



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
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**MEETING NOTICE**

Members:

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

**Wednesday, May 9, 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.*

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

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

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

**STA BOARD MEMBERS**

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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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls  
(6:10 – 6:15 p.m.)  
**Pg. 1**
- VI. **COMMENTS FROM STAFF, CALTRANS AND METROPOLITAN TRANSPORTATION COMMISSION (MTC)**  
(6:15 – 6:30 p.m.)
- A. **MTC Presentation** MTC Chair Bill Dodd  
B. **Caltrans Report – SR 12 Jameson Canyon** Doanh Nguyen  
C. **STA Report - State Route (SR) 12 Safety Plan Update** Robert Macaulay
- VII. **CONSENT CALENDAR**
- Recommendation:*  
*Approve the following consent items in one motion.*  
*(Note: Items under consent calendar may be removed for separate discussion.)*  
(6:30 – 6:35 p.m.)
- A. **STA Board Minutes of April 11, 2007** Johanna Masiclat  
*Recommendation:*  
*Approve STA Board Minutes of April 11, 2007.*  
**Pg. 7**
- B. **Review Draft TAC Minutes of April 25, 2007** Johanna Masiclat  
*Recommendation:*  
*Receive and file.*  
**Pg. 15**
- C. **Fiscal Year (FY) 2006-07 3<sup>rd</sup> Quarter Budget Report** Susan Furtado  
*Recommendation:*  
*Receive and File.*  
**Pg. 23**
- D. **Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds** Robert Guerrero  
*Recommendation:*  
*Approve the following:*
1. *Resolution for FY 2007-08 BAAQMD 40% TFCA Program Manager funding:*
    - *\$10,000 for City of Benicia's Diesel Retrofit Devices and*
    - *\$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase)*
  2. *Consider increasing TFCA funding for Solano Napa Commuter Information's Rideshare Incentives and Outreach Program as part of Second Call for Projects.*
- Pg. 27**

- E. Construction Contract for I-80 Green Valley Bridge (GVB)** Janet Adams  
*Recommendation:*  
*Approve Resolution No. 2007-05 for the construction of the I-80 Green Valley Bridge*  
**Pg. 33**
- F. I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigations** Janet Adams  
*Recommendation:*  
*Authorize the Executive Director to:*
- 1. Execute an agreement with Sacramento River Ranch Mitigation Bank for the purchase of conservation credits for mitigation of the impacts to the valley longhorn elderberry beetle habitat in the amount of \$80,500.00;*
  - 2. Purchase 0.01 acre of seasonal wetlands at Elise Gridley Mitigation Bank for mitigation of impacts to the Seasonal Wetland Waters of the U.S for in the amount of \$2,000.00; and*
  - 3. Purchase Mitigation of Impacts to Riparian Habitat with Solano County Resource Conservation District (SCRCD) along the Putah Creek within the boundaries of Lake Solano Regional Park for an amount not to exceed \$20,000.*
- Pg. 39**
- G. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County** Elizabeth Richards  
*Recommendation:*  
*Approve the attached TDA matrix for FY 2007-08 for the Cities of Benicia, Dixon, Vacaville, Vallejo, and the County of Solano.*  
**Pg. 41**
- H. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2007-08** Elizabeth Richards  
*Recommendation:*  
*Approve the following:*
- 1. The Unmet Transit Needs response for FY 2007-08;*
  - 2. Authorize the Executive Director to submit the response to MTC.*
- Pg. 45**

**I. Delegation of Authority to STA's Legal Counsel to Handle Tort Claims Filed Against STA**

Melinda Stewart

Recommendation:

*Approve the following:*

1. *Adopt the Resolution No. 2007-06 delegating the authority to evaluate and handle all claims filed against STA, including, but not limited to, returning such claims as insufficient, accepting, rejecting and settling such claims in an amount not to exceed fifty thousand dollars (\$50,000), to STA's Executive Director;*
2. *Direct the Executive Director to work closely with STA's Legal Counsel in responding to such claims; and directing STA's financial officer to pay any amounts on a claim as directed by the Executive Director.*

**Pg. 53**

**VIII. ACTION – FINANCIAL**

**A. State Route (SR) 12 Median Barrier Study and Project Study Report (PSR) and SR 12 I-80 to I-5 Corridor Study Scope of Work**

Robert Macaulay

Recommendation:

*Authorize the Executive Director to:*

1. *Issue a Scope of Work for the SR 12 Study, consisting of the SR 12 Median Barrier Study/PSR and the State Route 12 I-80 to I-5 Corridor Study;*
2. *Select and enter into a contract with a qualified respondent, with the amount of the SR 12 Median Barrier Study/PSR not to exceed \$700,000;*
3. *Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and*
4. *Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000 to conduct traffic counts on SR 12.*

(6:35 – 6:40 p.m.)

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**IX. ACTION – NON FINANCIAL**

- A. Legislative Update** Jayne Bauer  
*Recommendation:*  
*Approve the following:*
1. *Support SB 286;*
  2. *Request the County of Solano and the seven cities in the county to send letters to the authors in support of the bill.*
- (6:40 – 6:45 p.m.)  
**Pg. 91**

**X. INFORMATIONAL – NO DISCUSSION**

- A. State Route (SR) 12 Status Update** Robert Macaulay  
*Informational*  
**Pg. 111**
- B. Regional Transportation Plan Update and Bay Area FOCUS Project** Robert Macaulay  
*Informational*  
**Pg. 117**
- C. Highway Projects Status Report:** Janet Adams
1. **I-80/I-680/SR 12 Interchange**
  2. **North Connector**
  3. **I-80 HOV: Red Top Road to Air Base Parkway**
  4. **I-80 HOV/Turner Overcrossing**
  5. **Jepson Parkway**
  6. **State Route 12 (Jameson Canyon)**
  7. **State Route 12 East**
  8. **I-80 SHOPP Rehabilitation Projects**
- Informational*  
**Pg. 123**
- D. Project Delivery Update** Sam Shelton  
*Informational*  
**Pg. 131**
- E. Safe Routes to Schools (SR2S) Update** Sam Shelton  
*Informational*  
**Pg. 135**
- F. Updated STA Board Meeting Schedule for Calendar Year 2007** Johanna Masiclat  
*Informational*  
**Pg. 151**

- G. Funding Opportunities Summary**  
*Informational*  
**Pg. 155**

Robert Guerrero

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

- A. Countywide Transit Finance Assessment Study**  
*Discussion*  
(6:45 – 6:55 p.m.)  
**Pg. 159**

Elizabeth Richards  
Robert Kuo

- B. Countywide Transit Ridership Survey**  
*Discussion*  
(6:55 – 7:10 p.m.)  
**Pg. 173**

Elizabeth Richards  
Veronica Raymundo

- C. Solano Transit Consolidation Study Status Update**  
*Discussion*  
(7:10 – 7:30 p.m.)  
**Pg. 199**

Elizabeth Richards  
David McCrossan

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for  
**Wednesday, June 13, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**



## MEMORANDUM

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

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

### **STA and Caltrans to Initiate SR 12 Median Barrier Study/Project Study Report \***

Last month, the STA received support from Caltrans District IV to initiate a SR 12 Median Barrier Study as the phase 1 task to precede a larger SR 12 Corridor Study that will stretch from I-80 to I-5. In order to expedite the initiation of this study, staff has prepared a recommendation to retain consultant assistance through the Metropolitan Transportation Commission's new Freeway Performance Initiative and to fund the study by using two years of State Transportation Improvement Program Planning and Program Monitoring funds (STIP-PPM). The median barrier study will include a Project Study Report (PSR) component that will set the project up for future state funds.

### **SR 12 Committee Develops Public Awareness for Safety on SR 12 \***

On May 3, 2007, the SR 12 Steering Committee held its second meeting and reviewed and discussed options for increasing public awareness of the safety concerns associated with driving on SR 12. At the Board meeting, staff will present a summary of the recommended efforts and informational designs to support this effort.

AB112 (Wolk) was approved by the State Assembly on May 3rd by a vote of 63 to 5. This legislation would establish a double fine zone on SR 12 from I-80 to I-5. The next stop is the Senate with assignment to a policy committee forthcoming.

### **New MTC Chair Bill Dodd to Address STA Board \***

The new Chair of the Metropolitan Transportation Commission (MTC) is Napa County Supervisor Bill Dodd. Supervisor Dodd has requested an opportunity to meet with the STA Board as part of his effort to visit and meet with each of the nine congestion management agencies located in the Bay Area. This will be a good opportunity to discuss Solano County's regional transportation priorities

**Transit Consolidation Study Focus of STA Board Workshop \***

At the Board meeting, staff and three separate consultants are scheduled to present to the Board the results of two recently completed transit studies and the status of the public input regarding the transit consolidation study. The recently completed studies were undertaken to guide the FY 2007-08 edition of the Intercity Transit Funding Agreement. The first of these studies was the Transit Financial Assessment Study that reviewed and analyzed the financial and cost allocation processes for the transit operators that provide intercity transit service. A second independent effort was the completion of a Countywide Transit Ridership Survey of all intercity transit routes, local transit routes and the Baylink Ferry Service. This data was critical for developing the formula for the allocation of costs for funding the seven core routes that comprise Solano Express, Solano County's Intercity Transit Service. A summary of both of these studies will be presented as background for the forthcoming Intercity Transit Funding Agreement and for the Solano Transit Consolidation Study that is currently underway. In addition, a summary of the initial feedback regarding the options for transit consolidation will be discussed.

**I-80/I-680/SR 12 Alternatives Reviewed at Public Workshop**

On April 25<sup>th</sup>, the STA hosted a public workshop on the I-80/I-680/SR 12 Interchange and released the two preferred alignment alternatives for public review and comment. An estimated 85 members of the public attended the meeting, listened to the presentation and provide their input.

**STA's FY 2006/07 Budget on Track Through 3<sup>rd</sup> Quarter \***

Included with this agenda is the 3<sup>rd</sup> quarter report for the STA's FY 2006/07 budget. With 75% of the year completed, the STA's budget expenditures (35%) are in line with revenues (43%). Staff is scheduled to present the STA's FY 2007/08 and 2008/09 budgets for Board consideration in June.

**New Planning Assistant to Join STA**

The STA is pleased to announce the hiring of Sara Woo to fill the vacant Planning Assistant position in the Strategic Planning Department. Ms. Woo is scheduled to graduate in June from U.C. Davis with a Bachelor of Science degree in Community and Regional Development. Her first day of employment is May 16<sup>th</sup>.

