane	Shoulders adequate for stopping; no parking allowed	No lane divider Common left-turn lane	numerous local roads and driveways; striped pedestrian crossings	speed limit – 45 to 35 MPH

Attachment B - Traffic on SR 12 – the volume of traffic, and what is known about the make-up and destination of the traffic

Sources of traffic counts: 2001 SR 12 MIS; 2005 actual counts conducted by the Metropolitan Transportation Commission (MTC); SR12 Comprehensive Transportation Corridor Study - Rio Vista Bridge to Hwy 99, dated Feb 28 2006 (SR 12 East)

Segment	Weekday	Weekend	Truck %	Origin/Destination
Urban corridor from I-80 through Fairfield and Suisun	16,000 (MTC) 20,300 (SR 12 MIS)	18,000 (SR 12 MIS)	6% (SR 12 MIS)	Origin – 87% in county, 13% outside of county Destination – 88% in county, 12% outside of county (SR 12 MIS)
Level rural route from Suisun City limits to Shiloh Road	14,000 (SR 12 MIS)	13,000 (SR 12 MIS)	14% (SR 12 MIS)	N/a
Hilly rural route from Shiloh Road to Summerset Rd	15,600 (MTC) 14,000 (SR 12 MIS)	13,000 (SR 12 MIS)	14% (SR 12 MIS)	At SR 113 Origin – 67 % in county, 33% outside of county Destination - 67 % in county, 33% outside of county (SR 12 MIS)
Small-town main street Summerset Rd to Sac. River Bridge	16,000 (MTC) 28,200 (SR 12 MIS)	25,000 (SR 12 MIS)	15% (SR 12 East)	Origin and destination 59% Rio Vista traffic 41% pass-through (SR 12 MIS)

Attachment C - Accidents – a review of available information on the number, type, severity and location of accidents

Sources of accident data - CHP SWITRS report for 1/1/2000 through 8/30/2006

Segment	Total Accidents	Fatal Accidents / fatalities injuries	“hot-spot” locations	Accidents by type
Urban corridor from I-80 through Fairfield and Suisun	732 (644 on SR 12, 88 on immediately adjacent roads)	4 / 4 608 injuries	71 - Chadbourne Rd 180 - Beck Ave 142 - Pennsylvania Ave 85 - Marina Blvd 65 - Sunset Ave 63 - Lawlor Ranch/Emperor 20 - Walters Rd	4 - Auto/Ped 97 - Broadside 10 - Head on 84 - Object 419 - Rear End 62 - Sideswipe 56 - all others
Level rural route from Suisun City limits to Shiloh Road	93 (90 on SR 12, 3 on immediately adjacent roads)	8 / 17 37 injuries	28 - Denverton Rd/ Overhead 19 - Scally Rd	0 - Auto/Ped 5 - Broadside 7 - Head on (6 fatal) 27 - Object 10 - Rear End 17 - Sideswipe 27 - All others
Hilly rural route from Shiloh Road to Summerset Rd	232 (229 on SR 12, 3 on immediately-adjacent roads)	6 / 15 171 injuries	22 - Avezedo Rd 24 - Currie Rd 51 - Olsen Rd 76 - SR 113	0 - Auto/Ped 18 - Broadside 23 - Head on (4 fatal) 62 - Object 57 - Rear End 30 - Sideswipe 42 - All others
Small-town main street Summerset Rd to Sac. River Bridge	207 (197 on SR 12, 10 on immediately-adjacent roads)	0 / 0 90	29 - Church Rd 56 - Dourin Dr 24 - Summerset Dr 31 - Virginia St	0 - Auto/Ped 30 - Broadside 5 - Head on 25 - Object 106 - Rear End 21-Sideswipe 20 - All others

Sources of accident data: SR 12 MIS covering 5-year period prior to publication in 2001

Segment	Total Accidents	Fatal Accidents Injury Accidents	“hot-spot” locations	Accidents by type
Urban corridor from I-80 through Fairfield and Suisun	536	2 147	19 - Chadbourne Rd 115 - Beck Ave 71 - Pennsylvania Ave 65 - Marina Blvd 45 - Sunset Ave 28 - Lawlor Ranch/ Emperor	6 - Auto/Ped 77 - Broadside 11 - Head on 25 - Object 282 - Rear End 33 - Sideswipe 102 - all others
Level rural route from Suisun City limits to Shiloh Road	53	1 19	13 - Shiloh Rd	0 - Auto/Ped 2 - Broadside 3 - Head on 17 - Object 10 - Rear End 6 - Sideswipe 15 - All others
Hilly rural route from Shiloh Road to Summerset Rd	141	6 36	22 - SR 113 18 - Western Railroad Museum	0 - Auto/Ped 10 - Broadside 15 - Head on (5 fatal) 37 - Object 33 - Rear End 10 - Sideswipe 36 - All others
Small-town main street Summerset Rd to Sac. River Bridge	96	0 20	16 - Church Rd 11 - Virginia St 25 - Hillside Ter.	2 - Auto/Ped 22 - Broadside 2 - Head on 21 - Object 30 - Rear End 10-Sideswipe 9 - All others

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Orig: JM

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MAR 27 2007

Flex your power!
Be energy efficient!SOLANO TRANSPORTATION
AUTHORITY

March 21, 2007

The Honorable Patricia Wiggins
California State Senate
State Capitol, Room 4081
Sacramento, CA 95814

The Honorable Lois Wolk
California State Assembly
State Capitol, P.O. Box 942849
Sacramento, CA 94249-0008

The Honorable Alan Nakanishi
California State Assembly
State Capitol, P.O. Box 942849
Sacramento, CA 94249-0010

The Honorable Noreen Evans
California State Assembly
State Capitol, P.O. Box 942849
Sacramento, CA 94249-0007

Dear Senator Wiggins, Assembly Members Wolk, Nakanishi, and Evans:

Thank you for your recent letter regarding highway safety on State Route (SR) 12, between Suisun City in Solano County and Lodi in San Joaquin County. As discussed in our meeting on March 12, 2007, the California Department of Transportation (Department) is proceeding with a number of immediate and short-term actions that include modifications in various previously planned and programmed projects along this corridor to enhance safety.

For the portion between Rio Vista and Suisun City in Solano County, within the next 45 to 60 days, the Department will install radar speed information signs, re-stripe the highway centerline to prohibit passing, and add highway safety information signs to help curtail speeding and other traffic violations along the corridor. For the interim, as of March 18, 2007, four portable changeable message signs (CMS) with safety messages were placed in operation and will remain until the above-noted immediate actions are put in place. In addition, we have modified the currently programmed projects for this area to include lane separators, or temporary concrete barriers (where feasible), along with rumble-strips on the centerline and shoulders for the entire 18-mile highway segment. The Department will accelerate, by two years, another major project on SR 12, from 0.7 miles east of Scandia Road to Currie Road, to commence construction in summer 2008. This project will provide shoulder widening, centerline soft median barrier, left-turn channelization, bridge rail upgrading, drainage modifications, vertical and horizontal alignment and intersection improvements, and pavement rehabilitation of existing roadway surface. The programmed amount for this project is \$46,680,000. As a long-term solution, the Department will initiate a study in coordination with the Solano County Traffic Authority to ascertain the need for a median barrier, left turn pockets, and passing lanes, between Rio Vista and Suisun City.

The Honorable Patricia Wiggins, et al

March 21, 2007

Page 2

Similarly, for the portion of SR 12, from the Sacramento/San Joaquin County line to Lower Sacramento Road near Lodi, there are currently two portable CMS and two trailer-mounted radar speed information signs in operation, to help enhance highway safety. In addition, we are proceeding with a project to install new centerline and shoulder rumble-strips by fall of 2007. For the long-term, the Department has initiated a pavement rehabilitation project between the Sacramento/San Joaquin County line to Potato Slough Bridge. This \$33,000,000 project, which will add standard shoulders to the highway, will be submitted as a candidate for funding in the 2008 State Highway Operations and Protection Program (SHOPP). The Department has also proposed a pavement rehabilitation project between Tower Park Road and Interstate 5. This \$5,000,000 project, which will include safety improvements, will also be submitted as a candidate for funding in the 2008 SHOPP. Lastly, there is a proposed State Highway Improvement Program (STIP) project for operational improvements at several intersections from the Sacramento/Solano County Line to Interstate 5 scheduled for construction in 2012.

Additional details relating to the aforementioned improvements are included as an attachment. The Department shares your concerns regarding safety on SR 12, and we intend to deliver these improvements on this corridor in the time frames described. If you have any further questions or concerns, please contact me at (916) 654-5267, District 4 Director, Bijan Sartipi, at (510) 286-5900, or District 10 Director, Kome Ajise, at (209) 948-7943.

Sincerely,



WILL KEMPTON

Director

Attachment

- c: Senator Alan Lowenthal, Chair of Senate Transportation Committee
- Senator Mike Machado, Fifth Senatorial District
- Assembly Member Pedro Nava, Chair of Assembly Transportation Committee
- Art Bauer, Senate Transportation Committee
- Janet Dawson, Assembly Transportation Committee
- Commissioner Brown, California Highway Patrol
- Curt Augustine, Deputy Legislative Secretary, Office of the Governor
- Dale E. Bonner, Secretary, Business, Transportation and Housing Agency
- Darryl Halls, Executive Director, Solano Transportation Authority
- Bijan Sartipi, District 4 Director
- Kome Ajise, District 10 Director

Immediate Action

1. The California Highway Patrol will enhance enforcement.
2. Public service/advisory enhancement signage. Maintenance installed four changeable message signs last week. The estimated cost is \$10,000.
3. Restriping of double yellow/no passing zone centerline from Rio Vista to Suisun City, for a distance of 18 miles, starting the week of March 25, 2007. Maintenance will perform this project. The estimated cost is \$25,000.
4. Traffic enhancement signage. Additional signs will be installed by Maintenance within 30 to 60 days. The estimated cost is \$10,000.
5. Installation of radar speed detection and information signs by Maintenance from Rio Vista to Suisun City. A total of eight signs will be placed, four signs in each direction at an estimated cost of \$100,000. The signs will be in place in 45 days.
6. Joint press conference with California Highway Patrol and media updates. This action will be on a continuous basis.

Summary – Short-Term Improvements in Place by fall of 2007

From 0.7 mile east of Scandia Road to Shiloh Road/Lambie Road, there will be a temporary concrete barrier on top of the centerline, with rumble strips on the right shoulders.

From Shiloh Road/Lambie Road to Currie Road, there will be channelizers at 24-foot spacing on top of the centerline stripe.

From Currie Road to Drouin Drive, there will be a centerline rumble strip with channelizers at 24-foot spacing, and rumble strips in the right shoulders.

From 0.7 miles east of Scandia Road to Drouin Drive, there will be four radar speed feedback signs in each direction. Additional speed limit signs, passing zone signs, and Do Not Pass signs will be installed.

No passing will be allowed from 0.7 mile east of Scandia Road to Drouin Drive except where a passing lane is available.

From the Sacramento/San Joaquin County line to Lower Sacramento Road near Lodi, there will be a centerline rumble strip and rumble strip in the shoulders. Also, additional speed limit signs and driver awareness signs will be installed.

Short-term Project Details

1. From 0.7 mile east of Scandia Road to Lambie Road/Shiloh Road intersection. The project includes the installation of a temporary concrete barrier and shoulder rumble strips. This project will also install channelizers on top of the centerline from Shiloh Road to Currie Road. Construction is anticipated to commence in summer 2007. The programmed amount for this project is \$3,500,000.
2. From Currie Road to Drouin Drive. This project installs a centerline soft median barrier with channelizers at 24-foot spacing and rumble strips along the outside shoulder area where there is an existing 8-foot minimum shoulder width. Construction will start on March 26, 2007, and will be completed by May 2007. The estimated cost for this project is \$550,000.