Attachment:

- A. STA Acronyms List of Transportation Terms



Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

<b>A</b>		<b>P</b>	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRFP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
<b>B</b>		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
<b>C</b>		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	<b>R</b>	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4-Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	<b>S</b>	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
<b>D</b>		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
<b>E</b>		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
<b>F</b>		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTIP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
<b>G</b>		STAF	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STIA	State Transit Assistance Fund
GIS	Geographic Information System	STIP	Solano Transportation Improvement Authority
<b>H</b>		STP	State Transportation Improvement Program
HIP	Housing Incentive Program	<b>T</b>	
HOV	High Occupancy Vehicle	TAC	Technical Advisory Committee
<b>I</b>		TAM	Transportation Authority of Marin
ISTEA	Intermodal Surface Transportation Efficiency Act	TANF	Temporary Assistance for Needy Families
ITIP	Interregional Transportation Improvement Program	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation System	TCI	Transportation Capital Improvement
<b>J</b>		TCM	Transportation Control Measure
JARC	Jobs Access Reverse Commute	TCRP	Transportation Congestion Relief Program
JPA	Joint Powers Agreement	TDA	Transportation Development Act
<b>L</b>		TDM	Transportation Demand Management
LS&R	Local Streets & Roads	TEA	Transportation Enhancement Activity
LTA	Local Transportation Funds	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
LEV	Low Emission Vehicle	TFCA	Transportation Funds for Clean Air
LIFT	Low Income Flexible Transportation	TIF	Transportation Investment Fund
LOS	Level of Service	TIP	Transportation Improvement Program
LTF	Local Transportation Funds	TLC	Transportation for Livable Communities
<b>M</b>		TMA	Transportation Management Association
MIS	Major Investment Study	TMP	Transportation Management Plan
MOU	Memorandum of Understanding	TMTAC	Transportation Management Technical Advisory Committee
MPO	Metropolitan Planning Organization	TOS	Traffic Operation System
MTC	Metropolitan Transportation Commission	TRAC	Trails Advisory Committee
MTS	Metropolitan Transportation System	TSM	Transportation Systems Management
<b>N</b>		<b>U, V, W Y, &amp; Z</b>	
NEPA	National Environmental Policy Act	UZA	Urbanized Area
NCTPA	Napa County Transportation Planning Agency	VTA	Valley Transportation Authority (Santa Clara)
NHS	National Highway System	W2W	Welfare to Work
NVTA	Napa Valley Transportation Authority	WCCCTAC	West Contra Costa County Transportation Advisory Committee
<b>O</b>		YSAQMD	Yolo/Solano Air Quality Management District
OTS	Office of Traffic Safety	ZEV	Zero Emission Vehicle

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DATE: May 1, 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 April 11, 2007
- B. Review Draft TAC Minutes of April 25, 2007
- C. Fiscal Year (FY) 2006-07 3<sup>rd</sup> Quarter Budget Report
- D. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds
- E. Construction Contract for I-80 Green Valley Bridge (GVB)
- F. I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigations
- G. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County
- H. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2007-08
- I. Delegation of Authority to STA's Legal Counsel to Handle Tort Claims Filed Against STA

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**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**April 11, 2007**

**I. CALL TO ORDER**

Chair Intintoli called the regular meeting to order at 6:20 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Anthony Intintoli (Chair)	City of Vallejo
	Steve Messina (Vice Chair)	City of Benicia
	Mike Smith (Alternate Member)	City of Dixon
	Jack Batson (Alternate Member)	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Jim Spering	County of Solano

**MEMBERS**

<b>ABSENT:</b>	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masielat	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:*

Birgitta Corsello	County of Solano
Mike Duncan	City of Fairfield
Carl Guardino	CTC Commissioner
George Guynn	Suisun City Resident
Bill Kelly	Vice Mayor, City of Rio Vista
Jeff Knowles	City of Vacaville
Dawn LaBar	Office of Assemblywoman Lois Wolk
Gary Leach	City of Vallejo
Ann Maher	Napa Resident
Sandy Person	Vice President, SolanoEDC
Dale Pfeiffer	City of Vacaville
Mike Roberts	City of Benicia
Mike Segala	Councilmember, City of Suisun City

**II. PLEDGE OF ALLEGIANCE**

**III. SPECIAL PRESENTATION BY CTC COMMISSIONER CARL GUARDINO**  
New California Transportation Commission (CTC) Member Carl Guardino addressed the STA Board on statewide and countywide transportation issues.

**IV. APPROVAL OF AGENDA**

On a motion by Vice Chair Messina, and a second by Member Augustine, the STA Board approved the agenda.

**V. OPPORTUNITY FOR PUBLIC COMMENT**

George Guynn, Jr., Suisun City Resident, commented on time limitation for public speaking.

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Caltrans Releases List of Proposed Safety Improvement for State Route (SR) 12
- Double Fine Legislation and Officer Lamoree Memorial Resolution Clear Legislative Hurdle
- New CTC Commissioner Carl Guardino to Address STA Board
- STA Board and Business Community Travels to Washington, D.C.
- Solano Employer Commute Challenge to Debut as Part of Bike to Work Week

**VII. COMMENTS FROM STAFF, CALTRANS AND MTC**

**A. Caltrans Report**

None presented.

**B. Metropolitan Transportation Commission (MTC) Report:**

Member Spring provided a report on various MTC related matters.

- C. **STA Report:**
  - 1. **State Route (SR) 12 Safety Plan Update - Presented by Robert Macaulay**
  - 2. **Federal Legislative Trip, Washington D.C. - Presented by Jayne Bauer**
  - 3. **Solano Employer Commute Challenge/2007 Bike to Work Campaign - Presented by Judy Leaks**

**VIII. CONSENT CALENDAR**

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

- A. **STA Board Minutes of March 14, 2007**  
Recommendation:  
 Approve STA Board Minutes of March 14, 2007.
  
- B. **Review Draft TAC Minutes of March 28, 2007**  
Recommendation:  
 Receive and file.
  
- C. **Approve the Project Plans and Specifications (PS&E) and Full Project Design for the Green Valley Creek Bridge (GVB) Widening Project**  
Recommendation:  
 Approve the Project Plans and Specifications (PS&E) and full project design for the Green Valley 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**  
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.
  
- E. **Paratransit Coordinating Council (PCC) Appointment**  
Recommendation:  
 Appoint Deanna DuPont as a Social Service Provider representative to the PCC.
  
- F. **Solano Pedestrian Advisory Committee (PAC) Appointment**  
Recommendation:  
 Appoint San Francisco Bay Trail’s Maureen Gaffney to the Pedestrian Advisory Committee for a three-year term.

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

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.

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

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.

**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 reviewed and defined the development of a partnership agreement between the City of Fairfield, Solano County, and the STA for the North Connector Project. She cited that both the City of Fairfield and Solano County have already received authorization from their respective council/board to enter into a funding agreement.

**Board Comments:**

None presented.

**Public Comments:**

None presented.

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.

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

## **X. INFORMATION ITEMS**

### **A. 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 provided an update to the corridor studies listed above involving Solano and Yolo Counties. He indicated that staff from STA, Yolo County Transportation District (YCTD), Yolo County, Caltrans, Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) met on March 5, 2007 in Woodland to discuss the projects listed above.

#### **Board Comments:**

None presented.

#### **Public Comments:**

None presented.

## **NO DISCUSSION**

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

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

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

### **E. Legislative Update – April 2007**

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

### **G. Regional Transportation Plan Update and Bay Area FOCUS**

### **H. Transit Capital and Operating Funding**

### **I. Project Delivery Update**

### **J. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2007-08**

### **K. Updated STA Board Meeting Schedule for Calendar Year 2007**

### **L. Funding Opportunities Summary**

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

**A. Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level**

Robert Guerrero presented and discussed the 1.) Solano TLC Program History; 2.) STA’s Role in Programming TLC Funds; 3.) Current TLC Project Activities in Solano County; and 4.) Options for Future TLC Program.

**Public Comments:**

None presented.

**Board Comments:**

Chair Intintoli suggested that this discussion should take place at the Alternative Modes Subcommittee. Vice Chair Messina and Member Sperring concurred with Chair Intintoli.

Alternate Member Smith said that the Alternative Modes Committee has not met recently but has discussed this item in detail; and staff should consider having a meeting in the near future. Member Sperring suggested staff develop a recommendation for funding of specific TLC projects that the committee could respond to.

**B. Project Delivery Workshop**

Janet Adams provided an overview of the projects the STA will be involved with in over the next three (3) years and the role the STA will take in each phase of the project. She cited the projects that are currently in various phases of project delivery to be 1) North Connector (East Section); 2) I-80 HOV Lanes (Red Top to Air Base Pkwy); 3) I-80/I-680/SR 12 Interchange; 4) Cordelia Truck Scales (Phase 5); 5) Jepson Pkwy; 6) SR 12/Church Road; 7) Rio Vista Preliminary Bridge Study; 8) SR 12/Jameson Canyon (Phase 1); 9) I-80 Auxiliary Lane(s) (Travis Blvd. To AB Pkwy); and 10) I-80 HOV Lanes and Turner Pkwy (Vallejo).

**Public Comment:**

None presented.

**Board Comments:**

Member Augustine and Alternate Member Smith provided general comments on a corridor-based funding sign policy.

**XII. BOARD MEMBER COMMENTS:**

None presented.

**XIII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 9, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masclat  
Clerk of the Board

5/1/07  
Date

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**TECHNICAL ADVISORY COMMITTEE**  
**DRAFT**  
**Minutes for the meeting of**  
**April 25, 2007**

**I. CALL TO ORDER**

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

**Present:**

<b>TAC Members Present:</b>	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Gene Cortright	City of Fairfield
	Brent Salmi	City of Rio Vista
	Fernando Bravo	City of Suisun City
	Jeff Knowles	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

<b>STA Staff Present:</b>	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

<b>Others Present:</b>	Mike Duncan	City of Fairfield
	John Harris	John Harris Consulting
	Ed Huestis	City of Vacaville
	Cameron Oakes	Caltarans
	Mike Kerns	MTC
	David McCrossan	HDR Engineering
	Dave Millar	PBS&J
	Cameron Oakes	Caltarans

## II. APPROVAL OF THE AGENDA

On a motion by Brent Salmi, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the exception of Agenda Item VI.D, Intercity Transit Funding Agreement Proposal which was tabled until the next meeting in May.

## III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** None presented.

**MTC:** Dave Millar, PBS&J, provided an update to MTC's I-80 Freeway Performance Initiatives (FPI). He distributed and reported on the comparison between the 2025 and 2030 Traffic Model Demand on I-80 throughout Solano County.

Mike Duncan announced the next Local Streets & Roads (LS&R) Working Group meeting is Friday, May 4, 2007. The LS&R Strategic Plan will be provided at that meeting.

**STA:** Robert Guerrero notified the TAC that STA staff will be recommending a call for Transportation for Livable Communities (TLC) and Eastern Congestion Mitigation Air Quality (ECMAQ) projects.

Robert Guerrero notified the TAC that the Solano Bicycle Advisory Committee (BAC) will be recommending projects for funding at their May 3<sup>rd</sup> BAC meeting, as well as the Pedestrian Advisory Committee at their May 17<sup>th</sup> meeting. Mr. Guerrero indicated that he is going to work to have the project sponsors meet prior to the BAC to discuss the overall funding recommendation and to discuss the administrative process to secure the recommended funding amounts.

## V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Royce Cunningham, the STA TAC unanimously approved Consent Calendar with the exception to pull for discussion the following items:

- Item B, Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds; and
- Item C, Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County

### A. Minutes of the TAC Meeting of March 28, 2007

#### Recommendation:

Approve minutes of March 28, 2007.

**D. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2007-08**

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Unmet Transit Needs response; and
2. Authorize staff to submit the response to MTC.

**PULLED FOR DISCUSSION**

**B. Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds**

Robert Guerrero informed the TAC that BAAQMD staff stated that Fairfield's funding request for \$100,000 with a local match of \$5,000 to create a Residential Compressed Natural Gas (CNG) Vehicle Incentive Program would be difficult to administer and would not be recommended for funding at this time. He requested to delete recommendation# 2.

Recommendation:

Forward a recommendation to the STA Board to approve a resolution for FY 2007-08 BAAQMD 40% TFCA Program Manager funding:

1. \$10,000 for City of Benicia's Diesel Retrofit Devices;
2. ~~\$100,000 for City of Fairfield's Residential Compressed Natural Gas (CNG) Vehicle Incentive Program;~~
3. \$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase); and
4. \$209,494 for SNCI's Rideshare Incentives and Outreach Program.