Longer-Term Project Details

1. From 0.7 miles east of Scandia Road to Currie Road. The project includes shoulder widening, centerline soft median barrier, left-turn channelization, bridge rail upgrading, drainage modifications, intersection widening, vertical and horizontal alignment improvements, and pavement rehabilitation of existing roadway surface. This project is being accelerated with construction anticipated to commence in summer 2008, two years earlier than originally planned. The programmed amount for this project is \$46,680,000.
2. From Azevedo Road to Liberty Island Road. The project will widen the right shoulders to eight feet. Construction is anticipated to commence in summer 2010. The programmed amount for this project is \$3,915,000.
3. From Sacramento County line to Interstate 5. The project will construct operational improvements at Tower Parkway under the Potato Slough Bridge along with other operational improvements at Guard Road and Correia Road. Construction is anticipated to commence in 2012. The programmed amount for this project is \$13,000,000.

Attachment E - The SR 12 Steering Committee and the Enforcement, Education, Legislation and Engineering approach

Enforcement

The Solano California Highway Patrol expects to hear in April if it will receive an Office of Traffic Safety (OYS) grant for special enforcement on SR 12 from I-80 to I-5. In the mean time, CHP continues to use allocated overtime hours for enforcement on SR 12. As of mid-March, CHP overtime activity had accounted for more than 300 additional citations on SR 12 in Solano County.

Education

CHP and Caltrans have placed several lighted changeable message signs along SR 12 to alert drivers to on-going safety concerns and enforcement activity. STA staff is reviewing the "Every 15 Minutes" educational presentation developed by CHP.

Legislation

Assemblywomen Lois Wolk has introduced Assembly Bill (AB) 112 to make the SR 12 Corridor from I-80 to I-5 a double fine zone for 5 years. The 5-year time frame will provide the double fine zone through the time frame for the major capital improvements that are scheduled to begin in 2008 between Rio Vista and Suisun City. The bill as currently amended includes an Urgency Provision, making it effective as soon as signed by the Governor. The bill was endorsed by the Assembly Transportation Committee on March 26, with a 12-0 favorable vote. The bill next goes to the Assembly Appropriations Committee.

Assemblywomen Lois Wolk has also introduced Assembly Concurrent Resolution (ACR) 7 to make a segment on SR 12 between Olsen Road and SR 113 the Officer Lamoree Memorial Highway. This Resolution was approved by consent by the Assembly Transportation Committee on March 26.

Engineering

Immediate physical improvements to SR 12 have been announced by Caltrans (see attached map), including striping all of the center divide as No Passing, installation of concrete barriers east of Suisun City and installation of plastic traffic channelers in areas where concrete barriers are not appropriate.

The next SR 12 Steering Committee meeting will be held May 3, 2007 at 9:00 a.m. in Rio Vista.

Attachment F - SR 12 MIS Update – the schedule and components of a safety evaluation and update to the 2001 SR 12 MIS

Traffic counts, which will be a vital part of the MIS update, are most effective when collected in the September through May time frame. Planning staff hopes to contract with a traffic engineering firm for counts on SR 12 on key connecting roads in April, and to have the traffic counts available to whatever consultant is selected to prepare the safety evaluation and update to the 2001 SR 12 MIS.

Staff will take the proposed Request for Proposals (RFP) to the April 25, 2007 meeting of the STA Technical Advisory Committee (TAC). The RFP and the TAC recommendation will be presented to the STA Board for action at its meeting of May 9.

Staff hopes to have a consultant recommended and a contract ready to sign by the STA Board meeting of July 11, 2007.

The schedule is expected to call for preliminary identification of key safety improvements in the Fall of 2007, in order to submit them to Caltrans for fiscal programming.

**Copies of the
California Strategic Highway Safety Plan
have been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
California Strategic Highway Safety Plan
by visiting this website <http://www.dot.ca.gov/SHSP/>
or by contacting our office at
(707) 424-6075**

Thank you.

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DATE: March 29, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Proposition 1B Transportation Infrastructure and Proposition
1C Transit Oriented Development Low Income Housing Funds

Background:

State voters passed Propositions 1B (Transportation) and 1C (Affordable Housing) bond measures in November 2006. Prop 1B provides nearly \$20 billion for transportation improvements. The Bay Area also can anticipate significant sums from other sources in the bond, such as the Corridor Mobility Program (\$4.5 billion statewide), Trade Corridors (\$2 billion statewide), State-Local Partnership Program (\$1 billion statewide), and Transit Security (\$1 billion statewide), among other programs in the bond. Bond funding for all programs would be provided over 10 years, subject to annual appropriation by the Legislature. Annual funding for three new programs — Corridor Mobility, Trade Corridors and State Route 99 funding — is tied to the annual budget bill and would therefore require approval by two-thirds of lawmakers, while annual funding for other remaining categories would require a simple majority approval by legislators. One of the noteworthy policy changes contained in Prop 1B is the reinvigoration of the California Transportation Commission (CTC). Subsequent to passage of SB 45 (Kopp) in 1997, the CTC's role lessened considerably, with project selection responsibilities shifted to regional agencies, such as Metropolitan Transportation Commission (MTC), and Caltrans. However, under the bond measure, the CTC would be granted sole discretion over the selection of Corridor Mobility projects, Trade Corridor projects, and a new State-Local Partnership Program, among others.

Prop 1C provides for \$285 million in funds over the next 3 years for Transit-Oriented Development (TOD) that includes a component of low-income housing. The funds will be distributed and monitored by the state Department of Housing and Community Development (HCD).

Discussion:

Prop 1B

On February 28, 2007, the CTC programmed the CMIA component of Prop 1B. Two projects in Solano County funding from this category. State Route (SR) 12 Jameson Canyon project received \$74 million. This amount is less than originally sought. STA, Caltrans and MTC are requesting that an additional \$11 million in unallocated CMIA funds be added back to this project. The second project is the I-80 High Occupancy Vehicle (HOV) Lane project which received \$56 million.. This project is part of the overall planned improvements to the I-80/I-680/SR 12 Interchange. This amount was significantly less than the \$150 million in CMIA funds requested by STA and recommended by the MTC and Caltrans.

With regard to the Trade Corridors program, Prop 1B provides \$2 billion to be allocated by the CTC to federally-designated "Trade Corridors of National Significance" or other corridors within the state that have a high volume of freight traffic. The bill gives the CTC sole discretion over the project list and specifies that eligible projects include, but are not limited to: (1) highway capacity and operational improvements; (2) rail freight improvements; (3) projects to improve the capacity and efficiency of ports; (4) truck corridor improvements, including dedicated truck lanes or toll facilities; (5) California-Mexico border access improvements; and (6) surface transportation improvements to facilitate goods movement to and from airports. This category is competitive, with the greatest competition coming from Southern California. STA is seeking to obtain \$50 million from the Trade Corridors category for the first phase of the Cordellia Truck Scales Relocation project. Over the next 6 months the CTC will be determining the guidelines for this category with programming expected in late 2007 to early 2008.

Prop 1C

HCD is a state agency with experience in providing money for affordable housing projects, but with little or no experience dealing with infrastructure issues, especially transportation infrastructure issues. They have been advised by Caltrans in preparing their guidelines for the distribution and expenditure of the funds. Key elements of those guidelines are:

- Funds will be released over a 3-year period, with \$95 million each year. HCD has not determined if communities or agencies will have a cap on the number of projects that may be qualified or on the amount of money a project or jurisdiction can receive.
- Fiscal Year 2007-08 funds must be spent by the end of April 2012.
- The primary focus of the funds will be projects that are supported by fixed rail. This is not in the statute, but was stated by HCD as their intended focus.
- HCD has stated that they wish to support TOD projects that are intentionally oriented to transit, not just housing that happens to be close to transit facilities.
- Projects will also qualify if they are located at a Bus Hub, Bus Transfer Station or Ferry Terminal.
- Prop 1C money can be used either for infrastructure or housing units. Infrastructure improvements must directly benefit qualifying housing projects.
- Money for infrastructure will be a grant. Money for housing units will be a loan; the loan terms have not been established.
- Qualifying infrastructure includes roads, water and sewer lines and public transit. There are limits on use of Prop 1C funds for parks.
- Supported housing process must have at least 15% of their units affordable to households that qualify as Low or Very Low income households; this affordability restriction is for a period of 55 years. Projects with greater affordability will likely be ranked higher, but a ranking system has not yet been devised.

- Housing supported by Prop 1C funds must be within ¼ mile of a qualifying rail, bus or ferry facility.
- HCD is proposing density criteria to qualify. For suburban communities, the proposed minimum density is 50 units per acre. No minimum number of housing units is specified.
- The enabling legislation requires that projects receiving Prop 1C funds a) increase transit ridership, b) reduce auto trips and c) be located in an infill area, as identified by the local Council of Governments.

HCD plans to release a Notice of Funds Availability (NOFA), applications and guidelines in the late summer of 2007. Applicant workshops will be held in the early fall of 2007, and applications will be due in the late fall of 2007. This schedule is subject to change by HCD. Within Solano County, the only two cities likely eligible to compete for these funds are the cities of Vallejo and Fairfield.

Further information is available at <http://www.hcd.ca.gov/fa/tod/>.

Recommendation:
Informational.

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DATE: April 2, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – April 2007

Background:

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

Discussion:

State Legislation

Assembly Bill (AB) 112 (SR 12 double fine zone) was heard by the Assembly Transportation Committee on March 26, 2007. A contingent of STA Board members and interested community members attended the hearing along with Gus Khouri of Shaw/Yoder, Inc., STA's state legislative consultant firm. AB 112 passed out of the committee with a 14-0 vote in favor, and has been re-referred to the Appropriations Committee. Assembly Concurrent Resolution (ACR) 7 (Officer David Lamoree Memorial Highway) was also approved in the Consent Calendar at the same hearing.

Assembly Bill (AB) 463 (Attachment B) was introduced by Assembly Member Huffman to require all new diesel powered ferries to meet specific air emissions standards. This proposed bill would amend the California Clean Ferry Act. There have been several discussions among ferry operators and businesses which may be affected by this bill. The issues of concern are:

1. The definition of "new ferry" that would be required to meet stricter standards, specifically whether it would include existing ferries that will be retrofitted with engines after January 1, 2008.
2. Whether this bill would apply to privately funded vessels and excursion/charter vessels whose engines operate at different power cycles than commuter ferries.
3. A new standard being established based upon untested technology.
4. The cost/benefit ratio and the anticipated air quality benefits analysis.

The Technical Advisory Committee (TAC) at the March 28, 2007 meeting approved forwarding a recommendation to the STA Board to adopt a watch position on AB 463 (Huffman) related to amending the California Clean Ferry Act. Staff will watch this bill and bring it before the STA Board when a proposed amendment is developed.

Federal Legislation

Staff accompanied four members of the STA Board and two representatives of the Solano business community to Washington, D.C. March 26-28, 2007. The group met with Congressman George Miller as well as with staff from the offices of U.S. Senator Barbara Boxer,

Dianne Feinstein, and Harry Reid, and staff from the offices of Congress members Peter DeFazio, John Doolittle, Dan Lungren, Doris Matsui, Ellen Tauscher, and Mike Thompson.

The purpose of the trip was to lobby support for Solano County's priority transportation projects as presented in March 2007 Solano County's Priority Projects – Fiscal Year 2008 Federal Appropriations Requests" (under separate cover):

- Vallejo Ferry Maintenance Facility - \$3.272 Million
- Fairfield/Vacaville Intermodal Station - \$2 Million
- I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component) - \$6 Million
- Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million
- SR 12 Traffic Safety Signage/Education - \$200,000

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. AB 463 (Huffman)
- C. State Legislative Update – Shaw/Yoder, Inc.
- D. Federal Legislative Update – The Ferguson Group



LEGISLATIVE MATRIX
2007-2008 State and Federal Legislative Session

Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City CA 94585-2427
 Telephone: 707-424-6075
 Fax: 707-424-6074
 Web site: solanolinks.com

March 20, 2007

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State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	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	Sponsor and Support	Support: Cities of Benicia, Fairfield, Vallejo	3
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			4
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management	Support w/Amendment to add Solano County		5
AB 463	Huffman	California Clean Ferry Act: emissions			5
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)	Co-sponsor and Support	City of Rio Vista: Sponsor/Support	5

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 9	Lowenthal	Trade Corridors Improvement Fund			6
SB 16	Florez	Rail Grade Crossings: Automatic Gates			6

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ATTACHMENT A

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 19	Lowenthal	Air Quality Improvement Account: Proposition 1B			7
SB 45	Perata	Transit Security & Emergency Preparedness Fund: Proposition 1B			7
SB 47	Perata	State-Local Partnership Program: Proposition 1B			7

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			8

For details of important milestones during the 2007 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.

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 Jan. 1, 2008.	Set for hearing in ASM Trans Com. 03/26/07	
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.	Amended, re-referred to ASM Trans. Com. 03/06/07.	
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.	Amended 03/12/07; set for hearing in ASM Trans Com. 03/26/07	Sponsor and Support
		Support: Cities of Benicia, Fairfield, Vallejo	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 117 (Beall) Traffic offenses: additional assessment: traffic safety	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.	Set for hearing in ASM Trans. Com. 03/26/07	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes the county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of the fee would require voter approval of the measure. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	Set for hearing in ASM Trans. Com. 04/09/07	Support with Amendment to add Solano County
AB 463 (Huffman) California Clean Ferry Act: emissions	Requires all new diesel powered ferries operating the waters of this state to meet certain specified air emissions standards.	Set for hearing in ASM Trans. Com. 04/09/07	
ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12)	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.	Set for hearing at ASM Trans Com. 03/26/07	Co-sponsor and Support
		Sponsored by City of Rio Vista and STA	

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>	Referred to SEN Com. On Rules 01/18/07	
SB 16 (Florez) 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>	Amended 03/12/07; re-referred to SEN Com. On Rules 03/13/07	

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	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. 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.	Referred to SEN Com. On Rules 01/18/07	
SB 45 (Perata) Transit Security & Emergency Preparedness Fund: Prop. 1B	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.	Referred to SEN Com. On Rules 01/18/07	
SB 47 (Perata) State-Local Partnership Program: Proposition 1B	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.	Referred to SEN Com. On Rules 01/18/07	

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.	22/27/07 Status: Senate Committee on Commerce, Science, and Transportation Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security. Hearings held.	
		Cosponsored by Senator Boxer	

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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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ASSEMBLY BILL**No. 463****Introduced by Assembly Member Huffman**

February 20, 2007

An act to amend the heading of Chapter 3.3 (commencing with Section 39630) of, and to add Article 2 (commencing with Section 39640) and the heading of Article 1 (commencing with Section 39630) to Chapter 3.3 of, Part 2 of Division 26 of, the Health and Safety Code, relating to vessels.

LEGISLATIVE COUNSEL'S DIGEST

AB 463, as introduced, Huffman. Vessels: California Clean Ferry Act of 2007: air emissions.

(1) Existing law establishes the State Air Resources Board as having responsibility for the control of motor vehicle emissions and to protect air quality from increasing volumes of cruise ship engine and oceangoing ship engine emissions. The state board is required to adopt standards, rules, and regulations necessary for the proper execution of its powers and duties. Existing law generally provides that a violation of any regulation of the state board is a crime.

This bill would require all new diesel powered ferries operating in the waters of this state, to meet certain specified air emissions standards. The air emissions standards would be enforced by the state board, and the state board would be authorized to adopt standards, rules, and regulations for that purpose.

Because this bill would create a new crime, this bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. The heading of Chapter 3.3 (commencing with
 2 Section 39630) of Part 2 of Division 26 of the Health and Safety
 3 Code is amended to read:

4
 5 CHAPTER 3.3. ~~CRUISE SHIPS AND OCEANGOING SHIPS VESSELS~~

6
 7 SEC. 2. The heading of Article 1 (commencing with Section
 8 39630) is added to Chapter 3.3 of Part 2 of Division 26 of the
 9 Health and Safety Code, to read:

10
 11 Article 1. Cruise Ships and Oceangoing Ships

12
 13 SEC. 3. Article 2 (commencing with Section 39640) is added
 14 to Chapter 3.3 of Part 2 of Division 26 of the Health and Safety
 15 Code, to read:

16
 17 Article 2. The California Clean Ferry Act of 2007

18
 19 39640. The Legislature finds and declares all of the following:

20 (a) It is in the interests of all Californians to protect air quality
 21 from increasing volumes of diesel-powered ferry engine emissions
 22 due to expanding fleets.

23 (b) While new ferry operations may offer certain benefits to
 24 Californians, diesel-powered ferry engines emit more air pollution
 25 per passenger mile than land based transportation modes.

26 (c) All new diesel-powered ferries in this state shall meet the
 27 same air quality standards currently set forth in statutes governing
 28 the expansion of ferry service in the San Francisco Bay.

29 39641. As used in this article, unless the context clearly requires
 30 a different meaning:

1 (a) "Diesel engine" means an internal combustion,
2 compression-ignition engine designed to burn diesel fuel.

3 (b) "Diesel-powered" means a ferry equipped with and powered
4 by a diesel engine.

5 (c) "Ferry" means a vessel engaged in the commercial transport
6 of passengers with the capacity to transport 75 or more passengers,
7 including, but not limited to, ferries engaged in commuter service,
8 excursions, charter service, waterborne transit, or emergency
9 response service.

10 (d) "New ferry" means any of the following:

11 (1) A ferry where the engine was installed on or after January
12 1, 2008.

13 (2) A ferry that had its keel laid on or after January 1, 2008.

14 (3) A ferry placed into service for the first time on or after
15 January 1, 2008.

16 (e) "Waters of this state" means any waters within the territorial
17 limits of this state.

18 (f) "Recreational vessel" means a vessel that is being used only
19 for pleasure.

20 39642. (a) Each new diesel-powered ferry operating in the
21 waters of this state shall meet the air emissions standards
22 established pursuant to Section 65540.27 of the Government Code.

23 (b) The state board shall enforce this article and may adopt
24 standards, rules, and regulations for that purpose pursuant to
25 Section 39601.

26 (c) This section shall not apply to recreational vessels, cruise
27 ships, and oceangoing vessels.

28 SEC. 4. No reimbursement is required by this act pursuant to
29 Section 6 of Article XIII B of the California Constitution because
30 the only costs that may be incurred by a local agency or school
31 district will be incurred because this act creates a new crime or
32 infraction, eliminates a crime or infraction, or changes the penalty
33 for a crime or infraction, within the meaning of Section 17556 of
34 the Government Code, or changes the definition of a crime within
35 the meaning of Section 6 of Article XIII B of the California
36 Constitution.

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

April 3, 2007

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE- APRIL, 2007

Governor's 2007-08 Proposed Transportation Budget

Both the Senate and the Assembly held Informational Hearings last week to publicly discuss the Governor's 2007-2008 proposed budget and the impacts it would have on transportation. Your Legislative advocacy team testified in the Assembly Budget subcommittee #5 and Senate Budget subcommittee #4 to discuss the damaging impacts that proposal would have on transportation planning and programming by virtually eliminating transit funding thus compromising funding for highway projects. The California Transportation Commission concurred that the Governor's proposal would have a negative impact on the Fund Estimate for the 2006 and 2008 State Transportation Improvement Program (STIP), despite the proposed full funding of Proposition 42. Assembly Member Mike Feuer, Chair of Assembly Budget subcommittee #5, and Assembly Member Lois Wolk spoke against the Governor's proposal. Senator Christine Kehoe was the most vocal against the Governor's proposals in Senate Budget subcommittee #4, although Chair Mike Machado seemed sympathetic to arguments against the Governor's proposal as well.

State Legislative Program

The following is an update on your 2007 State Legislative Program:

AB 112 (Wolk) As you know, 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 reestablish a double fine zone along the SR 12 Corridor (between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County), for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety until 2012, when safety enhancement projects are expected to be delivered. AB 112 passed out of Assembly Transportation Committee 14-0 on March 26th, as amended, to make it an

urgency item. The next stop is the Assembly Appropriations Committee, where all indications are that the bill should not have a problem reaching the Assembly Floor. Your advocacy team will continue to discuss AB 112 with the full body of the Assembly to ensure passage onto the Senate.

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, 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. ACR 7 was approved on the Assembly Transportation Committee's Consent Calendar, meaning that the resolution should sail through the Assembly. Your advocacy team will continue to monitor and report on its status as it moves through the process.



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: April 3, 2007

March 2007 Activity. In March 2007, The Ferguson Group focused on submitting Fiscal Year 2008 appropriations requests and on STA's annual lobbying trip to Washington. TFG worked with STA staff to finalize FY08 appropriations requests and submitted all requests in advance of all applicable deadlines. STA's FY08 requests include:

- I-80/I-680/SR-12 Interchange (Cordelia Truck Scales): \$6 million;
- Vallejo Ferry Maintenance Facility: \$3.272 million;
- Travis AFB Access Improvements / Jepson Parkway: \$3 million;
- Fairfield / Vacaville Intermodal Station: \$2 million; and
- SR-12 Traffic Safety Signage & Education: \$200,000.

DC Lobbying Trip. The Ferguson Group coordinated STA's Washington, D.C. lobbying trip on March 26-28. STA met with Members and staff of the regional congressional delegation and lobbied for support for STA's five FY08 priority projects. In addition to meeting with Members and congressional staff representing Solano County, STA met with key staff from other Northern California and Nevada offices to continue lobbying for support for 80/680/12 Interchange improvements, Travis Access Improvements, SR-12 Traffic Safety Improvements, and STA's two transit projects.

STA also met with key transportation authorization committee staffers to discuss the upcoming transportation reauthorization process and to continue to ensure key staffers are familiar with STA's priorities.¹

I would like to take this opportunity to note the key role played by STA staff in ensuring the lobbying trip ran smoothly, efficiently, and effectively.

¹ While SAFETEA-LU does not expire until 2009, work on the reauthorization bill is likely to begin in earnest this fall.

Fiscal Year 2008 Requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Ferry Maintenance Facility	\$3.272 million	FY08 requests submitted to House and Senate delegation. Markups likely in May – June.
Fairfield / Vacaville Intermodal Station	\$2 million	FY08 requests submitted to House and Senate delegation. Markups likely in May – June.
I-80/680 Interchange (Cordelia Truck Scales Design)	\$6 million	FY08 requests submitted to House and Senate delegation. Markups likely in May – June.
Travis Access (Jepson)	\$3 million	FY08 requests submitted to House and Senate delegation. Markups likely in May – June.
SR-12 Traffic Safety Signage & Education	\$200,000	FY08 requests submitted to House and Senate delegation. Markups likely in May – June.



DATE: April 3, 2007
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Commute Challenge Update/Bike to Work Week May 14-18, 2007

Background:

Solano Commute Challenge

STA's Solano Napa Commuter Information (SNCI) program is organizing the Solano Commute Challenge, a targeted outreach campaign for Solano County employers that involves the local business community in addition to employers and employees. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. The Challenge is to "Use transit, carpool, vanpool, bike, or walk to work at least 36 times from May to September." Employees will track the days they use alternative transportation. Prize awards and raffle opportunities will be provided to participants who meet the goal. Employers can take advantage of the Bike to Work campaign to "kick-start" the Challenge at their worksites.

Bike to Work

May 14-18, 2007 marks the thirteenth (13th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 17th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year over 600 individuals participated in BTW in Solano and Napa Counties.

Two elements added to last year's campaign are continuing this year. **The Team Bike Challenge** is where teams compete to see who can travel the most days by bicycling during the month of May. The team with the most points wins a grand prize. **The Bike Commuter of the Year Award** honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling.

SNCI is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano and Napa Bicycle Advisory Committees.

Discussion:

Solano Commute Challenge

STA staff has met with several Chambers of Commerce (Vacaville, Vallejo, Rio Vista and Benicia to date) to get input and feedback about the Solano Commute Challenge. Each Chamber was presented a list of suggested employer targets in their area for review and comment. The Chambers have been enthusiastic and supportive of the campaign and are interested in taking an active role to encourage employer participation.

Information about the Solano Commute Challenge will be posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge.

Solano Commute Challenge campaign materials will be mailed to the targeted employers in mid-April with telephone follow-up a week later. Additionally, the targeted employers will receive information about the Bike to Work campaign and how participating in Bike to Work can benefit their Solano Commute Challenge outcome.

Bike to Work

To increase awareness about the Bike to Work campaign, staff performs outreach to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed. Local sponsors have also been secured to add value and increase interest in the campaign.

A mailing of BTW campaign materials will be sent by mid-April to major employers in Napa and Solano Counties. BTW pledge forms will be distributed by mail, events, displays, and newspaper inserts. Web pages are in the process of being added to STA's website so that individuals may register on-line as well as learn where energizer stations will be located. Articles and advertisements will be placed in several community publications.