On a motion by Michael Throne, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown in ~~strikethrough bold italics~~.

**C. Revised - Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County**

Elizabeth Richards distributed and reported on a revised TDA matrix. She stated that several local jurisdictions are preparing their TDA estimates for FY 2007-08. The TDA matrix will be updated and brought forward when jurisdictions are prepared to submit their TDA claim. She cited that the initial draft of the FY 2007-08 TDA matrix would be presented to the STA Board for approval.

Recommendation:

Recommend to the STA Board to approve the attached TDA matrix.

On a motion by Michael Throne, and a second by Fernando Bravo, the STA TAC unanimously approved the recommendation as amended.

## VI. ACTION ITEMS

### A. State Route (SR) 12 Major Investment Study (MIS)

Robert Macaulay provided an update of the SR 12 MIS and the additional of a safety element that will address both of these situations. He indicated that STA has approached MTC about an arrangement whereby MTC partners in funding the SR 12 MIS and safety plan work with STA selecting and using one of MTC's corridor study consultants. This approach will help expedite the selection of a qualified consultant and the initiation of the SR 12 MS update.

#### Recommendation:

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

1. Issue ~~the attached a~~ Scope of Work ~~and Request for Qualifications for consultants to conduct the SR-12 corridor studies for the State Route (SR) 12 Project, consisting of the SR 12 Median Barrier Study and PSR and the SR 12 I-80 to I-5 Corridor Study;~~
2. Select and enter into a contract with a qualified respondent ~~for an amount not to exceed \$350,000 with the amount of the SR 12 Median Barrier Study and PSR not to exceed \$350,000, and the amount for the SR 12 I-80 to I-5 Corridor Study to be determined through negotiations with MTC, Caltrans, SACOG and SJCOG;~~
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000.

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC unanimously approved the recommendation as shown above in ~~strikethrough bold italics~~.

### B. Countywide Transit Finance Assessment Study

Elizabeth Richards reviewed the development of the FY 2006-07 Intercity Transit Funding Agreement with a number of issues raised related to costs of routes. She listed them as follows: 1.) How costs are allocated among routes; s.) How costs are allocated between local vs. intercity routes; 3.) How are overhead rates are applied; and 4.) What is included and are they reasonably consistent.

At an earlier meeting, the SolanoExpress Intercity Transit Consortium requested to modify recommendation# 2 to read as 2. Authorize the Executive Director to develop policies *with the Intercity Transit Working Group* pertaining to overhead and administration costs to be funded through the Intercity Transit Funding Agreement. The TAC concurred.

#### Recommendation:

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

1. The Transit Finance Assessment Study; and
2. Authorize the Executive Director to develop policies *with the Intercity Transit Working Group* pertaining to overhead and administration costs to be funded through the Intercity Transit Funding Agreement.

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

**C. Countywide Transit Ridership Survey**

Elizabeth Richards reviewed the results of STA's Countywide Ridership Study. She provided a summary of the on-board survey instrument, routes surveyed and average daily ridership, schedule of survey days by route, and rider residence by route.

Recommendation:

Recommend to the STA Board to *approve receive and file* the Solano County Transit Ridership Study.

On a motion by Michael Throne, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation as amended shown in ~~strikethrough~~ *bold italics*.

**D. Intercity Transit Funding Agreement Proposal**

This item was tabled until the next meeting in May.

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize the Executive Director to execute an Intercity Transit Funding Agreement based on the core concepts outlined in Attachment 1.
2. Authorize the filing of TDA claims based on the agreed upon amounts for the intercity routes, as follows: Benicia - \$356,822, Rio Vista - \$16,031, Vacaville - \$582,821, Vallejo - \$1,404,991, and County of Solano - \$130,000.

On a motion by Paul Wiese, and a second by Royce Cunningham, the STA TAC unanimously approved to table this item until the next meeting in May.

**E. Legislative Update**

Jayne Bauer reviewed the Senate Bill (SB) 286 (Lowenthal/Dutton) bill sponsored by the League of California Cities and the California State Associations of Counties (CSAC). She indicated that the bill proposes to accelerate distribution of the \$2 billion Proposition 1B funds for local streets and roads.

Recommendation:

Forward the following recommendation to the STA Board:

1. Support SB 286; and
2. Request the County of Solano and the seven cities in the county to send letters to the authors in support of the bill.

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

## **VII. INFORMATION ITEMS**

### **A. Solano Transit Consolidation Study Status Update**

David McCrossan provided an overview of the outreach efforts of the project. He identified that STA Boardmembers and Board Alternates began interviews in March and have continued through April. He listed the ten questions developed to guide the interviews in order to gain broad perspectives of issues and concerns.

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

Robert Macaulay reviewed MTC's plans to add two new goals to the existing six (6) goals used to measure progress in implementing the RTP. He listed the two (2) goals (safety/security management and greenhouse gas emission reduction) which are in response to requirements from federal and state legislation.

### **C. Highway Projects Status Report:**

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

Janet Adams provided a status report to highway projects in Solano County as listed above.

### **D. Project Delivery Update**

Sam Shelton listed the four project delivery reminders for the Technical Advisory Committee (TAC). The project delivery reminders are 1.) Inactive Obligations; 2.) Transportation Improvement Program (TIP) Amendment Schedule; 3.) Federal Rescission of Transportation Funding; and 4.) STA Project Delivery Working Group (PDWG), March 27, 2007.

## **NO DISCUSSION**

### **E. Solano Napa Model Status**

### **F. State Route 12 Plan Update**

### **G. Employer Commute Challenge and 2007 Bike to Work Week**

### **H. Safe Routes to School (SR2S)**

### **I. Funding Opportunities Summary**

### **J. STA Board Meeting Highlights – April 11, 2007**

### **K. Updated STA Board and Advisory Committee Meeting Schedule for 2007**

## **VIII. ADJOURNMENT**

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 30, 2007.**

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DATE: April 26, 2007  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2006-07 3<sup>rd</sup> Quarter Budget Report

**Background:**

On January 10, 2007, the STA Board approved the FY 2006-07 Mid-Year Budget Revisions to reflect additional fund sources for new projects and carryover funds from prior year FY 2005-06. Subsequently on March 14, 2007, the STA Board was presented with the 2<sup>nd</sup> Quarter Budget Report for FY 2006-07.

**Discussion:**

The attached STA financial report shows the revenue and expenditure year-to-date activity ending March 31, 2007 with 75% of the fiscal year completed. The STA's total program administration and operation expenditures for the 3<sup>rd</sup> Quarter are at 35% with total revenue at 43% for the FY 2006-07 budget.

**Revenues:**

Total revenue of \$5,977,595 (43%) has been received and billed for the 3<sup>rd</sup> Quarter ending March 31, 2007. This revenue amount represents reimbursement of program expenditures and other fund source advances received and billed year-to-date.

**Expenditures:**

STA's projects and programs are ongoing and expenditures are for actual work billed, which may not be reflective of the budget ratio for the 3<sup>rd</sup> Quarter.

- **STA's Operation and Administration is at 64% of budget.** The STA Operation Management and Administration budget ratio for the 3<sup>rd</sup> Quarter is within budget projections. Approved budget activities are in process and are aligned with budget expectations. The STA Expenditure Plan budget is expected to be carried over into the next fiscal year when the final budget revision for FY 2006-07 is presented to the STA Board in June 2007.
- **Transit and Rideshare Services/SNCI is at 42% of budget.** The billings from project consultants for projects such as the Countywide Ridership Survey, Countywide Transit Finance Assessment Study, and Solano Express Marketing are underway and invoices were submitted after the end of the 3<sup>rd</sup> Quarter. The program expenditures for the Fall Campaign and the Bike to Work are anticipated in the next quarter. Therefore, the forecasted expenditures for these projects actual work completed are not reflective of the current budget ratio for this quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects when budget revision for the FY 2006-07 is presented to the STA Board in June 2007.

- **Project Development at 29% of budget.** The Transportation Congestion Relief Program (TCRP) 25.2 fund for the North Connector is fully expended. However, the interest on the funds received in advance is being expended for Project Administration and Management. A funding closeout will be submitted at the end of the FY 2006-07. The State Route (SR) 12 Bridge Realignment and the I-80 High Occupancy (HOV)/Turner Parkway Overcrossing Projects have not started due to the finalization of consultant contracts, finalizing funding agreements, and obtaining Federal approval to proceed. Most of STA's projects are on a reimbursement basis and two projects are in its initial stage, therefore, the forecasted expenditures for the projects are not reflective of the budget ratio for the Quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects when budget revision for the FY 2006-07 is presented to the STA Board in June 2007.
- **Strategic Planning at of 36% of budget.** The Model Management invoice billing from the consultant, City of Fairfield, is anticipated to come in the next quarter. The State Route (SR) 113 Major Investment Study (MIS)/Corridor Study Project has not started due to the finalization of the consultant contracts and funding agreement. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects to the next fiscal year when budget revision for the FY 2006-07 is presented to the STA Board in June 2007. The Transportation Funds for Clean Air (TFCA) and the Abandoned Vehicle Abatement (AVA) Programs invoices were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the Quarter.

In the aggregate, STA Budget expenditures are within budget, and revenues have been received and/or reimbursed at a rate to cover STA expenditures.

**Recommendation**

Review and file.

Attachment:

- A. STA FY 2006-07 3<sup>rd</sup> Quarter Budget Report

**STA QUARTERLY FINANCIAL REPORT  
FY 2006-07 Third Quarter Report  
July 1, 2006 through March 31, 2007**

REVENUES			
General Fund	FY 06-07 Budget	Actual Received YTD	%
Gas Tax (Reserve Account)	30,000	30,000	100%
Interest	0	(1,274)	0%
Gas Tax	255,958	255,958	100%
TDA Art. 4/8	444,061	331,049	75%
STAF	1,065,020	803,780	75%
Surface Transportation Program (STP)	1,312,132	674,296	51%
State Planning & Research (SP&R)	83,333	0	0%
STIP/PPM	39,000	0	0%
North Connector - Regional Measure 2 (RM 2)	12,482	0	0%
TCRP 25.2 - North Connector	27,943	21,860	78%
TCRP 25.3 - Interchange	40,010	31,355	78%
I-80 HOV - Regional Measure 2 (RM 2)	27,273	20,806	76%
TFCA	320,305	144,479	45%
DMV/AVA	11,000	2,791	25%
STA-ECMAQ	100,000	0	0%
CBO Grant	30,000	0	0%
TFCA-Napa	25,000	0	0%
MTC-Rideshare	240,000	184,051	77%
MTC-ECMAQ	115,000	96,853	84%
City of Fairfield	110,000	99,944	91%
Local Funds - Cities/County	96,889	69,432	72%
Sponsors	8,000	0	0%
<b>Subtotal</b>	<b>\$4,393,406</b>	<b>\$2,765,380</b>	<b>63%</b>

TFCA Programs			
TFCA	352,311	322,017	91%
Interest		20,175	0%
<b>Subtotal</b>	<b>\$352,311</b>	<b>\$342,192</b>	<b>97%</b>

Abandoned Vehicle Abatement (AVA) Program			
DMV	342,000	174,310	51%
Interest		1,901	0%
<b>Subtotal</b>	<b>\$342,000</b>	<b>\$176,211</b>	<b>52%</b>

Solano Paratransit			
Vehicle Wrap - STAF	35,000	0	0%
<b>Subtotal</b>	<b>\$35,000</b>	<b>\$0</b>	<b>0%</b>