Solano and Napa Counties are challenged to increase the participation in the Team Bike Challenge from 8 teams last year to 15 teams this year. Staff will encourage employers and the community to promote the Team Bike Challenge during follow-up calls and face-to-face meetings.

Last year there were only a few nominations from Solano and Napa Counties for the Bicycle Commuter of the Year. There is a winner selected from each county. All winners are recognized throughout the Bay Area. SNCI staff will accept nominations or they can be submitted electronically at www.511.org. The deadline is April 27.

Recommendation:

Informational.



DATE: March 29, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan Update and Bay Area FOCUS Project

Background:

The Regional Transportation Plan (RTP) is the long-range blueprint for transportation improvements prepared by the Metropolitan Transportation Commission (MTC) for the nine (9) County Bay Area. The current RTP is called the Transportation 2030 Plan (T2030). The RTP must be updated every four (4) years. T2030's priorities are 1) adequate maintenance, 2) system efficiency, and 3) strategic expansion. The RTP is required to be "financially constrained." Projects listed in the RTP must be those that can be reasonably expect to be financed in the life of the RTP. The T2030 update is scheduled for adoption in early 2009.

Bay Area FOCUS is a joint project sponsored by MTC, the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD), working together as the Joint Policy Committee (JPC). FOCUS is an outgrowth of the Smart Growth Strategy/Regional Livability Footprint report, issued in October 2002 by ABAG, MTC, BAAQMD, the Bay Conservation and Development Commission and the Regional Water Quality Board. FOCUS is an attempt to concentrate on land use issues that impact transportation, other regional development and livability issues, and intends to identify 'priority development areas' and 'priority conservation areas' in the nine (9) Bay Area counties. These areas are to be identified locally, and then sent on to the JPC for consideration in the final FOCUS report. The JPC is hoping to have communities identify priority development areas in April through June of 2007.

Discussion:

The Solano Transportation Authority (STA) is in the process of updating the Congestion Management Plan (CMP). Information from the CMP will help direct STA's input into the RTP update. STA staff is participating in MTC meetings on the RTP update. In addition, the Planning Directors from the Bay Area Congestion Management Agencies (CMAs) will be meeting on a regular basis to discuss and help provide input to MTC on the RTP update.

MTC has stated that projects proposed to be included in the updated RTP will be reviewed for regional desirability before they are examined for financially feasibility. Projects that do not help the Bay Area look and function as planned will not be considered. MTC has not determined which plans will be used to examine projects for regional desirability, but may consider ideas from the FOCUS process as one of, or as the primary tool for measuring desirability.

The JPC is holding a series of meetings in each of the nine (9) Bay Area counties. The Solano County meeting was held on February 26, 2007 and was attended by many of the Solano planning and community development directors, as well as local appointed and elected decision makers. MTC and ABAG staff stated that a previous community meeting had already been held in Solano County to help identify potential priority conservation areas.

STA will help make sure that the cities and County be kept up-to-date on meetings and milestones, including identification of local priority development and conservation areas.

This information was presented to the STA Technical Advisory Committee on March 28th, 2007. No comments on the FOCUS process were received.

Recommendation:
Informational.



DATE: March 26, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Capital and Operating Funding

Background:

There are two major transit funding policy issues currently under discussion at the regional level that could significantly benefit or impact Solano transit operators. One of these is related to Prop. 1B Transit Capital funding. The second issue concerns how population-based State Transit Assistance Funds (STAF) will be distributed in the future. The outcome of these issues would impact how locally controlled Northern County STAF funds currently being reserved for transit vehicle replacements would be allocated.

The North Bay Congestion Management Agencies (CMAs), small operators, and others are working together to recommend that the Prop. 1B Transit Capital Funds be distributed based on County population share. For Solano, this would be \$18-\$20 million. 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 (see Attachment A). The potential \$18-\$20 million would fund a significant portion of Solano County's immediate and future transit capital needs. At the March 2007 STA Board meeting, the STA Board approved this approach.

The Solano Transportation Authority (STA) coordinates the allocation of STAF - Northern Counties funds each fiscal year for Solano County. These funds are eligible for use on bus replacements, intercity transit operations, and other transit needs. In addition, as a "large" small operator, Vallejo receives a separate allocation of STAF population-based funds as well.

Discussion:

Prop. 1B Transit Capital Funds are projected to provide \$4 billion statewide and \$347 million for the Bay Area Regional Transit Capital Needs. The Metropolitan Transportation Commission (MTC) is the entity deciding how this \$347 million will be distributed to the nine (9) county Bay Area.

Large transit operators in the Bay Area have massive capital needs. Several negotiations between large operators (BART, Samtrans, Muni, VTA) and MTC have already occurred resulting the allocation of \$169 million of the \$347 million dollars. These negotiated allocations are included in the March 7th proposed policy that MTC developed concerning Prop 1B Transit Capital funds and State Transit Assistance Funds (see Attachment B). Multiple categories and dollar amounts are proposed for the allocation of Prop 1B Transit Capital Funds. In one category, Small Operators Capital Improvements, a total of \$25 million is proposed at this time. This \$25 million would be for competitive distribution among the four (4) North Bay counties and the six (6) small operators (5 of which are

located in Contra Costa or Alameda County). Given that Solano's population share would be approximately \$18-\$20 million, this is an inadequate amount for these multiple agencies to compete for. STA staff will continue to pursue increasing this allocation and ideally securing a direct allocation. STA staff will also be working with local transit staff to refine the projects' budgets and better understand their schedules.

The second policy issue concerns how population-based STAF will be allocated in the future. Throughout most of the state, these funds flow directly to the transit operators and county transportation agencies. However, in the Bay Area the 50 percent population share flows directly to MTC for allocation at their discretion. Under existing MTC policy which has been in place for over a decade, these funds have been allocated to three (3) primary categories: 1) 4 North Bay counties; 2) Small operators (including Vallejo Transit); and 3) Paratransit for all nine (9) Bay Area counties.

Following the passage of Prop. 42, MTC has modified the regional policy to allocate projected growth to regional programs. In the 2005 Regional Transportation Plan (RTP), MTC assigned approximately \$216 million of these funds to the new "Lifeline" Program targeting communities of concern, and approximately \$104 million for Translink and other "Transit Connectivity" improvements.

Not only will Prop. 42 increase STAF revenues, STAF is sales tax based and growth on the base is expected as well. Small operators are in need of additional operating funds for both fixed-route and paratransit services. The growing STAF revenue can be used for a variety of transit purposes, including operating.

MTC's March 7th proposal describes how STAF population-based funds are proposed to be allocated in the future (Attachment B). MTC has also released revenue projections based upon the policy as currently drafted (Attachment C). STA staff's initial conclusion is that the future STAF population-based revenue stream is positive. In the past, the Solano-Northern county share has been approximately \$500,000 annually. Under the current proposal, this would increase to over \$1 million annually. This policy will be reviewed and discussed throughout the region between now and May when MTC is looking to adopt a final policy. STA staff will continue to monitor the policy to ensure the future revenue stream from STAF population-based funds remains positive for Solano County.

Fiscal Impact:

Pursuing the proposed policy direction is an effort to maximize, or at minimum maintain, future operating and capital funding for local transit operators and the Solano Transportation Authority.

Recommendations:

Informational.

Attachments:

- A. Draft Solano Transit Capital Plan
- B. MTC Staff Proposal for Allocation of Proposition 1B Transit Capital Funds and STAF Population-Based Funds (Released March 7, 2007)
- C. MTC proposed policy STAF Revenue Projections

Solano
Draft Transit Capital Plan
(02/09/07)

<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	\$ 7,839,019
3 Vallejo Transit – MCI	\$ 255,800	\$ 1,278,821
Subtotal Vehicle Replacement	\$ 2,595,100	\$15,807,840
TOTAL	\$17,905,100	\$31,117,840

* 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
Vacaville Intermodal Station	\$ 2,700,000
Vallejo Ferry Station	\$??
Curtola PNR	\$??

Countywide:

Transit Vehicle and Facility Security & Safety	\$ 625,000
Transit Stop Amenities (shelters, etc.)	\$ 300,000
Tier 2 Subtotal	\$ 28,825,000

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March 7, 2007

Item Number 4a

Subject: Draft Funding Proposal for Proposition 1B Regional Transit Funding

Background: At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit funding, with an emphasis on how these funds might help address the needs of low-income and minority communities. The staff proposal for distribution of the estimated \$347 million in population-based transit funding is outlined in the attached Executive Director Memorandum. After input from the Programming and Allocations Committee, advisory committees, partner agencies and the public, the proposal will return to the Committee for expected final action in May 2007.

Summary: Staff recommends augmenting the \$347 million of Proposition 1B Population-based funds with \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years and directing the total, \$419 million, to the following categories:

Proposed Investment Category	Proposed Funding (in millions)
Lifeline Funding for Transit Operators	\$ 153
Urban Core Transit Improvements	\$ 169
Small Operators - Operating Enhancements	\$ 41
Small Operators - Capital Improvements	\$ 25
Zero Emission Buses	\$ 20
Program Reserves	\$ 11
Total	\$ 419

- Issues:**
- 1) Staff recommends that the lion's share of the \$419 million be invested in Lifeline and transit expansion programs. This will be complemented by an expected significant investment of revenue-based bond funds in system rehabilitation projects.
 - 2) In order to maximize investment of their new bond funds in the region, staff recommends that transit operators be required to provide a 1:1 match for the non-Lifeline capital programs.
 - 3) Staff recommends a comprehensive 10-year program including estimated uncommitted funds in the STA Base Program and Proposition 42 revenues to provide programming flexibility (ensure a source of operating funds) for the Lifeline program as well as for the small operators.
 - 4) Uncertainty remains in schedule and methodology of statewide distribution of bond proceeds. Further definition will be available when statewide program guidelines are released at an undetermined later date. In addition, the estimate of uncommitted STA funds is based on a 10-year revenue projection that may vary from actual results.

Recommendation: Release Draft Program Framework and Proposed Investment Strategy for comment.

Attachment: Executive Director's Memorandum

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Memorandum

TO: Programming and Allocations Committee

DATE: March 7, 2007

FR: Executive Director

RE: Draft Funding Proposal for Proposition 1B Regional Transit Funding

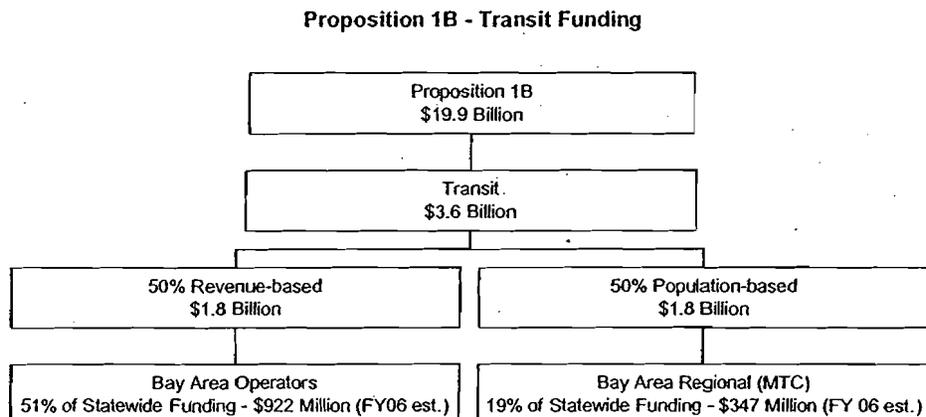
Summary

At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit funding, with an emphasis on how these funds might help address the needs of low-income and minority communities. The staff proposal for distribution of the estimated \$347 million in population-based transit funding is outlined below. The proposal is for information only. After input from the Programming and Allocations Committee, advisory committees, partner agencies and the public, the proposal will return to the Committee for expected final action in May 2007.