Jepson Parkway Environmental Impact Report (EIR)			
Surface Transportation Program (STP)	264,507	73,646	28%
<b>Subtotal</b>	<b>\$264,507</b>	<b>\$73,646</b>	<b>28%</b>

North Connector			
TCRP 25.2	164,649	163,883	100%
Interest		3,372	0%
<b>Subtotal</b>	<b>\$164,649</b>	<b>\$167,255</b>	<b>102%</b>

North Connector East			
Preliminary Engineering - RM2	2,487,518	493,686	20%
<b>Subtotal</b>	<b>\$2,487,518</b>	<b>\$493,686</b>	<b>20%</b>

I-80/I-680/SR 12 Interchange			
TCRP 25.3	2,042,025	582,493	29%
Interest		3,699	0%
<b>Subtotal</b>	<b>\$2,042,025</b>	<b>\$586,192</b>	<b>29%</b>

SR 12 Bridge Realignment			
Federal Earmark	362,000	0	0%
Local Funds (City of Rio Vista)	90,500	0	0%
<b>Subtotal</b>	<b>\$452,500</b>	<b>\$0</b>	<b>0%</b>

I-80 High Occupancy Vehicle (HOV)			
PAVED Design RM 2	2,862,437	1,373,033	48%
<b>Subtotal</b>	<b>\$2,862,437</b>	<b>\$1,373,033</b>	<b>48%</b>

I-80 HOV/Turner Parkway Overcrossing			
Federal Earmark	320,000	0	0%
STAF	80,000	0	0%
Local Funds-Solano County/City of Vallejo	53,333	0	0%
<b>Subtotal</b>	<b>\$453,333</b>	<b>\$0</b>	<b>0%</b>

<b>TOTAL REVENUES</b>	<b>\$13,849,686</b>	<b>\$5,977,595</b>	<b>43%</b>
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EXPENDITURES			
Operations & Administration	FY 06-07 Budget	Actual Spent YTD	%
Operations Management/Administration	1,209,269	831,134	69%
STA Board of Directors	51,800	25,601	49%
Expenditure Plan	50,000	339	1%
Contribution to STA Reserve	30,000	0	0%
<b>Subtotal</b>	<b>\$1,341,069</b>	<b>\$857,074</b>	<b>64%</b>

Transit and Rideshare Services/SNCI			
Transit/SNCI Management/Administration	436,366	309,367	71%
Employer/Van Pool Outreach	12,200	6,227	51%
SNCI General Marketing	145,000	17,952	12%
Fall Campaign	16,000	0	0%
Bike to Work Campaign	20,000	0	0%
Incentives	35,000	6,526	19%
Solano Express Marketing	250,000	96,210	38%
Guaranteed Ride Home Program	31,000	231	1%
Transit Management Administration	82,800	41,441	50%
Community Based Transit Study	30,000	693	2%
Lifeline Program	15,000	2,079	14%
Paratransit Coordinating Council (PCC)	40,000	10,390	26%
Solano Paratransit Assessment Implementation	40,000	0	0%
Transit Consolidation Feasibility Study	175,000	11,024	6%
Solano Paratransit Capital	35,000	908	3%
Countywide Transit Ridership Survey	150,000	104,308	70%
Countywide Transit Finance Assessment Study	60,000	55,500	93%
<b>Subtotal</b>	<b>\$1,573,366</b>	<b>\$662,856</b>	<b>42%</b>

Project Development			
Project Management/Administration	113,654	69,014	61%
Traffic Safety Plan Update	109,551	48,141	44%
SR 12 Bridge Realignment Study	452,500	0	0%
Project Study Report (PSR) SR 12/Chruh	164,145	316	0%
Jepson Parkway	264,507	39,722	15%
North Connector PAVED (TCRP 25.2)	164,649	170,970	104%
North Connector- East (Design) RM 2	2,487,518	548,874	22%
I-80 HOV Lane PAVED (Design) RM 2	2,862,437	1,378,939	48%
I-80/680/12 Interchange PAVED (TCRP 25.3)	2,042,025	402,771	20%
I-80 HOV/Turner Parkway Overcrossing	453,333	0	0%
<b>Subtotal</b>	<b>\$9,114,319</b>	<b>\$2,658,747</b>	<b>29%</b>

Strategic Planning			
Planning Management/Administration	268,990	161,391	60%
SolanoLinks Marketing	103,020	65,432	64%
General Marketing	32,000	30,574	96%
Events	27,000	11,384	42%
Model Management	80,000	0	0%
Solano TLC Program	387,556	113,674	29%
Fairfield/Vacaville Rail Station Design	110,000	90,690	82%
SR 113 MIS/Corridor Study	118,055	935	1%
TFCA Programs	352,311	102,032	29%
DMV Abandoned Vehicle Abatement	342,000	76,096	22%
<b>Subtotal</b>	<b>\$1,820,932</b>	<b>\$652,208</b>	<b>36%</b>

<b>TOTAL EXPENDITURES</b>	<b>\$13,849,686</b>	<b>\$4,830,885</b>	<b>35%</b>
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DATE: April 30, 2007  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2007-08 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as ridesharing activities, clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District, divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects.

Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding. The BAAQMD reviews and approves projects submitted by the Program Manager annually. The STA Board approved the FY 2007-08 Solano TFCA Program Manager Guidelines and authorized a call for projects at their March 14, 2007 meeting.

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that outlines funding amounts from STA discretionary funds for Transportation for Livable Communities (TLC), bicycle, pedestrian, and other alternative modes type projects. As part of the Strategy, the anticipated average annual Solano TFCA Program Manager fund of \$320,000 was apportioned by allocating \$195,000 for the Solano Napa Commuter Information's (SNCI) Ridesharing Activities.

Attached is the current Alternative Modes Fund Strategy (Attachment A); however, this Alternative Modes Fund Strategy is currently being revised due to a modified fund estimate for the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program. MTC's notified the STA that the actual amount of ECMAQ available is \$500,000 less than anticipated originally. The Alternative Modes Fund Strategy will be subject for

further evaluation at the next Technical Advisory Committee (TAC), but is pertinent to the last paragraph of this Staff Report's Discussion section.

**Discussion:**

A total of \$332,614 is available for Solano TFCA Program Manager funds for FY 2007-08. This is almost \$15,000 higher than what Solano County receives on an average annual basis. The increased amount is due primarily to increased vehicle registrations fees collected and accrued TFCA interest in 2006. In addition to the STA's SNCI Rideshare Incentives and Outreach Program, the STA received a total of \$358,120 in TFCA funding requests from the cities of Fairfield and Benicia for clean air projects. The table below summarizes this year's request and STA staff's recommendation:

Project Sponsor	Project Title	Requested TFCA Funds	Recommendation
City of Benicia	Purchase Diesel Particulate Devices for Benicia Breeze Buses	\$10,000	\$10,000
City of Benicia	Regional Bus Service- Vallejo Ferry Terminal to Pleasant Hill BART	\$25,000	\$0
City of Benicia	Shuttle Service- Solano College in Vallejo to Martinez Amtrak Station	\$15,000	\$0
City of Fairfield	Fairfield/Suisun Transit Bicycle Access Improvements	\$13,120	\$13,120
City of Fairfield	Residential Compressed Natural Gas (CNG) Vehicle Incentive Program	\$100,000	\$0
Solano Napa Commuter Information	SNCI Rideshare Incentives and Outreach Program.	\$195,000	*
Total:		\$358,120	\$23,120
		Remaining Balance:	\$309,494

\*ECMAQ swap see 3rd to last paragraph for detailed explanation

The City of Benicia requested a total of \$50,000 for three projects.

- The first project request was for \$10,000 with a local match of \$240,683 to purchase diesel engine retrofit devices for 12 Benicia Breeze buses. These engine retrofit devices are currently one of the most efficient particulate traps for diesel engines and allow the Benicia buses to have vehicle emissions that exceeds the California Air Resources Board's standard for diesel engines. These types of projects in particular are encouraged by the BAAQMD, and therefore, STA staff is recommending that the City of Benicia's request for \$10,000 to purchase diesel engine retrofit devices be fully funded.
- The City of Benicia also requested \$25,000 for Regional Bus Service between Pleasant Hill BART and the Vallejo Ferry Terminal, and \$15,000 for shuttle service between the future Solano Community College satellite campus extension in Vallejo and the Amtrak Station in Martinez. A local match of \$1,204,518 is

proposed to be provided for the two projects. Both projects are technically eligible as feeder services. However, there is an existing route operating between Vallejo and Pleasant Hill BART Station – Benicia’s Rt. 75. This route is planned to be transitioned to Vallejo Transit operation in FY 2007-08 and to be fully funded through the FY 2007-08 Intercity Transit Funding agreement. Concerning the second proposal, Benicia currently operates a transit shuttle from downtown Benicia to the Martinez Amtrak station and this proposal appears to be an extension of that route. The STA is currently developing a transit consolidation study which strategically looks at the long term transit operator functions and Solano County’s intercity bus routes. It is STA staff’s concern that funding either of these proposals for additional shuttle and bus service between Vallejo, Benicia and Contra Costa County is premature. It is therefore recommended that these two routes not be funded with TFCA funds at this time.

The City of Fairfield requested a total of \$113,120 for two clean air projects.

- The City of Fairfield’s first request for TFCA funding is for \$13,120 with a local match of \$3,280 to purchase and install 13 bicycle racks on Fairfield Suisun Transit (FST) local fixed route buses. The goal for this project is to integrate bicycle travel into the local transit system by allowing passengers to safely transport their bicycles on FST buses. The City of Fairfield cited four STA Countywide Bicycle Plan objectives that this project meets including: “Maximize multi-modal connections to the [Solano County] bikeway system.” The City indicated that if funded, they would meet this objective by allowing bicyclists direct access to major multi-modal transportation facilities such as the Fairfield Suisun Transportation Center and the Suisun City Amtrak Station through the local transit service. STA staff recommends that the City of Fairfield’s request for \$13,120 be fully funded.
  
- Fairfield’s second funding request is for \$100,000 with a local match of \$5,000 to create a Residential Compressed Natural Gas (CNG) Vehicle Incentive Program for residents from both the City of Fairfield and the City of Suisun City. This program is similar in design to the City of Vacaville’s successful CNG program. The proposed project will provide financial incentives to subsidize \$4,000 in consumer costs for purchasing up to 25 CNG vehicles. However, according the BAAQMD staff, the program would be difficult to administer and would not be recommended for funding at this time if the STA Board approves this project. BAAQMD staff made the following points:
  1. The CNG incentives are only eligible for vehicles within the Bay Area. It is difficult to track private citizens that received incentives for purchasing CNG vehicles.
  2. The BAAQMD will not receive the air emission benefits that the project was originally approved for if the recipient moves or sells the vehicle to someone outside of the Bay Area. The City of Fairfield would be liable for re-paying the TFCA grant amount if this situation arises.
  3. The CNG incentives program is primarily geared toward public agency fleet vehicles that are almost guaranteed to stay within the Bay Area.

Based on the BAAQMD's input, STA staff is not recommending funding for this project at this time. Staff does recognize the value of such a program and will continue to work with the BAAQMD to identify what other opportunities are available to fund such a program.

SNCI's ridesharing incentives program continues to be an important project for marketing alternative modes of transportation for commuters in Solano County. Currently, SNCI offers a vanpool formation incentive, vanpool back-up driver incentive, a bicycle incentive and an emergency ride home program. SNCI provides personal assistance for transportation and commuters options. This service is especially helpful for Solano County commuter during times of emergency, such as the recent I-580 bridge collapse in Oakland. Lastly, SNCI initiated a new Solano Employer Challenge that is expected to jump start the incentive program.

In order to maintain SNCI's current level of funding, SNCI receives funding from ECMAQ and TFCA. This helped off set a cut in regional rideshare funds that occurred in FY 2005-06. The STA's Technical Advisory Committee (TAC) recommended approval of SNCI's program at their April 25, 2007 meeting, with a second call for TFCA projects for the remaining fund balance of \$100,000. However, since the April 25, 2007 TAC meeting, STA staff has re-evaluated funding options for SNCI's program. As specified in the Background Section of this report, available ECMAQ funding is less than anticipated for FY 2007-08 and FY 2008-09. STA staff is recommending providing additional TFCA funds with the remaining balance of available FY 2007-08 TFCA funds. This will maintain the STA's commitment to the SNCI Program and allow a reduction in ECMAQ funds dedicated to the program in FY 2007-08. STA staff's goal through this action is to make available more ECMAQ funds to accommodate Alternative Fuels and Safe Routes to School Projects and to overall maintain SNCI Program funding..

STA staff will meet with BAAQMD staff and Solano County BAAQMD Representative, Supervisor John Silva to discuss this funding strategy in the next few weeks. Therefore, STA staff recommends reconsidering SNCI's ridesharing program for TFCA funding as part of Second Call for Projects.

The TAC also recommended approval of the Bus Retrofit project proposed by Benicia and Bicycle Rack project proposed by Fairfield at their April 25, 2007 meeting.

**Fiscal Impact:**

\$332,614 will be funded through the BAAQMD's 40% TFCA Program Manager Funds for recommended clean air projects discussed in this staff report.

**Recommendation:**

Approve the following:

1. Resolution for FY 2007-08 BAAQMD 40% TFCA Program Manager funding:
  - \$10,000 for City of Benicia's Diesel Retrofit Devices and
  - \$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements (bus bicycle racks purchase)
2. Consider increasing TFCA funding for Solano Napa Commuter Information's Rideshare Incentives and Outreach Program as part of Second Call for Projects.

Attachments:

- A. Alternative Modes Fund Strategy

Alternative Modes Funding Strategy 2006-07 to 2008-09

	Estimated Funds to be Programmed by STA				Total per fund source	
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Clean Fuel Technology, Ridesharing, and Safe Routes to Schools)		
Fund Recommending Committee	Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC		
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD		
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000	
FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000	Total funds available per fiscal year
FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000	
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000	
FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000	Total funds available per fiscal year
FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,000,000	
Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000	
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	\$ 1,850,000	Total funds available per fiscal year
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000	
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794	
FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	Total funds available per fiscal year
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	Total funds available per fiscal year
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834	
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
TFCA Program Manager Funds (Assumes \$195,000 is allocated to SNCI for ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects (based on 2/3 bike and 1/3 ped split ratio) and 50% for "Other category")	\$ -	\$ 120,000	\$ 60,000	\$ 180,000	\$ 360,000	
FY 06-07	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects 25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000	
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
<b>Subtotal</b>	<b>\$ 3,195,000</b>	<b>\$ 2,746,086</b>	<b>\$ 1,325,042</b>	<b>\$ 997,500</b>	<b>\$ 8,263,628</b>	
				<b>2006-07 ECMAQ Allocation</b>	<b>\$ 1,400,000</b>	
				<b>Total</b>	<b>\$ 9,663,628</b>	

### Geographical Summary of the Alternative Modes Strategy

	East County (Dixon, Rio Vista, Unincorp. Solano County, and Vacaville)	West County (Benicia, Fairfield, Unicorp. Solano County, and Vallejo)
County TLC Transportation Enhancements (TE) <sup>1</sup> - Based on MTC's Enhancement estimate	\$ 525,000	\$ 1,050,000
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ estimate		\$ 540,000
County TLC Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 4,400,000	
TFCA Program Manager Funds (Assumes at least 50% to Alternative Modes Projects)		\$ 477,000
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects)	\$ 435,000	
TDA Article 3 (Based on MTC Estimate) <sup>1</sup> - 2/3 bike, 1/3 ped	\$ 319,265	\$ 638,529
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835) <sup>1</sup> - 2/3 bike, 1/3 ped	\$ 465,278	\$ 930,556
Funds available by County Area	\$ 6,144,543	\$ 3,636,085

<sup>1</sup>Eastern Solano County is eligible for TE, TDA Article 3, and County Bike/Ped Program funding. Staff estimated 1/3 of these funds to be allocated to Eastern Solano County Based on population.

**\*ECMAQ Assumptions**

- \$400,000 is allocated for Ridesharing Activities (off the top FY 2006/07 \$100,000, FY 2007-08 \$150,000 and FY 2008-09 \$150,000 from ECMAQ)
- 20% of Eastern CMAQ Funding was split off to the "Other" category. Remaining balance was split according to funding needs by program.
- \$1,400,000 of unprogrammed funds from previous fiscal years will be made available for FY 2006-07 projects that are immediately ready for implementation (including \$100,000 for Solano Napa Commuter Information's Ridesharing Activities).



DATE: April 27, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Construction Contract for I-80 Green Valley Creek Bridge (GVB)

**Background:**

Consistent with STA Board direction, staff has been proceeding with the implementation of the I-80 High Occupancy Vehicle (HOV) Lanes project from Red Top Road to Air Base Parkway. The Green Valley Bridge (GVB) is a bridge structure along within the project limits of the I-80 HOV Lanes project. This structure will need to be widened on the outside as well as on the inside as part of the project. With the short construction window (June 1st to October 1st) allowed by the environmental permits, it will take two construction seasons to complete both the inside and outside widening of this structure. In order to expedite the project schedule and facilitate Caltrans follow-on State Highway Operations and Protection Program (SHOPP) 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 Bridge Widening project under an encroachment permit from Caltrans.

**Discussion:**

On March 14, 2007, the Board authorized the Executive Director to advertise the advance construction contract for the Green Valley 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 the Mark Thomas/Nolte Joint Venture, professional engineering firms with substantial experience in designing Caltrans highway projects, according to Caltrans design standards. In accordance with legal requirements, the project was advertised in the following newspapers: The Sacramento Bee, Contra Costa Times and the Daily Republic.

The bids were received and opened on April 24, 2007 at the STA offices at One Harbor Center, Suite 130, Suisun City, CA. The construction bids received are as shown below.

<b><u>Contractor</u></b>	<b><u>Bid Amount</u></b>
1. Ghilotti Brothers Construction Inc.	\$1,333,000.00
2. Viking Construction	\$1,586,585.08
3. George Bianchi Construction	\$1,684,606.74
4. Shasta Constructors Inc.	\$1,916,686.00
Engineers Estimate	\$ 955,428.00

The lowest responsible bidder appears to be Ghilotti Brothers Construction, Inc. for a bid of \$1,333,000.00. As such, the final project budget is \$1,699,600.00, and includes a 20% project contingency of \$266,600 for contract change orders, \$80,000 in supplemental funds and \$20,000 for state furnished materials.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract the low bid contractor will be given the Notice to Proceed.

**Fiscal Impact:**

The cost of \$1,699,600.000 as recommended at part of this staff report 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. An allocation by the Metropolitan Transportation Commission (MTC) for this work has already been approved.

**Recommendation:**

Approve Resolution No. 2007-05 for the construction of the Green Valley Bridge

Attachment:

- A. Resolution No. 2007-05 for the Construction of the Green Valley Bridge

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2007-05**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
AWARDING THE GREEN VALLEY BRIDGE CONTRACT TO GHILOTTI  
BROTHERS CONSTRUCTION; DETERMINING THE GREEN VALLEY  
BRIDGE PROJECT IS IN COMPLIANCE THE PREVIOUSLY CERTIFIED  
MITIGATED NEGATIVE DECLARATION; AND AUTHORIZING RELATED  
ACTIONS NECESSARY TO IMPLEMENT THE GREEN VALLEY BRIDGE  
CONTRACT**

**WHEREAS**, on March 14, 2007 the STA Board authorized the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening for the I-80 HOV Lanes project; and

**WHEREAS**, bids were received and opened on April 24, 2007 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

**WHEREAS**, STA received four bids for the project ranging in amounts from \$1,333,000.00 to \$1,916,686.00; and

**WHEREAS**, The engineer's estimate for the project was \$955,428.00; and

**WHEREAS**, Ghilotti Brothers Construction, Inc. was the lowest responsible and responsive bidder with a bid of \$1,333,000.00; and

**WHEREAS**, after adding in project contingencies, supplemental funds and funds for state furnished materials the final project budget is \$1,699,600; and

**WHEREAS**, the STA Board has reviewed the written record for the previous environmental assessment for the Interstate 80 High-Occupancy Vehicle Lane Project and, on the basis of the factual information, determines that the Green Valley Bridge Project falls within, has been fully analyzed by and is in compliance with the previous environmental assessment, based on the following findings:

1. That the activity is within the scope of the project covered by the previous Mitigated Negative Declaration;
2. That no new significant effects would occur or no new mitigation measures would be required;
3. That feasible mitigation measures or alternatives adopted with the Mitigated Negative Declaration have been incorporated into the project approval; and
4. That no new environmental document would be required; and

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

1. Approves the Green Valley Bridge (GVB) Contract, Notice to Contractors and Special Provisions, including issued Addenda No. 1
2. Determines that the Green Valley Bridge (GVB) Project is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: Interstate 80 High-Occupancy Vehicle Lane Project Initial/Study/Proposed Mitigated Negative Declaration certified by the STA Board on March 14, 2007.
3. Awards the contract for furnishing labor, equipment, and materials for the Green Valley Bridge (GVB) to Ghilotti Brothers Construction, Inc., the lowest responsive and responsible bidder, in the amount of \$1,333,000.00 and require the contractor to present surety bonds for payment and faithful performance in the amounts of \$1,333,000 and \$1,333,000.00, respectively.
4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount or \$266,600.00.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.

10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 9<sup>th</sup> day May, 2007, by the following vote:

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

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

\_\_\_\_\_  
Anthony Intintoli, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 9, 2007.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

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DATE: April 27, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: I-80 High Occupancy Vehicle (HOV) Lanes Project Mitigations

**Background:**

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three projects are being delivered simultaneously, one of which is for the I-80 High Occupancy Vehicle (HOV) Lanes project. The I-80 HOV Lanes will add capacity to I-80 for approximately 8.7 miles from Red Top Road Interchange to just east of Air Base Parkway Interchange. The additional lanes in both west and eastbound directions will primarily be constructed in the existing median. The additional lanes will be enforced for carpools during peak commute periods only.

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 HOV Lanes project and FHWA is the Lead Agency for National Environmental Policy Act (NEPA) compliance. The STA is the project sponsor and will be providing funding for the I-80 HOV lanes project through a Regional Measure (RM) 2 funds, a Federal Earmark, and Proposition 1 B Corridor Mobility Improvement Account (CMIA) funds. As such, the STA is a Responsible Agency under CEQA for this project. The CEQA and NEPA environmental documents have been approved for the I-80 HOV Lanes project.

**Discussion:**

As mentioned above, the CEQA and NEPA environmental documents have been approved for the I-80 HOV Lanes project. As analyzed in the environmental document, the project does have impacts, of which all can be mitigated. These impacts are for:

- California Red-Legged Frog (CRLF) Habitat
- Valley Longhorn Elderberry Beetle Habitat
- Seasonal Wetland Waters of the U.S
- Riparian Habitat

As discussed in the Biological Opinion from the US Fish and Wildlife Service, the project will result in impacts to California red-legged frog (CRLF) habitat as well as valley longhorn elderberry beetle habitat.