A. Estimated Revenues

\$1.3 Billion Available for Transit in the Bay Area

Proposition 1B, directed \$3.6 billion of the roughly \$20 billion bond toward transit improvements through the Public Transportation, Modernization, Improvement, and Service Enhancement Account. This represents a significant infusion of capital funding for transit agencies throughout the state. This funding is for distribution using an existing funding formula – which dictates that 50% flow through a population-based formula and 50% through a revenue-based formula. Currently, State Transit Assistance (STA) funds are distributed annually using this formula. Based on this formula, there will be roughly \$1.3 billion in new bond funding (restricted to capital expenses) for the Bay Area. Note that statewide program guidelines have not been developed and the timing for release is undetermined. Based on the methodology of distribution and availability of bond proceeds, estimates presented in this proposal may change. In particular, the basis by which any formula is “fixed” for purposes of distributing the revenue-based funding is the source of continuing discussion. The estimated flow of funds based on FY 2005-06 information is reflected in the chart below.



\$347 Million to MTC

Within this \$1.3 billion, about \$347 million in bond funds is anticipated to come directly to MTC from the population-based portion of the STA formula for priority setting with our partner agencies. The remaining roughly \$1 billion will be distributed directly to the transit operators.

\$922 Million Directly to Transit Operators

An initial survey of Bay Area transit operators suggests that the nearly \$1 billion in revenue-based bond proceeds will be used for a combination of activities: fleet expansion, bus replacement, purchase of rolling stock, maintenance facilities, fare collection equipment, bus stop improvements and other capital improvements. For example, BART has indicated that it intends to use all of its revenue-based funds for system maintenance and repair. By contrast, AC Transit has requested to coordinate Federal Transit Administration (FTA) and Proposition 1B funds to allow service expansion. In this request, FTA formula funds would be directed to preventive maintenance and Proposition 1B to replace buses that would otherwise have been purchased with FTA funds. A summary of the estimated revenue-based bond amounts for the region with detail for the large transit properties is shown below.

Public Transportation, Modernization, Improvement, and Service Enhancement Account	
Operator	Dollars in Millions*
<i>Revenue Share</i>	
AC Transit	\$ 87.1
BART	\$ 248.4
CalTrain	\$ 41.8
Golden Gate Transit	\$ 35.5
SamTrans	\$ 44.5
San Francisco Muni	\$ 316.9
Santa Clara VTA	\$ 123.3
Other Transit Agencies	\$ 24.5
<i>Population Share - MTC</i>	\$ 347.0
Regional Total	\$ 1,269.0

*Based on FY 2006 State Controller's Figures, with estimate of population-share for the total 10-year period.

B. Prop 1B Population-based Funds Distribution Framework

The availability of Proposition 1B Population-based funds presents the Commission with an opportunity to augment the STA Base Program and the Proposition 42 transit funding to strengthen investments throughout the region.

STA Base Policy

MTC receives a population-based formula share of STA funds. These funds can be used for operating or capital expenses. MTC's current policy distributes these funds to 1) Small operators/northern counties that, in comparison to the large operators, receive a small portion of the region's STA revenue-based funds; 2) Paratransit services to assist ADA implementation; and 3) MTC's Regional Coordination Program.

Proposition 42

Passed by state voters in 2002, Proposition 42 dedicated the sales tax on gasoline to transportation, creating an additional transit revenue stream based on the STA formula. The Proposition 42 funds may be used for operating or capital expenses. As part of MTC’s adoption of the regional transportation plan, Transportation 2030 (T2030), the Commission recognized the importance of regional needs by dedicating MTC’s population-based share of the Proposition 42 revenues exclusively to the Lifeline and TransLink® programs.

In 2006, MTC attempted to revisit the Base Policy, but operators recommended maintaining the existing policy. However, staff did learn that transit operators wanted to better understand MTC Regional Coordination needs and wanted to gain access to potential revenue growth in the STA base. The staff proposal for Proposition 1B responds by freeing up uncommitted STA funds after 1) firming up 10-year MTC Regional Coordination needs; and 2) meeting 10-year Lifeline and TransLink® commitments in T2030.

Below is an outline of the staff proposed framework to distribute the Proposition 1B population-based proceeds:

1. **Combine estimated uncommitted transit funding from the STA Program (Base and Proposition 42) with Prop 1B proceeds for a comprehensive 10-year transit investment strategy**

Based on current revenue estimates and after honoring existing programming policies, there is an uncommitted surplus of STA and Proposition 42 funds available over the next ten years. The estimated cash flow for Proposition 1B transit funds is also ten years. Staff recommends adopting a programming strategy utilizing all three fund sources:

Fund Source	Amount (in millions)
State Transit Assistance (Base Program Increment)	\$ 26
State Transit Assistance (Prop 42 Increment)	\$ 46
Proposition 1B Transit (Population-based)	\$ 347
Total	\$ 419

The above strategy provides the Commission with:

- Funding to make significant investments across various transit categories;
- Flexible funds (for both capital and operational purposes) to balance the capital project restriction on the Proposition 1B funds; and
- An opportunity to work with transit operators to match MTC’s investment with local funding.

2. **Maximize availability of operating funds to the Lifeline program and smaller systems**

As mentioned above, Proposition 1B funds are restricted to capital purposes such as: purchase of new vehicles, repair and rehabilitation of transit vehicles and stations, new bus shelters and transit stop amenities, and facility repairs and rehabilitation. Operating activities such as running additional bus service, running community shuttles, subsidizing multi-ride passes or providing fare discounts are not eligible for Proposition 1B funding.

The uncommitted STA funds are available for transit capital and operating purposes. Combining the Proposition 1B funds with the estimated surplus STA funds enables the Commission to fund capital projects as well as providing operating funds in the Lifeline program. This same benefit would apply to the small transit operator component of our proposal. A portion of these STA funds will be made available by “swapping” Proposition 1B funds for previously planned STA capital expenditures.

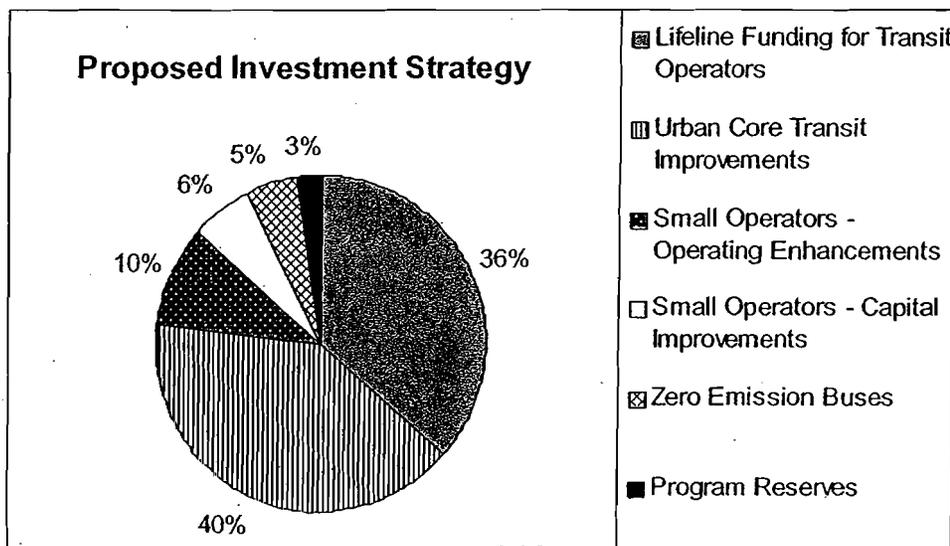
3. Work with transit operators to combine Proposition 1B population-based funds with Proposition 1B revenue-based funds to provide a comprehensive strategy for addressing transit needs.

As described below, staff recommends that non-Lifeline capital investments made in this proposal require matching funds from transit operators. Seventy-five percent of the region’s Proposition 1B capital funds are directed to transit operators. Staff proposes working in tandem with the transit operators to deliver a balanced investment program.

C. Staff Recommendation for Increments of STA Base/Proposition 42 and Proposition 1B Transit Funds

Based on the above framework, staff has identified the following strategic investment opportunities for the estimated \$419 million available from the funding sources identified above. This is in addition to the following existing investments under the Base and Proposition 42 STA policies: Northern Counties and Small Operators, Regional Paratransit, Lifeline, and Regional Coordination, including TransLink®.

Proposed Investment Category	Proposed Funding (in millions)
Lifeline Funding for Transit Operators	\$ 153
Urban Core Transit Improvements	\$ 169
Small Operators - Operating Enhancements	\$ 41
Small Operators - Capital Improvements	\$ 25
Zero Emission Buses	\$ 20
Program Reserves	\$ 11
Total	\$ 419



1. Lifeline Funding for Transit Operators

The Commission has shown a strong commitment to the Lifeline program and directed staff to consider augmenting this program with Proposition 1B funding. Our proposal directs over one-third of available programming to Lifeline programs, including \$52 million for operating purposes.

Based on the existing Lifeline formula, the funds would be distributed according to share of low-income population as follows:

County	Proposed Lifeline Funding (in millions)
Alameda	\$ 42
Contra Costa	\$ 19
Marin	\$ 4
Napa	\$ 3
San Francisco	\$ 23
San Mateo	\$ 11
Santa Clara	\$ 33
Solano	\$ 8
Sonoma	\$ 10
Total	\$ 153

As you know, the Lifeline program funding is currently subvented to the county Congestion Management Agencies (CMAs) and must address the priorities that have been established in the locally-developed Community Based Transportation Plans (CBTPs). Since the funding available for Lifeline through this investment is limited to transit, we expect that the funding will be directed to the transit operators in each county to provide either service enhancements, contract with other providers, or make capital improvements according to the results of the CBTP process. Note that Proposition 1B Transit funding, which is roughly \$100 million of the proposed Lifeline augmentation, is limited to capital transit projects. Under our proposal, each county would also receive its pro rata share of Lifeline operating funds. Based upon our review of the first cycle of completed CBTPs, there appear to be ample Lifeline needs to justify these capital and operating funding levels.

2. Urban Core Transit Improvements

In April 2006, the Commission updated Resolution 3434, the Regional Transit Expansion Program. Currently, the \$13.5 billion program has identified shortfalls approaching \$3 billion. Reflecting the Commission’s commitment to Resolution 3434, the staff proposal includes \$169 million to address funding shortfalls on projects that will explicitly add transit capacity in the urban core of the region. It should be noted that these projects cover areas in the inner part of the region that have recently accepted much higher ‘smart growth’ housing projections and are now seeking additional transit capacity to accommodate significant increases in population. Staff is recommending the following projects under this category:

Project	Proposed Funding (in millions)
BART to Warm Springs	\$ 24
San Francisco Muni Central Subway	\$ 100
Santa Clara VTA Line 22 Bus Rapid Transit	\$ 45
Total	\$ 169

The BART to Warm Springs commitment already has been secured in the context of the BART-SamTrans settlement agreement approved by the Commission last month. The Warm Springs project is the first step in the extension of BART service to San Jose, Northern California's largest city. The Muni Central Subway project is one of the region's two federal New Starts candidates, and is proposed to serve San Francisco's dense and disadvantaged Chinatown neighborhood. VTA's bus rapid transit proposal for its Line 22 service would upgrade the busiest bus line in Silicon Valley.

Funding of the above projects is subject to three conditions: 1) partner agency provides 1:1 match from the revenue-based bond proceeds; 2) project demonstrates a viable full funding plan; and 3) SF Muni and VTA must resolve outstanding Caltrain right-of-way acquisition financing issues with SamTrans.

3. Small Operators – Operating Enhancements

The proposal includes \$41 million to address operating or capital needs of small operators as a result of the unprogrammed surpluses in the STA Proposition 42 program over the next 10 years. These operating funds would be allocated among the small operators in the same proportions as the current STA Base program formula.

4. Small Operators – Capital Improvements

The proposal includes \$25 million for small operator capital projects. Eligible small operators would be those North County/Small Operators currently eligible for population-based funds in the STA Base program. This is proposed to be a future MTC competitive program and will require a 1:1 match.

5. Zero Emission Buses

In light of recent California Air Resources Board directives and MTC's own efforts to improve air quality, the proposal includes \$20 million for the purchase of Zero Emission Buses (ZEB) for the regional ZEB program led by AC Transit and Santa Clara VTA.

6. Base Policy and Proposition 42 Reserves

The Proposition 1B bond funds are relatively certain. As noted earlier, however, the State has not yet determined whether the formula allocation of these bond funds will be adjusted annually or "fixed" at a certain point in time.