There will be a permanent loss of .002 acre and temporary disturbance of .10 acre of California red-legged frog habitat. Mitigation for the impacts to CRLF habitat will include the riparian enhancement of an area of Suisun Creek approximately 50 feet upstream and downstream from the project area by removing non-native species (i.e.,

bigleaf periwinkle, Himalayan blackberry, and giant reed occurring outside the project area) and replacing them with native riparian plants including willow, alder, mugwort, and California wild rose. STA consultants have completed a plan for the riparian enhancement and submitted it to the US Fish and Wildlife Service.

Mitigation for the impacts to the valley longhorn elderberry beetle habitat will consist of purchasing conservation credits for 88 elderberry seedlings and 142 associated native plants from the River Ranch Conservation Bank at a cost of \$80,400.

Additional mitigation measures may be required by the Department of Fish and Game and the US Army Corps of Engineers (USACE). Staff expects the permits to be issued by the week of May 7, 2007. Once the final mitigations are identified and confirmed with the respective resource agencies, staff will report back to the Board.

**Fiscal Impact:**

The I-80 HOV Lanes Project environmental document, including all required environmental mitigation, is being funded with Regional Measure 2 (RM 2) funds.

**Recommendation:**

Authorize the Executive Director to:

1. Execute an agreement with Sacramento River Ranch Mitigation Bank for the purchase of conservation credits for mitigation of the impacts to the valley longhorn elderberry beetle habitat in the amount of \$80,500.00;
2. Purchase 0.01 acre of seasonal wetlands at Elise Gridley Mitigation Bank for mitigation of impacts to the Seasonal Wetland Waters of the U.S for in the amount of \$2,000.00; and
3. Purchase Mitigation of Impacts to Riparian Habitat with Solano County Resource Conservation District (SCRCD) along the Putah Creek within the boundaries of Lake Solano Regional Park for an amount not to exceed \$30,000.



DATE: April 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2007-08 Transportation Development Act (TDA)  
Distribution for Solano County

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 80, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

**Discussion:**

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

At the April Consortium and Technical Advisory Committee (TAC) meetings, the first draft of the FY 2007-08 TDA Matrix was presented. The FY 2007-08 revenue estimate and carryover are based on MTC's Feb 2007 estimate that has been approved by the MTC Commission.

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing a cost-sharing agreement for intercity routes. An agreement on the intercity cost-sharing agreement for FY 2007-08 has been reached by five jurisdictions; the County of Solano and the Cities of Benicia, Dixon, Vacaville, and Vallejo. With this concurrence, they will be able to process their TDA claims. Rio Vista

had initially agreed to the intercity, cost-sharing proposal at an earlier meeting in April, but has since modified its position. The City of Fairfield, which also claims Suisun City TDA funds to operate Fairfield/Suisun Transit, had not agreed to the intercity cost-sharing due to their increase in cost as a result of the formula. These jurisdictions will be able to move forward once an agreement is reached concerning their contribution to intercity routes. Therefore, the TDA matrix includes only the intercity route contributions of the five jurisdictions. STA staff is continuing to work with the staff of these two jurisdictions to resolve the remaining issues.

Solano Paratransit is managed by the STA, operated by Fairfield/Suisun Transit and funded by five local jurisdictions. The total projected cost of operating Solano Paratransit has decreased over FY 2006-07. The annual funding contributions are consistent with the approved methodology outlined in the multi-year agreement.

Several local jurisdictions are preparing their TDA estimates for FY 2007-08. The TDA matrix will be updated and brought forward when jurisdictions are prepared to submit their TDA claim. This initial FY 2007-08 TDA matrix is being presented for approval.

**Recommendations:**

Approve the attached FY 2007-08 TDA matrix for FY 2007-08 for the Cities of Benicia, Dixon, Vacaville, Vallejo, and the County of Solano.

Attachment:

- A. FY 2007-08 TDA Article 4/8 Matrix



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DATE: April 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Unmet Transit Needs Comments and Responses for Fiscal Year  
(FY) 2007-08

**Background:**

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

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

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

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

**Discussion:**

This year's annual Unmet Transit Needs public hearing for FY 2007-08 was held on December 11<sup>th</sup> at the Solano County Administration Center (CSAC) in Fairfield. Written comments were received through December 15, 2006.

MTC summarized the key issues of concern and forwarded them to the STA to coordinate a response (See Attachment A). They were provided at the January 2007 Technical Advisory Committee (TAC) and Consortium meetings. STA staff has worked with the affected transit operators to coordinate Solano County's coordinated response (see Attachment B). This item was reviewed and recommended for approval by the Consortium and TAC at their April meetings.

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

**Fiscal Impact:**

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

**Recommendation:**

Approve the following:

1. The Unmet Transit Needs response for FY 2007-08;
2. Authorize the Executive Director to submit the response to MTC.

Attachments:

- A. MTC January 3, 2007 letter re: FY 2007-08 Unmet Transit Needs
- B. FY 2007-08 Unmet Transit Needs Issues and Responses



**METROPOLITAN ATTACHEMENT A**  
**TRANSPORTATION**  
**COMMISSION**  
 101 Eighth Street  
 Oakland, CA 94607-4700  
 TEL 510.817.5700  
 TTY/TDD 510.817.5769  
 FAX 510.817.5848  
 E-MAIL info@mtc.ca.gov  
 WEB www.mtc.ca.gov

January 30, 2007

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SOLANO TRANSPORTATION  
 AUTHORITY

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 San Francisco Mayor's Appointee

*John McLennan, Vice Chair*  
 Cities of Santa Clara County

*Tom Ammiano*  
 City and County of San Francisco

*Irma L. Anderson*  
 Cities of Contra Costa County

*Tom Azumbrado*  
 U.S. Department of Housing  
 and Urban Development

*Bob Blanchard*  
 Sonoma County and Cities

*Bill Dodd*  
 Napa County and Cities

*Dorene M. Giacopini*  
 U.S. Department of Transportation

*Federal D. Glover*  
 Contra Costa County

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 Alameda County

*Anne W. Halvick*  
 San Francisco Bay Conservation  
 and Development Commission

*Steve Kinsey*  
 Marin County and Cities

*Sue Lampert*  
 Cities of San Mateo County

*Bijan Savitri*  
 State Business, Transportation  
 and Housing Agency

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 Solano County and Cities

*Adrienne J. Tassler*  
 San Mateo County

*Paucela Terliatt*  
 Association of Bay Area Governments

*Ken Yeager*  
 Santa Clara County

*Shelia Young*  
 Cities of Alameda County

*Steve Heminger*  
 Executive Director

*Ann Flemer*  
 Deputy Executive Director, Operations

*Andrew Fremier*  
 Deputy Executive Director,  
 Bay Area Toll Authority

*Therese W. McGillis*  
 Deputy Executive Director, Policy

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

Dear Mr. Halls:

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

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

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

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

**Preliminary Issues**

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

Fairfield, Vallejo, and San Francisco.

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

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

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

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

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

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

Mr. Daryl Halls  
January 30, 2007  
Page 3

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

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

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

Sincerely,



Alix Bockelman  
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

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

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Unmet Transit Needs Issues	Transit Operator	Spends 100% of TDA on Transit <sup>1)</sup>	Type of Resolution <sup>2)</sup>	Response
1 Request for more night service between Pleasant Hill, Benicia and Fairfield	Fairfield/Suisun Transit (FST)	Yes	3	FST's Rt. 40 is a peak period, weekday service that connects Fairfield, Benicia, and Pleasant Hill BART. At 19% farebox recovery rate, Rt. 40 is operating below the systemwide farebox recovery rate (FRR) standard of 20%. As Rt. 40 is a long route (30 miles), any additional trips would be costly in terms of miles and hours. As a 2006 countywide ridership study shows, night service produces lower ridership than daytime service. The survey data collected indicates that on the last two trips in both directions have less than a half dozen riders. In comparison, earlier commute direction trips have double-digit ridership. Thus any increase in night time service is projected to generate relatively low ridership at a high cost and would further decrease the route's FRR. This is, in turn, would decrease FST's systemwide FRR. FST's systemwide FRR is projected to exceed the mandated 20% by just a few percentage points and implementing this request for night service on Rt. 40 would jeopardize the system FRR.
2 Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.	Vallejo Transit (VT)	Yes	3	Vallejo Transit Rt. 85 connects the Cordelia area of Fairfield to Vallejo, and through a transfer to VT's Rt. 80 to El Cerrito del Norte BART Station. Rt. 85 operates seven days a week as does Rt. 80. With a farebox recovery rate of over 40%. Rt. 80 is the most productive Vallejo routes. With a FRR below 20%, Rt. 85 is one of the least productive routes. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention and service expansion, especially those that are detrimental to the system FRR, are not possible at this time.
3 Request for increased service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco.	Fairfield/Suisun Transit	Yes	3	Fairfield/Suisun Transit (FST) Rt. 90 connects Fairfield and Suisun City to El Cerrito del Norte BART Station on weekdays in the peak periods and midday. FST began operating Rt. 90 October 1, 2006 after it was transferred from Vallejo Transit. At the same time, Vallejo Route's 91 was deleted; it had connected Vacaville and Fairfield to El Cerrito del Norte BART Station. The connection from Vacaville to BART remained via Rt. 40 to Rt. 90 to El Cerrito del Norte BART Station. Rt. 91 was deleted due to low ridership. Rt. 90 has maintained strong performance since the operational transfer. It is a long (30 miles one-way) route to operate. Thus, adding any new trips is costly, if service was added to this route, the systemwide farebox recovery rate is projected to fall below the required 20%.
4 Request for bus shelter improvements in Benicia and at the Del Norte BART station.	Benicia Breeze	Yes	2	Vallejo Transit Rt. 80 connects Vallejo to BART at El Cerrito del Norte where many riders transfer to BART and travel to San Francisco. In addition, Vallejo's Baylink Ferry/Rt. 200 serve the Vallejo-SF travel market. These are highly productive services. Rt. 80 operates from 4:15am to 11:30pm on weekdays with 15 minutes headways. While many trips have strong ridership, there are also many trips with more than 50% capacity. Rt. 80 also operates on Saturday and Sunday. On Saturday, Rt. 80 operates from 6:00am-11:00pm with a 30-minute headway. On Sunday, the service span is from 7:30am to 10:00pm with a 30-minute headway. Similar to the weekday ridership, there are some trips that have very strong ridership and other trips that have plenty of capacity. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention and service expansion, especially those that are detrimental to the system FRR, are not possible at this time.
5 Request for additional Vallejo bus service, including earlier and later service, keeping the route 80 on a commute schedule until 10:00 am and running the route 3 every 30 minutes during the commute period.	Vallejo Transit	Yes	3	Benicia's latest SRTP includes funding for bus benches and shelters. More specifically, over \$15,000 is projected to be spent in FY07 for this purpose and another at least \$10,000 each in FY2008-09, FY2010-11, and FY2012-13. Bus shelters at the del Norte BART Station are the responsibility of BART not of the Solano operators who serve this location.  Rt. 80 has been and is currently operating 15 minutes headway during the morning peak and throughout the day. Rt. 3 operates on 60-minute headways. Its farebox recovery rate is eight out of the thirteen routes that VT operates. Systemwide, Vallejo Transit expenses are exceeding TDA and other revenues available. To address this, VT implemented a fare increase September 1, 2006. In addition, some service cuts were made in December 2006. Even with those changes, expenses have been projected to exceed TDA and other revenue if no further changes are made. VT is in the process of analyzing its services to bring the budget in line. The most productive services will be prioritized for retention. Service expansion, especially those that are detrimental to the system FRR, are not possible at this time.

Notes:  
 1 The County of Solano, City of Suisun City and City of Vacaville use TDA funds for Streets and Roads purposes  
 2 1. The issue has been addressed through recent changes in service.  
 2. The issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08  
 3. The service changes required to address an issue have been recently studied and determined not responsible based on locally established standards.  
 4. The evaluation of the issue resulted in the identification of an alternative means of addressing it, or that an issue has been addressed through recent or planned service changes, not recently studied.

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DATE: May 2, 2007  
TO: STA Board  
FROM: Melinda C. H. Stewart, Assistant Legal Counsel  
RE: Delegation of Authority to STA's Executive Director to Handle Claims  
Filed Against STA

**Background:**

Government Code §§810 et seq. ("Tort Claims Act") requires that before a public agency or one of its employees can be sued for money damages a claim must be filed with the agency. Claims for death, personal injury, or damage to personal property must be filed within 6 months of the accrual of the cause of action. Claims for damage to real property or breach of contract must be filed within one year of the accrual of the cause of action. Once a claim is filed the public agency must take action on the claim within certain time frames. If the public agency believes the claim is untimely, it must return the claim as untimely within 20 days of receipt of the claim. If the claim is timely, the public agency must act on the claim by either accepting, rejecting or settling the claim within 45 days of the date the claim was filed with the agency. If a claim is rejected within the 45 day time period the claimant must file his/her lawsuit within six months of the date of the rejection. If a claim is not formally rejected or otherwise acted upon within that time period the claimant has two years from the accrual of the cause of action to file a lawsuit.

Government Code §935.4 authorizes a local public agency to delegate to an employee the function of accepting, rejecting or settling a claim in an amount not to exceed fifty thousand dollars (\$50,000). Staff is recommending that this authority be delegated to STA's Executive Director.

**Discussion:**

As set forth above, the Government Code requires a fairly quick response to claims filed against local public entities. In many cases it will be possible to bring such claims to the attention of the STA Board in a manner that allows for a timely response to the claim. However, this will not be the case in every situation. By delegating authority to STA's Executive Director who will work closely with STA's Legal Counsel to reject claims or to accept or settle claims in an amount up to \$50,000, STA will be able to ensure that all claims filed are handled in the most efficient manner in order to preserve all of STA's rights under the Tort Claims Act. In evaluating each claim, the Executive Director will work closely with STA's Legal Counsel and staff to determine the merits of each claim.

**Fiscal Impact:** No direct fiscal impact.

**Recommendation:**

Approve the following:

1. Adopt the Resolution No. 2007-06 delegating the authority to evaluate and handle all claims filed against STA, including, but not limited to, returning such claims as insufficient, accepting, rejecting and settling such claims in an amount not to exceed fifty thousand dollars (\$50,000), to STA's Executive Director;
2. Direct the Executive Director to work closely with STA's Legal Counsel in responding to such claims; and directing STA's financial officer to pay any amounts on a claim as directed by the Executive Director.

Attachment:

- A. Resolution No. 2007-06

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2007-06**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
DELEGATING AUTHORITY TO ALLOW, REJECT, OR SETTLE CLAIMS  
AGAINST THE STA TO THE EXECUTIVE DIRECTOR; AND AUTHORIZING  
PAYMENT OF ALLOWED OR SETTLED CLAIMS AS DIRECTED BY THE  
EXECUTIVE DIRECTOR**

**WHEREAS**, The Solano Transportation Authority (“STA”) is a local public entity subject to the provisions of the Tort Claims Act (Government Code §§ 810, et seq.); and

**WHEREAS**, the Tort Claims Act requires that prior to filing a lawsuit for money or damages against a public agency a claim must first be filed with the public agency; and

**WHEREAS**, Government Code §935.4 authorizes a local public agency to delegate to an employee the function of accepting, rejecting or settling a claim in an amount not to exceed fifty thousand dollars (\$50,000); and

**WHEREAS**, Government Code §935.4 also authorizes a local public agency to direct its financial officer to pay all accepted claims or settlements of claims; and

**WHEREAS**, in order to ensure timely handling of any claim presented to the STA, the STA board desires to delegate the authority to take action on any such claim to the Executive Director and to direct the Executive Director to work closely with STA Legal Counsel and STA staff in making any determination as to the merits of the claim and taking any action on the claim.

**NOW, THEREFORE, BE IT RESOLVED** that the Governing Board of the Solano Transportation Authority hereby delegates the authority to accept, reject or settle claims in an amount not to exceed \$50,000 to STA’s Executive Director; and

**BE IT FURTHER RESOLVED** that the Governing Board of the Solano Transportation Authority directs the STA Executive Director to work closely with STA’s Legal Counsel in the handling of all claims; and

**BE IT FURTHER RESOLVED** that the Governing Board of the Solano Transportation Authority directs STA’s financial officer to pay any amount on a claim or settlement thereof as directed by the Executive Director not to exceed \$50,000.

**I HEREBY CERTIFY** that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 9<sup>th</sup> day May, 2007, by the following vote:

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

Attest by: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

\_\_\_\_\_  
Anthony Intintoli, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 9, 2007.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: April 27, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Median Barrier Study/Project Study  
Report (PSR) and SR 12 I-80 to I-5 Corridor Study Scope  
of Work

**Background:**

In October 2001, the Solano Transportation Authority (STA) approved the State Route (SR) 12 Major Investment Study (MIS). In December 2006, the STA Board adopted an overall State Route (SR) 12 safety strategy that included updating the SR 12 MIS. This update would also include an element that analyzes and recommends safety projects. The STA Board also reactivated the SR 12 Steering Committee.

The SR 12 Steering Committee is following a four-prong approach to improving traveler safety on SR 12: Enforcement, Legislation, Education and Engineering. The original proposal was to update the existing SR 12 MIS and add a safety element. STA staff met with California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) staff on April 20, 2007 to discuss the MIS update. Caltrans strongly suggested that the study should not be limited to the I-80 to Rio Vista portion of SR 12, but should instead extend to I-5. MTC also agreed with this multi-regional approach. Both organizations also recognized the need for immediate progress to address safety issues.

SR 12 between I-80 and Rio Vista has approximately 30 access points. Obtaining traffic counts for the access points will help identify the proper location of breaks and left turn lanes in any centerline divider that may be recommended on SR 12. These counts should be conducted before the end of the school year in June.

**Discussion:**

**SR 12 Median Barrier Study/PSR and Corridor Study**

The SR 12 MIS is the oldest highway study document that STA has produced, having been completed in 2001. Such plans should normally be updated every 5 to 10 years, depending upon how rapidly conditions affecting the corridor are changing. Significant urban development has occurred in the Fairfield/Suisun City area, Rio Vista, Stockton, eastern Contra Costa County, Sacramento and other contributing areas since the data collection and analysis was completed for the 2001 SR 12 MIS. In addition, Caltrans completed a corridor study for SR 12 east of the Sacramento River in February 2006.

The 2001 SR 12 MIS identified a median barrier as one of the most effective potential safety improvements to the roadway. Subsequent public comments and observation of fatality accident statistics bears this out. Caltrans and MTC have agreed with STA staff that proceeding with installation of a median barrier as soon as possible is the safety

improvement most likely to substantially reduce fatality accidents. However, it is also recognized that right-of-way acquisition, environmental impacts and mitigation, barrier breaks for local traffic and emergency access, and protected left turn pockets will need to be considered as part of the emergency analysis for a median barrier. A Project Study Report (PSR) will be required before Caltrans and the California Transportation Commission would program funding of a median barrier.

STA, Caltrans and MTC have identified an approach that will expedite design and installation of a median barrier but still coordinate long-term safety and capacity improvements in Solano County with those in Sacramento and San Joaquin Counties. STA will proceed with a median barrier study and PSR for the segment of SR 12 between Walters Road and Summerset Road. The contract for that work will contain a second phase, which will consist of a multi-jurisdictional corridor study for SR 12 from I-80 to I-5. STA will primarily fund the median barrier study and PSR; STA will work with Caltrans, MTC and other regional governments to fund and coordinate the corridor study.

MTC has selected four (4) consulting firms to conduct new or updated freeway corridor studies in the Bay Area. STA, Caltrans and MTC have all agreed that one of these consultants should be selected after a rapid review of qualifications to conduct the median barrier study/PSR and corridor study. This approach will help expedite the selection of a qualified consultant and the initiation of the project, and will help assure acceptance of the work product by Caltrans and MTC.

Attachment A is the proposed scope of work for the SR 12 Median Barrier Study/PSR and the SR 12 I-80 to I-5 Corridor Study. The scope calls for the four (4) MTC corridor study consultants to submit a statement of qualifications and a proposal to conduct this SR 12 work. STA would convene an evaluation panel, select the most qualified respondent, and enter into negotiations for a consultant agreement. The proposal envisions having a consultant on board by July of 2007. This item was reviewed and recommended for approval by the Technical Advisory Committee (TAC) in April.

#### Traffic Counts

The 2001 SR 12 MIS identified a median barrier (along with an increase in the number and width of travel lanes and the creation of an adequate shoulder, and the creation of additional grade-separated intersections) as a major component of SR 12 due to forecasted increased traffic. A median barrier limits the ability of traffic to cross roadway lanes for legitimate purposes, including accessing private property and responding to emergency calls and potentially limit left turn movements from access points along SR 12. It is therefore important to identify the proper location(s) for any breaks in a median barrier based in part on traffic data.

In addition, where there are median barrier breaks, left turn lanes and acceleration/deceleration lanes may also be appropriate. The determination of the proper location of median barrier breaks, turn lanes and acceleration/deceleration lanes is best guided by traffic counts on the possible roadways.

STA staff is proposing to use a consultant list and agreement format provided by the City of Fairfield to obtain traffic counts for adjacent roads that may justify these median barrier breaks. Attachment B is the draft Request for Qualifications and a Scope of Work for the needed traffic counts. STA plans to have the counts conducted before school lets

out in mid-June. This item was reviewed and recommended for approval by the Technical Advisory Committee (TAC) in April.

**Fiscal Impact:**

STA staff had originally estimated the Median Barrier Study and PSR would cost between \$300,000 and \$350,000 to complete. The TAC recommendation to proceed was based on this amount, but with an understanding that it might increase. After further input from Caltrans and MTC. A parallel project study report is being prepared. STA staff now estimates the actual cost will be up to \$700,000. STA will have sufficient State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds available as of July 1, 2007, to fund the study over a 2-year period.

The I-80 to I-5 Corridor Study will involve three (3) councils of government, two (2) air districts, three (3) Caltrans regions as many as seven (7) local governments. STA therefore intends to seek a funding and partnership agreement with Caltrans and other agencies for the Corridor Study.

Based on cost experience that the City of Fairfield has had with traffic counts, the intersecting streets traffic counts are expected to cost no more than \$5,000.

**Recommendation:**

Authorize the Executive Director to:

1. Issue a Scope of Work for the SR 12 Project, consisting of the SR 12 Median Barrier Study/PSR and the State Route 12 I-80 to I-5 Corridor Study;
2. Select and enter into a contract with a qualified respondent, with the amount of the SR 12 Median Barrier Study/PSR not to exceed \$700,000;
3. Issue the attached Scope of Work and Request for Proposals for Traffic Data Collection for connecting roads; and
4. Select and enter into a contract with a qualified respondent for an amount not to exceed \$5,000 to conduct traffic counts on SR 12.