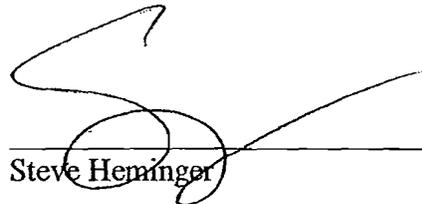
The STA uncommitted funds are MTC staff estimates, which we believe to be conservative, based on future revenue projections, population trends and economic conditions. The actual revenue generations could change based on these factors. In addition, Proposition 42 funds can be suspended, although Proposition 1A placed stringent conditions on Proposition 42 suspensions and requires an accelerated payback.

As a result of the potential volatility of the STA revenue stream, staff proposes to develop a policy to consolidate the existing and proposed Base and Proposition 42 program categories into a single set of percentage-based allocations. In years when the STA revenue stream exceeds our projections, all program recipients would benefit. In years when the revenue source contracts, program recipients would likewise share the impact of the downturn. To guard against a string of “bad years”, the proposal includes an \$11million reserve that could be distributed based on MTC’s existing STA Base and Proposition 42 formulas if conditions warrant.

D. Next Steps

This item is for information only. The following schedule outlines next steps for the Proposition 1B Transit Population-based program.

DATE	ACTION
March/April 2007	Transit Finance Working Group, Partnership Technical Advisory Committee, Advisory Council, Elderly and Disabled Advisory Committee, and Minority Citizens Advisory Council review and comment.
April 2007	Partnership Board Reviews and Comments on Staff Proposal
May 9, 2007	Programming and Allocations Committee considers recommending proposal for adoption
May 30, 2007	Commission considers adoption of Proposition 1B Transit Population-based Program



Steve Heminger

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**Proposition 1B - Transit - MTC Proposal for Population-Based Funds
 Prop 42 Increment - \$181 Million
 10-Year FY 2009 - 2018**

	Existing Commitments		New Funding		Total
	Lifeline \$91 Million	Translink \$44 Million	North/Small Ops \$41 Million	Reserve \$5 Million	Prop 42 Increment
Northern Counties/ Small Operators					
Marin			4.4		4.4
Napa			2.3		2.3
Solano (less Vallejo)			5.2		5.2
Sonoma			8.3		8.3
CCCTA			8.4		8.4
ECCTA			4.7		4.7
LAVTA			3.3		3.3
Union City			1.2		1.2
WestCat			1.2		1.2
Vallejo			2.1		2.1
SUBTOTAL			41.0		41.0
County					
Alameda	24.9				25.2
Contra Costa	11.4				11.5
Marin	2.5				2.5
Napa	1.5				1.6
San Francisco	13.7				13.9
San Mateo	6.5				6.5
Santa Clara	19.7				20.0
Solano	5.0				5.1
Sonoma	5.7				5.8
SUBTOTAL	91.0				91.0
Reserve				5.0	5.0
MTC TransLink®		44.0			44.0
GRAND TOTAL	91.0	44.0	41.0	5.0	181.0

**Proposition 1B - Transit - MTC Proposal for Population-Based Funds
Bond Funds - \$347 Million**

	New Funding				Total
	Lifeline \$133 Million ¹	Urban Core \$169 Million	North/Small Ops Capital Competitive Program \$25 Million	Zero Bus Emissions Program \$20 Million	Prop 1B Total
Northern Counties/ Small Operators					
Marin					
Napa					
Solano (less Vallejo)					
Sonoma					
CCCTA					
ECCTA					
LAVTA					
Union City					
WestCat					
Vallejo					
SUBTOTAL			25.0		25.0
Other Operators					
AC Transit				12.0	12.0
BART		24.0			24.0
SF Muni		100.0			100.0
VTA		45.0		8.0	53.0
SUBTOTAL		169.0		20.0	189.0
County					
Alameda	36.4				36.4
Contra Costa	16.6				16.6
Marin	3.6				3.6
Napa	2.3				2.3
San Francisco	20.1				20.1
San Mateo	9.4				9.4
Santa Clara	28.9				28.9
Solano	7.3				7.3
Sonoma	8.4				8.4
SUBTOTAL	133.0				133.0
GRAND TOTAL	133.0	169.0	25.0	20.0	347.0

1 - Per the MTC staff proposal, up to \$32 million in Regional Coordination expenses may be shifted to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

**Proposition 1B - Transit - MTC Proposal for Population-Based Funds
 STA Base Policy - \$198 Million
 10-Year FY 2009 - 2018**

	Existing Commitments			New Funding		Total STA Base Policy
	Existing Base North/Small \$62 Million	Paratransit \$43 Million	Regional Coordination \$67 Million	Lifeline \$20 Million ¹	Reserve \$6 Million	
Northern Counties/ Small Operators						
Marin	6.6					6.6
Napa	3.5					3.5
Solano (less Vallejo)	7.9					7.9
Sonoma	12.5					12.5
CCCTA	12.7					12.7
ECCTA	7.1					7.1
LAVTA	5.0					5.0
Union City	1.9					1.9
WestCat	1.8					1.8
Vallejo	3.2					3.2
SUBTOTAL	62.0					62.0
County						
Alameda		10.0		5.5		15.5
Contra Costa		5.2		2.5		7.7
Marin		1.2		0.5		1.7
Napa		0.8		0.3		1.1
San Francisco		7.9		3.0		10.9
San Mateo		4.4		1.4		5.8
Santa Clara		9.1		4.3		13.4
Solano		2.2		1.1		3.3
Sonoma		2.4		1.3		3.7
SUBTOTAL		43.0		20.0		63.0
Reserve					6.0	6.0
MTC Regional Coordination			67.0			67.0
GRAND TOTAL	62.0	43.0	67.0	20.0	6.0	198.0

Note: Includes revenues generated over 10-year period plus \$15 million carryover from regional coordination program

1 - Per the MTC staff proposal, up to \$32 million in Regional Coordination expenses may be shifted to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

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DATE: April 2, 2007
 TO: STA Board
 FROM: Sam Shelton, Assistant Project Manager
 RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

Six project delivery reminders were presented to the TAC:

1. Final Federal Obligation Plan Federal Fiscal Year (FFY) 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

- Send E-76 Request to Caltrans by March 1, 2007
- Receive E-76 by May 31, 2007.

Projects in MTC's FY 2006/07 Federal Obligation Plan		
Agency	TIP ID	Project
Benicia	SOL050014	Columbus Parkway Rehabilitation (reprogrammed to Benicia - West "K" St Rehab)
Dixon	SOL050051	North Fourth Street and East "A" Street Rehabilitation (submitted E-76 request)
Fairfield	SOL010023	Hilborn Road Rehabilitation (submitted E-76 request)
Fairfield	SOL050033	Linear Park Trail (submitted E-76 request)
Solano County	SOL010024	Various Streets and Rehabilitation (submitted E-76 request)
Solano County	SOL050024	Vacaville-Dixon Bike Route (submitted E-76 request)
Suisun City	SOL050053	Sunset Avenue Rehabilitation (Funding Swap between Suisun City and Fairfield)
Vacaville	SOL050027	Centennial Bike Way (submitted E-76 request)

Vacaville	SOL050054	Dobbins St and East Monte Vista Rehabilitation (submitted E-76)
Vallejo	SOL050023	Vallejo Station Pedestrian Links (Transferred to FTA for obligation)

2. State Transportation Improvement Program (STIP) FY 2006-07 and 2005-06 extended project allocation request deadlines

Per MTC Resolution 3606, projects programmed in the current fiscal year of the STIP must be allocated in that fiscal year. Project sponsors that will need to request an allocation extension will need to submit not only an allocation extension request to MTC and Caltrans, but also project status for all projects programmed with federal and state money by that agency.

Projects previously extended that require STIP allocation from CTC by April		
<ul style="list-style-type: none"> Submit allocation request to MTC and Caltrans Local Assistance no later than <u>February 20, 2007</u> to receive allocations by April 25-26, 2007 		
Agency	Project	STIP FY 2006-07 Funds
Fairfield	Downtown Pedestrian Project (Allocation Request Submitted)	\$350,000 CON
Projects that require STIP allocation from CTC by June		
<ul style="list-style-type: none"> Submit allocation request to MTC and Caltrans Local Assistance no later than <u>April 2, 2007</u> to receive allocations by June 6-7, 2007 		
Dixon	Dixon Intermodal Facility (Allocation Request Submitted)	\$543,000 PS&E
Vallejo	Ferry Maintenance Facility (Will submit Allocation Request by April 2, 2007)	\$425,000 CON

3. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

December 2006 Inactive Projects (10/01/06 to 12/31/06)		
<ul style="list-style-type: none"> Submit an invoice by February 9, 2007 or Submit a justification form to Caltrans Local Assistance by March 1, 2007. 		
Agency	Project	Unexpended Funds
Benicia	WB Route 780 at E. 2 nd St, On/Off Ramps, Install Traffic Signals (Final Report Information in discussion with Caltrans)	\$10,000
Projects that would have become inactive by March 2007		
Vallejo	Downtown Vallejo Square, Pedestrian Enhancements/Landscape (Final Invoice Resubmitted)	\$586,839
Vacaville	Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path (Final Report to be submitted)	\$111,514

4. SAFETEA-LU update Transportation Improvement Program (TIP) Amendment
The MTC 2007 TIP adopted in October 2006 has not been adopted by FHWA as SAFETEA-LU compliant. MTC is working with FHWA to resolve this SAFETEA-LU compliance problem. However, if MTC does not receive this certification from FHWA, the 2007 TIP will be locked down starting July 1, 2007. No new projects or new project phases will be added to the TIP until MTC either resolves its SAFETEA-LU compliance problems by July 1, 2007 or creates a new SAFETEA-LU compliant TIP in February 2009. This lockdown includes anything that needs to be listed in the TIP for federal funding reasons or projects that will require a federal action before February 2009, such as NEPA procedures.

As of January 5, 2007, FHWA and MTC have come to an agreement that administrative amendments can be made to the TIP during the formal amendment process, prior to July 1, 2007. Administrative amendments are small changes to existing TIP listed projects that do not change the funding amounts for a project by more than 20% of the total project cost or \$2 million.

5. MTC Project Delivery Working Group tasks:
MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. The PDWG will discuss ways to improve the project delivery process, such as the possibility of tracking project delivery deadlines for each project (allocation, obligation, and inactive project deadlines, etc.).
6. STA Project Delivery Working Group, March 27, 2007:
Attached is the first Solano Project Delivery Working Group (Solano PDWG, "P-dog") agenda (Attachment A). The Solano PDWG was on the Tuesday, March 27, 2007.
 - o Solano PDWG Recommendations
 - Create a "short-list" of pre-qualified project management/federal funding procedures consultants to assist with paperwork. Consultants must be able to quickly understand the local project and understand Caltrans procedures without relying on the resources of Caltrans local assistance.
 - Advocate for early field reviews with environmental staff present.
 - Create additional uniform project delivery criteria for local streets and roads project nominations for all STA program project applications.

Recommendation:

Informational.

Attachment:

- A. Solano Project Delivery Working Group (Solano PDWG) Agenda Cover, March 27, 2007.

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Solano PDWG

SOLANO PROJECT DELIVERY WORKING GROUP

Tuesday, March 27, 2007, 10:00 a.m.
 STA Conference Room
 One Harbor Center, Suite 130
 Suisun City, CA 94585

<u>NO.</u>	<u>ITEM</u>	<u>COMMITTEE/STAFF PERSON</u>
I.	CALL TO ORDER - EXTENDED INTRODUCTIONS (10:00-10:20 a.m.)	Janet Adams
II.	INFORMATION ITEMS	
A.	Project Delivery Roles and Responsibilities of Local Agencies, STA, MTC, and Caltrans (10:20-10:35 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
B.	Purpose and Goals for the Solano PDWG (10:35-10:45 a.m.) <i>Recommendation: Discussion.</i>	Sam Shelton
C.	Draft Solano PDWG Work Plan (10:45-11:00 a.m.) <i>Recommendation: Discussion.</i>	Sam Shelton
D.	Project Delivery Updates (11:00-11:30 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
III.	GROUP COMMENTS	
IV.	ADJOURNMENT	

The next meeting of the Solano Project Delivery Working Group will be April 24, 2007 at the STA's Conference Room, One Harbor Center, Suite 130, Suisun City, CA 94585 at 10:00 am.

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DATE: March 15, 2007
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Local Transportation Development Act (TDA) and Members
Contributions for Fiscal Year (FY) 2007-08

Background

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution (typically gas tax).

The TDA contribution is based on the Metropolitan Transportation Commission (MTC) annual TDA fund estimate for each local jurisdiction. These funds are claimed annually by STA on behalf of the Member Agencies for transit operation and planning expenses. If there are no unmet transit needs, then funds may be used for streets and roads purposes.

The Member Agencies contribution to the STA, also known as the Gas Tax Fund, is based on the prior calendar year actual gas tax revenues received for all agencies in Solano County. Although the Member's Contribution is based on the gas tax received by the county agencies, the Member Agencies are invoiced for the contribution and provide the contribution through any eligible source, including Gas Tax.

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

Discussion:

Attachment A is the local TDA Funds and Contributions from Member Agencies for FY 2007-08. These amounts reflect an increased TDA contribution to STA of 6% (\$27,506) from the prior year using the MTC's annual TDA funding estimates. STA's TDA claim for FY 2007-08 is calculated based on the adopted indexing policy (Attachment B) and on MTC's FY 2007-08 Fund Estimate (Attachment C).

The Members Contribution has a slight increase of less than 1% (\$1,355). This calculation reflects an adjustment from the prior year estimates (Attachment B) for the actual Gas Tax received by the county agencies for the calendar year 2005. The Members Contributions estimates for FY 2007-08 are based on calendar year 2006 actual Gas Tax Revenues to Solano County (Attachment D).

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

Fiscal Impact

FY 2007-08 local TDA Funds is \$471,567 and the Members Contributions is \$287,313. In the aggregate, the total TDA and members contributions from the member agencies for the FY 2007-08 increased 4% (\$28,861).

Recommendation

Informational.

Attachments

- A. FY 2007-08 Local TDA Funds and Contributions from Member Agencies
- B. Computations for TDA and Members Contributions for FY 2007-08
- C. MTC FY 2007-08 Fund Estimate TDA Funds Solano County (February 28, 2007)
- D. Calendar Year 2006 Gas Tax Revenues for Solano County Agencies

**FY 2007-08 Local Transportation Development Act (TDA) Funds and
Contribution from Member Agencies**

TDA Contributions

AGENCY	FY 2007-08 TDA	FY 2006-07 Adjustment	FY 2007-08 Total TDA to STA	FY 2006-07 TDA to STA	% Change
Benicia	29,666	1,030	30,696	28,636	7%
Dixon	18,652	1,153	19,805	17,499	12%
Fairfield	114,033	3,579	117,612	110,452	6%
Rio Vista	7,422	613	8,035	6,810	15%
Suisun City	30,093	981	31,074	29,112	6%
Vacaville	105,031	3,447	108,478	101,582	6%
Vallejo	131,617	2,725	134,343	128,890	4%
Solano County	21,303	222	21,525	21,080	2%
TOTAL	457,817	13,750	471,567	444,061	6%

Members Contributions

AGENCY	FY 2007-08 Members Contribution	FY 2006-07 Adjustment	FY 2007-08 Total Members Contribution Claim	FY 2006-07 Members Contribution	% Change
Benicia	18,664	(47)	18,617	18,536	0%
Dixon	11,735	(30)	11,705	11,224	4%
Fairfield	71,743	(179)	71,564	71,125	1%
Rio Vista	4,670	(12)	4,658	4,307	8%
Suisun City	18,933	(48)	18,885	18,811	0%
Vacaville	66,080	(165)	65,915	65,290	1%
Vallejo	82,806	(207)	82,598	83,140	-1%
Solano County	13,403	(33)	13,370	13,525	-1%
TOTAL	288,034	(721)	287,313	285,958	0%

Total Contributions from Member Agencies

AGENCY	TDA	Member Contribution	FY 2007-08 TOTAL	FY 2006-07 TOTAL	% Change
Benicia	30,696	18,617	49,313	47,172	4%
Dixon	19,805	11,705	31,510	28,723	9%
Fairfield	117,612	71,564	189,176	181,577	4%
Rio Vista	8,035	4,658	12,694	11,117	12%
Suisun City	31,074	18,885	49,959	47,923	4%
Vacaville	108,478	65,915	174,392	166,872	4%
Vallejo	134,343	82,598	216,941	212,030	2%
Solano County	21,525	13,370	34,895	34,605	1%
TOTAL	471,567	287,313	758,880	730,019	4%

Computations for TDA and Members Contributions for FY 2007-08

Local Transportation Development Act (TDA) Funds

TDA	Total TDA to County	\$15,283,129	TDA	Total TDA to County	\$16,955,991			
FY 2006-07	STA Operations (2.7%)	\$412,644	FY 2007-08	STA Operations (2.7%)	\$457,812			
February 2006 Estimate								
	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 06-07 Claim</u>	<u>Add'l TDA</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2006-07</u>	<u>FY 2006-07 Adjustment</u>
Benicia	\$990,333	0.065	\$28,636	\$43,354	\$1,033,687	0.065	\$29,666	\$1,030
Dixon	622,660	0.041	17,499	27,258	649,918	0.041	18,652	1,153
Fairfield	3,806,710	0.249	110,452	166,648	3,973,358	0.249	114,031	3,579
Rio Vista	247,810	0.016	6,810	10,848	258,658	0.016	7,423	613
Suisun City	1,004,578	0.066	29,112	43,978	1,048,556	0.066	30,093	981
Vacaville	3,506,199	0.229	101,582	153,492	3,659,691	0.229	105,029	3,447
Vallejo	4,393,704	0.287	128,890	192,345	4,586,049	0.287	131,615	2,725
Solano County	<u>711,135</u>	<u>0.047</u>	<u>21,060</u>	<u>31,132</u>	<u>742,267</u>	<u>0.047</u>	<u>21,302</u>	<u>222</u>
	\$15,283,129	1.000	\$444,061	\$669,055	\$15,952,184	1.000	\$457,811	\$13,750

TDA	Total TDA to County	\$16,956,193			
FY 2007-08	STA Operations (2.7%)	\$457,817			
February 2006 Estimate					
		<u>FY 2007-08 Estimate</u>	<u>FY 2006-07 Adjustment</u>	<u>Total TDA to STA FY 2007-08</u>	
Benicia	\$1,030,638	0.065	\$29,666	\$1,030	\$30,696
Dixon	662,998	0.041	18,652	1,153	19,805
Fairfield	3,983,909	0.249	114,033	3,579	117,612
Rio Vista	278,267	0.016	7,422	613	8,035
Suisun City	1,046,823	0.066	30,093	981	31,074
Vacaville	3,636,603	0.229	105,031	3,447	108,478
Vallejo	4,568,587	0.287	131,617	2,725	134,342
Solano County	<u>744,561</u>	<u>0.047</u>	<u>21,303</u>	<u>222</u>	<u>21,525</u>
	\$15,952,386	1.000	\$457,817	\$13,750	\$471,567

Members Contribution

Contribution:	Total Gas Tax to County	\$13,750,033	Contribution:	Total Gas Tax to County	\$13,715,887
FY 2006-07	STA Operations (2.1%)	\$288,751	FY 07-08	STA Operations (2.1%)	\$288,034
Estimate based on Calendar Year 2005			Estimate based on Calendar Year 2006		
	<u>FY 06-07 Claim</u>			<u>FY 06-07 Adjustment</u>	
Benicia	0.065	\$18,711	Benicia	0.065	\$18,664
Dixon	0.041	11,764	Dixon	0.041	11,735
Fairfield	0.249	71,922	Fairfield	0.249	71,743
Rio Vista	0.016	4,682	Rio Vista	0.016	4,670
Suisun City	0.066	18,980	Suisun City	0.066	18,933
Vacaville	0.229	66,244	Vacaville	0.229	66,080
Vallejo	0.287	83,012	Vallejo	0.287	82,806
Solano County	<u>0.047</u>	<u>13,436</u>	Solano County	<u>0.047</u>	<u>13,403</u>
	1.000	\$288,751		1.000	\$288,034

Contribution:	Total Gas Tax to County	\$13,715,887		TOTAL STA
FY 2007-08	STA Operations (2.1%)	\$288,034		Contribution
Estimate based on Calendar Year 2006				
		<u>FY 06-07 Adjustment</u>		<u>FY 2007/08</u>
Benicia	0.065	\$18,664	(\$47)	\$18,617
Dixon	0.041	11,735	(30)	11,705
Fairfield	0.249	71,743	(179)	71,564
Rio Vista	0.016	4,670	(12)	4,658
Suisun City	0.066	18,933	(48)	18,885
Vacaville	0.229	66,080	(165)	65,915
Vallejo	0.287	82,806	(207)	82,599
Solano County	<u>0.047</u>	<u>13,403</u>	<u>(33)</u>	<u>13,370</u>
	1.000	\$288,034	(\$721)	\$287,313

Column	A	B	C=A+B	D	E	F	G	H=Sum(C,G)	I	J=H-I
Appointments	Balance	Interest & Refunds	Balance (w/ Interest)	Outstanding	Article Transfer	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available For Allocation
6/30/06	FY 2006	FY 2006	6/30/06	FY 2005-07	FY 2007	FY 2007	FY 2007	6/30/07	FY 2008	Total
Article 3	622,441	22,967	645,408	(762,064)	311,901	311,901	13,654	208,899	325,559	534,458
Article 4.5										
SUBTOTAL	622,441	22,967	645,408	(762,064)	311,901	311,901	13,654	208,899	325,559	534,458
Article 4/8										
Benuca	182,019	12,175	194,194	(1,134,012)	990,333	990,333	43,354	93,869	1,030,638	1,124,607
Dixon	398,109	14,021	412,130	(1,027,037)	622,660	622,660	27,258	35,011	668,009	698,009
Fairfield	5,238,039	183,998	5,422,037	(6,356,357)	3,806,710	3,806,710	166,648	3,039,038	3,983,909	7,022,947
Rio Vista	421,438	16,947	438,385	(262,925)	247,810	247,810	10,848	434,118	278,267	712,386
Suisun City	447,514	16,731	464,245	(1,331,411)	1,004,578	1,004,578	43,978	181,390	1,046,823	1,228,212
Vacaville	3,791,915	289,328	4,081,243	(7,113,283)	3,506,199	3,506,199	153,492	627,651	3,636,603	4,264,254
Vallejo	344,879	9,674	354,553	(4,697,716)	4,393,704	4,393,704	192,345	242,885	4,568,587	4,814,473
Solano County	44,933	1,252	46,185	(754,130)	711,135	711,135	31,132	34,322	744,561	778,883
SUBTOTAL	10,868,847	544,125	11,412,972	(22,676,871)	15,282,129	15,282,129	669,055	4,688,284	15,952,386	20,640,671
GRAND TOTAL	11,491,288	567,092	12,058,380	(23,438,935)	15,595,030	15,595,030	682,709	4,897,183	16,277,945	21,175,129

1. Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.
 3. Where applicable by local agreements, contributions from each jurisdiction will be made to support the following: Solano County Parramatta, City of Fairfield, Countywide Transit/Parramatta Planning, and Countywide Street and Roads Planning.

TDA APPORTIONMENT BY JURISDICTIONS

FY 2006-07 TDA Revenue Estimate Adjustment	16,244,823	16,955,978	711,155							
1. Original County Auditor Estimate (Feb, 06)										
2. Revised County Auditor Estimate (Feb, 07)										
3. Revenue Adjustment (Line 2-1)										
4. MTC Administration (0.5% of line 3)	3,556									
5. County Administration (0.5% of line 3)	3,556									
6. MTC Planning (3.0% of line 3)	21,335									
7. Total Charges (Lines 4+5+6)	28,446									
8. Adjusted Generations Less Charges (Line 3-7)										
9. Article 3 Adjustment (2.0% of line 8)			13,654							
10. Funds Remaining (Line 8-9)										
11. Article 4.5 Adjustment (5.0% of line 10)										
12. Article 4/8 Adjustment (Line 10-11)										
FY 2006-07 TDA Adjustment By Article										
13. County Auditor Estimate	16,956,193									
14. MTC Administration (0.5% of line 13)	84,781									
15. County Administration (0.5% of line 13)	84,781									
16. MTC Planning (3.0% of line 13)	508,686									
17. Total Charges (Lines 14+15+16)	678,248									
18. TDA Generations Less Charges (Line 13-17)	16,277,945									
19. TDA Article 3.0 (2.0% of line 18)			325,559							
20. TDA Funds Remaining (Line 18-19)										
21. TDA Article 4.5 (5.0% of line 20)										
22. TDA Article 4/8 (Line 20-21)										
FY 2007-08 TDA Appointments by Article										
13. County Auditor Estimate										
FY 2007-08 County Auditor's Generations Estimate										

FY 2007-08 FUND ESTIMATE
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 SOLANO COUNTY

Calendar Year 2006 Gas Tax Revenue for Solano County Agencies

Allocation:	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Total
Solano County	\$ 543,492.03	\$ 524,494.88	\$ 495,496.95	\$ 506,412.05	\$ 535,415.44	\$ 505,881.20	\$ 493,538.59	\$ 510,274.72	\$ 551,994.03	\$ 650,309.84	\$ 519,813.40	\$ 531,546.64	\$ 6,268,869.57
City:													
Benicia	\$ 43,480.00	\$ 42,102.51	\$ 36,539.86	\$ 40,728.93	\$ 43,023.08	\$ 40,745.82	\$ 50,310.49	\$ 41,094.75	\$ 44,181.00	\$ 44,073.87	\$ 41,700.28	\$ 42,587.60	\$ 510,568.19
Dixon	\$ 27,486.00	\$ 26,619.92	\$ 23,122.48	\$ 25,756.33	\$ 27,198.73	\$ 26,766.93	\$ 32,642.95	\$ 26,574.65	\$ 28,559.72	\$ 28,490.78	\$ 26,964.10	\$ 27,534.81	\$ 326,717.40
Fairfield	\$ 165,993.80	\$ 160,698.87	\$ 139,316.84	\$ 155,419.07	\$ 164,237.48	\$ 155,483.95	\$ 180,110.13	\$ 157,681.67	\$ 169,809.74	\$ 169,196.65	\$ 160,021.93	\$ 163,451.33	\$ 1,941,220.46
Rio Vista	\$ 11,179.85	\$ 10,835.15	\$ 9,443.23	\$ 10,491.46	\$ 11,065.51	\$ 10,495.68	\$ 14,253.89	\$ 11,385.78	\$ 12,218.93	\$ 12,190.00	\$ 11,549.24	\$ 11,788.78	\$ 136,897.50
Suisun City	\$ 44,099.83	\$ 42,702.32	\$ 37,059.67	\$ 41,309.00	\$ 43,836.15	\$ 41,326.12	\$ 50,993.48	\$ 41,727.75	\$ 44,862.01	\$ 44,753.20	\$ 42,342.69	\$ 43,243.81	\$ 518,055.83
Vacaville	\$ 152,921.43	\$ 148,044.49	\$ 128,350.42	\$ 143,181.51	\$ 151,303.75	\$ 143,241.27	\$ 163,361.67	\$ 144,476.69	\$ 155,403.32	\$ 155,023.98	\$ 146,620.46	\$ 149,761.93	\$ 1,781,690.92
Vallejo	\$ 191,528.33	\$ 185,416.93	\$ 160,737.78	\$ 179,323.00	\$ 189,501.19	\$ 179,397.89	\$ 205,212.83	\$ 180,946.03	\$ 194,636.45	\$ 194,163.09	\$ 183,632.45	\$ 187,569.10	\$ 2,232,067.07
City SubTotal	\$ 636,689.04	\$ 616,420.19	\$ 534,570.28	\$ 596,209.30	\$ 629,965.89	\$ 596,457.66	\$ 696,885.44	\$ 603,887.32	\$ 649,473.17	\$ 647,890.57	\$ 612,831.15	\$ 625,937.36	\$ 7,447,217.37
Total County & City	\$ 1,180,181.07	\$ 1,140,915.07	\$ 1,030,067.23	\$ 1,102,621.35	\$ 1,165,381.33	\$ 1,102,338.86	\$ 1,190,424.03	\$ 1,114,162.04	\$ 1,201,467.20	\$ 1,198,200.21	\$ 1,132,644.55	\$ 1,157,484.00	\$ 13,715,886.94
FY 06/07	\$ 1,209,274.12	\$ 1,123,176.64	\$ 1,003,190.47	\$ 1,076,178.78	\$ 1,227,810.78	\$ 1,155,165.22	\$ 1,180,392.48	\$ 1,159,590.66	\$ 918,753.58	\$ 1,498,886.66	\$ 1,112,711.28	\$ 1,084,901.95	\$ 13,750,032.64
Variance	\$ (29,093.05)	\$ 17,738.43	\$ 26,876.76	\$ 26,442.57	\$ (62,429.45)	\$ (52,826.36)	\$ 10,031.55	\$ (45,428.64)	\$ 282,713.62	\$ (300,886.45)	\$ 19,933.27	\$ 72,582.05	\$ (34,145.70)

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2



DATE: April 2, 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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Solano Transportation Authority

STA BOARD MEETING SCHEDULE

Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
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: April 3, 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
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance District 4 (510) 286-5226	April 13, 2007
2007 Lower-Emission School Bus Program (LESBP) Particulate Matter Retrofit	Geraldina Grunbaum, BAAQMD (414) 749-4956	May 11, 2007
Regional Transportation Fund for Clean Air Program	Geraldina Grunbaum, BAAQMD (414) 749-4956	TBD (Past applications due in June on an annual basis)
California State Parks Habitat Conservation Fund	David Smith California Department of Parks and Recreation (916) 651-8576	October 1, 2007



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Due April 13, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Highway Safety Improvement 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: City or County agencies.

Program Description: The Highway Safety Improvement Program (HSIP) replaces the Hazard Elimination Safety Program. HSIP are available for expenditure on 1) any local agency public road, 2) any local agency public surface transportation facility, 3) any local agency publicly-owned bicycle pedestrian pathway or trail, or 4) any traffic calming measure on local agency public road.

Funding Available: Approximately \$27 million is historically available on a competitive basis statewide.

Eligible Projects: The HSIP splits the funding into two project categories: Safety Index and Work Type. Safety Index eligible projects include emergency vehicle priority systems, bike and ped improvements, red light running detection systems. Work Type eligible projects include roadway illumination projects, groove pavement for skid treatment, widening or improving shoulders. Interested applicants are encouraged to view Caltrans website for a complete listing of eligible Safety Index and Work Type project.

Further Details: Detailed application information is available online at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Caltrans District 4 Local Assistance, (510) 286-5226

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



FUNDING OPPORTUNITY
**2007 Lower-Emission School Bus Program (LESBP)
Particulate Matter Retrofit**
Due May 11, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Lower-Emission School Bus Program Particulate Matter Retrofit 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: Bay Area Public School Districts and school transportation companies under contract with Bay Area public school districts to provide transportation services.

Program Description: The goals of the Lower-Emission School Bus Program (LESBP) are to reduce the exposure of school children to harmful emissions of particulate matter (PM) and reduce emissions of oxides of nitrogen (NOx) and non-methane hydrocarbons (NMHC), which contribute to summertime smog. The LESBP provides financial incentives to school districts to retrofit in-use diesel school buses.

Funding Available: \$1.8 million

Eligible Projects: This program will provide grants for full purchase and installation costs of the retrofit devices and up to \$4,000 per device to cover costs of maintenance of Air Resource Board (ARB) verified uncatalyzed active filter(s).

Further Details: Additional information regarding the LESBP program can be found at: http://www.baaqmd.gov/pln/grants_and_incentives/school_bus/index.htm

Program Contact Person: Geraldina Grunbaum, BAAQMD TFCA Liaison, (415) 749-4956

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6014



FUNDING OPPORTUNITY

Regional Transportation Fund for Clean Air Program

Application Due Date To Be Determined by BAAQMD
Applications Traditionally due in June

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) 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: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The Regional Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: Approximately \$10 million is expected to be available in FY 2007-08 for the Bay Area. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and “Smart Growth” projects.

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/

Program Contact Person: Geraldina Grunbaum, BAAQMD TFCA Liaison, (415) 749-4956



FUNDING OPPORTUNITY
California State Parks
Habitat Conservation Fund
Due October 1, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the California State Parks' Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties and districts are eligible to apply.

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. Cities, counties and districts are eligible to apply. The HCF program requires a dollar for dollar match from a non-state source.

Eligible Projects: The following categories will be funded during the upcoming grant cycle:

1. Deer/Mountain Lion Habitat
2. Rare, Threatened, Endangered, or Fully Protected Species Habitat
3. Wetland Habitat
4. Riparian Habitat

Previous awards in Solano County:

- City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 04/05
- City of Vacaville – Ulatis Creek \$72,000, FY97/98; \$86,000 & \$54,000, FY 96/97
- City of Sacramento – Wildlife/Interpretive/Educations trails on William Land Park Rec Trail \$122,000 FY 04/05

Further Details: <http://www.parks.ca.gov> “Grants and Bond Acts”

Program Contact: David Smith, Cal DPR, (916) 651-8576, dsmith@parks.ca.gov

STA Contact Person: Robert Guerrero, Senior Planner (707) 424.6014

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DATE: March 28, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: 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 following topics will be presented and discussed in a more detailed comprehensive format at the April 11, 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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DATE: April 2, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Project Delivery Workshop

Background:

Over the next three (3) years the STA will be implementing major transportation projects. The steps from project inception through completing construction require specific phases of the project to be completed. These phases include Environmental Document/Project Approval, Design, Right-of-Way, Construction and Maintenance. The STA's role in each phase of a project will vary depending upfront agreements with stakeholders on who will be the lead agency for the phase. Due to a projects complexity and physical location, the stakeholders will vary. STA will need to enter into funding agreements, memorandum of understandings, and/or cooperative agreements for the projects with stakeholders.

When a project has federal funding that is identified for any phase of a project, or there is a likelihood that federal funds will be used on a project, there must be a National Environmental Protection Act (NEPA) environmental document completed. In addition, if a project has a federal nexus, such as an environmental permit will be required from a federal agency, a NEPA environmental document must be completed.

With STA's role in project delivery becoming more prominent, the STA Board will need to consider implementing policies and procedures on project delivery and specifically construction administration.

Discussion:

At the meeting, staff will provide an overview of projects the STA will be involved in over the next three (3) years and the likely role the STA will take in each phase of the project. The workshop's intent is to provide a general overview of what each of a phase of a project is, what a lead agencies responsibility is, and what considerations will need to be made on each phase by the lead agency. The projects that are currently in various phases of project delivery are:

- North Connector (East Section)
- I-80 HOV Lanes (Red Top to Air Base Pkwy)
- I-80/I-680/SR 12 Interchange
- Cordelia Truck Scales (Phase 1)
- Jepson Pkwy
- SR 12/Church Road
- Rio Vista Preliminary Bridge Study
- SR 12/Jameson Canyon (Phase 1)
- I-80 Auxiliary Lane(s) (Travis Blvd to AB Pkwy)
- I-80 HOV Lanes and Turner Pkwy (Vallejo)

In general the workshop will highlight not only what each phase of a project is, but also what considerations must be made as the project progresses through to construction. These considerations include;

Environmental Document/Project Approval (includes environmental permits and mitigations)

- NEPA Required
- Type of Document Required
- Lead Agency
- Initiating project document(s)
- Required Interagency Agreements
- Preliminary Cost Estimates
- 35% Design
- Public Participation
- Risk Management Plan

Design

- Lead Agency
- Phasing of Large Project for Construction (mitigation(s) implemented with impact)
- Staging needs (for Right-of-Way access)
- Right-of-Way Needs (partial or full takes)
- Review Agencies and Approving Agencies
- Cost Estimates
- Value Engineering (required for Fed funds for all projects over \$25 million)
- Constructability Reviews

Right-of-Way

- Lead Agency
- Federal Funds
- Business Relocation
- Unwilling Sellers
- Partial or Full takes

Construction

- Lead Agency
- Authorization of Changes/Dispute Resolution
- Sufficient Contingency
- Coordination
- Permit Requirements/Restrictions

Recommendation:

Informational.