Attachments:

- A. SR 12 MIS Update and Safety Plan Scope of Work
- B. SR 12 Intersecting Streets Traffic Count Request for Proposals

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Date: May \_\_\_\_\_, 2007

To: Transportation Planning and Engineering Consultants

Re: Notice Inviting Participants for the State Route 12 Median Barrier Study,  
Project Study Report and Corridor Study

The Solano Transportation Authority (STA) is issuing this Request for Qualifications (RFQ) for firms to complete a study on the need for, location and design of a permanent median barrier on State Route 12 between the cities of Suisun City and Rio Vista; the parallel completion of a Project Study Report or equivalent document for said median barrier; and, a follow-up Corridor Study of SR 12 from Interstate 80 to Interstate 5. The project area is located in central and southern Solano County, southern Sacramento County, and central San Joaquin County. The tasks and timelines are identified in the attached Scope of Work.

Interested organizations are invited to submit seven (7) copies of a Statement of Qualifications and a description of how they would fulfill the requirements of the Scope of Work. Responses are to be addressed to Robert Macaulay, Director of Planning, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585 no later than 3:00 p.m., \_\_\_\_\_, **2007**.

Responses will be reviewed and the proposed project managers will be interviewed by a panel made up of STA staff and selected partners. The firms/teams whose qualifications and ability to fulfill the Scope of Work most closely meets the STA's needs will be further considered by the STA Executive Director and the Directors of Planning and Projects. The STA may then choose to enter into contract negotiations with said firms/teams. The STA reserves the right to consider or reject any and all proposals at its own discretion. The STA further reserves the right to reject all submittals and issue a new RFQ or a Request for Proposals to new bidders.

If you have any questions, please call Robert Macaulay, Planning Director at 707 424-6006. Thank you for your interest.

Sincerely

Daryl K. Halls  
Executive Director

Enclosure: Scope of Work for State Route 12 Median Barrier Study, Project Study Report and Corridor Study

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**Request for Qualifications  
and  
Scope of Work  
(RFQ# 2007-zyx)**

**For**

**Transportation Planning and Engineering Consulting Services**

**For the**

**State Route 12 Median Barrier Study, Project Study Report and Corridor Study**

**By the**



**In coordination with**

**Metropolitan Transportation Commission  
and  
Caltrans District 4**

**RESPONSES DUE:**

**3 PM, \_\_\_\_\_, 2007**  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun, CA 94585

**Request for Qualifications  
and  
Scope of Work**

For the

State Route 12 Median Barrier Study, Project Study Report and Corridor Study

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Disadvantaged Business Enterprise (DBE) Exhibits

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Request for Qualifications  
and  
Scope of Work  
(RFQ# 2007-zyx)

For the  
State Route 12 Median Barrier Study, Project Study Report and Corridor  
Study

**SECTION 1 – INTRODUCTION**

The Solano Transportation Authority (STA) is a Joint Powers Authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its Solano Express Transit Consortium, coordinates various intercity fixed route and Solano Paratransit Services.

Over the past five years, the STA completed major investment and/or corridor studies on most of the highway and freeway corridors in Solano County. The State Route 12 Major Investment Study (MIS) was adopted in October 2001, while the Interstate 80/680/780 MIS was completed in July of 2004. STA has initiated a MIS for State Route (SR) 113, with an expected completion date of late summer 2008. Copies of the SR 12 MIS and Interstate 80/680/780 MIS are available online at [www.SolanoLinks.com](http://www.SolanoLinks.com). These documents recommend capital improvements in a strategic method as funding becomes available.

State Route (SR) 12 runs for 140 miles from Sonoma County across the Central Valley to the foothills of the Sierra Nevada mountains. The segment that is the subject of this study is between Interstate 80 and the Sacramento River in central Solano County. The regional setting is shown in **Exhibit 1**. This segment of SR 12 has been plagued by a high volume of traffic accidents, including a number of fatal accidents in the rural stretch between Rio Vista and Suisun City. In March of 2007, there were 3 fatal accidents that claimed three lives and left two others critically injured in this section of roadway.

Addressing the safety issues that contribute to these accidents has been a top priority of the STA for a number of years. In December 2006, the STA Board directed staff to update the existing MIS and to add a safety element. After staff discussions with Caltrans and the Metropolitan Transportation Commission (MTC), the STA Board has elected to undertake a two-element study. The first element will be a median barrier study, focusing solely on the portion of SR 12 in Solano County. This will include a Project Study Report (PSR) or its equivalent on the median barrier, in order to allow Caltrans to immediately proceed with one or more projects to install the median barrier. The second element is the development of a multi-jurisdictional SR 12 corridor study, covering SR 12 from I-80 to I-5.

The SR 12 Median Barrier Study, Project Study Report and Corridor Study will include the work listed below. Where possible, the selected consultant/team will use existing information rather than conducting original research or field visits.

1. A description of SR 12, including lane configuration, intersections and turning lanes, acceleration/deceleration lanes and passing lanes. Include information on topography, site lines and stopping distances.
2. Current characterization of traffic on SR 12, using counts supplied by STA (may be counts produced under contract to STA or provided by outside agencies such as MTC or Caltrans), or developed by the consultant. Include volume, direction, proportion of trucks, origin and destination, and turning movements on mainline SR 12 to intersecting public roads.
3. A planning-level description of the necessary improvements to create a median barrier with adequate roadway geometrics from Walters Road to Summerset Road. The description should include needed right-of-way acquisition and changes to the vertical and horizontal alignment of the roadway. The description should assume a Caltrans-standard 2-lane highway.
4. Collection and analysis of current traffic accident data and description of contributing factors, with a special emphasis on accidents resulting in fatalities or serious injuries. The analysis shall cover the period of July 1, 1997 through June 30, 2007.
5. Analysis of the projected change in traffic accidents, including number, type and severity, if the improvements described above are installed.
6. Estimation of the costs to construct the improvements described above, in current-year dollars.
7. Description of tasks necessary to construct the identified improvements, including right-of-way acquisition and environmental mitigation.
8. Development of a Project Study Report or equivalent acceptable to Caltrans to allow for the programming of money to construct the identified improvements.
9. Subsequent to the completion of the SR 12 Median Barrier Study and Project Study Report, prepare a Corridor Study for SR 12 from I-80 to I-5. The Corridor Study will examine projected traffic volume, direction and composition, and recommend improvements to the entire corridor to allow SR 12 to operate at an acceptable Level of Service (LOS) with the projected traffic volumes.

## **SECTION 2 – BACKGROUND**

### **Section 2.1 – Median Barrier Study and PSR**

The portion of SR 12 that is the subject of the first element of this study runs for approximately 25.5 miles from Interstate 80 east to the Rio Vista Bridge. Other portions of SR 12 are beyond the scope of this study. The roadway can generally be divided into four distinct segments.

From west to east, the first segment is approximately 6.3 miles from I-80 through the cities of Fairfield and Suisun City, to the intersection of SR 12 and Walters Road. This is a relatively flat roadway segment through suburban land uses.

There are 14 intersections with local roads in this segment. Three of these intersections are grade-separated. Of the 11 other intersections, 6 are controlled by traffic lights. The road is 2 lanes in each direction, separated by a vegetated median or concrete barrier, and has adequate emergency stopping shoulders in both directions.

The second segment, between Walters Road and Shiloh Road, is a 6.1-mile segment in unincorporated Solano County. This is a relatively flat roadway segment through rural grazing land. There are 5 at-grade intersections with local roads, none of which are controlled by traffic lights. The road is one lane in each direction, with no lane separation. Some intersections have acceleration/deceleration lanes. There are no passing lanes. The shoulder is generally adequate for emergency stopping.

Between Shiloh Road and Summerset Road is the third segment. This segment is 10.4 miles in unincorporated Solano County. The topography of this area consists of rolling hills with low grazing cover; the topography results in limited sight lines. There are 17 at-grade intersections, ranging from the intersection of SR 12 and SR 113, through local roads, to driveways serving individual homes or small clusters of ranch buildings. Only the SR 12 / SR 113 intersection is controlled (flashing yellow on SR 12, flashing red on SR 113). The road is one lane in each direction, with no lane separation. There are occasional passing lanes. In many areas there is essentially no paved shoulder, and no safe place for vehicles to pull off the road.

The fourth and final segment is from Summerset Road to the Rio Vista Bridge, and is mostly within the Rio Vista city limits. The 2.7 miles of road here serves as a main thoroughfare for Rio Vista, and is relatively flat with small-town and new suburban land uses adjacent to the road. There are numerous roadway intersections, private driveways and pedestrian crossings. The speed limit is reflective of this mix of uses and access, and ranges from 45 to 35 mph. The road is one lane in each direction, with a shared left turn lane and parking on both sides of the road.

The proposed SR 12 Median Barrier Study and PSR will focus on the cause of accidents on these four roadway segments and the study area as a whole, with a special emphasis on accidents that result in fatalities or serious injuries. Current accident statistics developed by the STA indicate that head-on crashes in the area between Suisun City and Rio Vista are the primary cause of fatal accidents. A permanent median barrier appears to be the best method to reduce the number of head-on accidents in this area. The selected consultant will be required to provide detailed map and table analysis of accidents and their contributing factors.

Of special concern to the STA and the communities impacted by SR 12 traffic is the number and percentage of heavy trucks on the road. The consultant will determine the number of trucks and report on them by size, time of travel, direction of travel, and

whether they are serving local destinations (including Travis Air Force Base) or are using SR 12 for pass-through trips. The consultant will also examine the involvement of heavy trucks in fatal and serious injury accidents on SR 12, and the impact that a median barrier would have on accidents involving heavy trucks.

The potential relocation and widening of the Rio Vista Bridge and the possible increase in cargo ship traffic to the Port of Sacramento are beyond the scope of this project. However, the selected consultant/team should be aware of the potential, and briefly identify issues that relocation of the bridge would cause in relation to installation of a median barrier and construction of related improvements.

An important element of STA's approach to SR 12 analysis and planning is its partnership with other affected agencies. This includes Caltrans District 4, covering the Bay Area, and the Metropolitan Transportation Commission (MTC). Additional partnering work is being done by STA with the Montezuma Hills Fire Protection District and Travis Air Force Base. In preparation for the second phase of the project, STA will work with agencies with jurisdiction on portions of SR 12 east of the Sacramento River while preparing the Median Barrier Study and PSR. These jurisdictions include Sacramento County and the Sacramento Area Council of Governments (SACOG), Caltrans District 3, Caltrans District 10, and the San Joaquin Council of Governments (SJCOG).

The consultant will assist STA in providing materials for meetings of the SR 12 Steering Committee, the main vehicle for reviewing plans and proposals for SR 12 activities and for coordinating the efforts of the involved jurisdictions. The SR 12 Steering Committee consists of the Mayors of Rio Vista (Chair), Fairfield and Suisun City, and the two members of the Solano County Board of Supervisors that represent the portions of the County through which runs SR 12.

### **Section 2.1 – Corridor Study**

Upon completion of the Median Barrier Study and PSR, the consultant will begin preparation of the State Route 12 I-80 to I-5 Corridor Study. The purpose of this study is to update the existing corridor studies and integrate them in to a single document examining current and projected traffic volumes on SR 12, and recommending improvements to accommodate that traffic at an acceptable level of service.

SR 12 between I-80 and I-5 has been the subject of two separate studies in recent years: the Solano Transportation Authority Major Investment Study dated October 2001 and the State Route 12 Comprehensive Corridor Study, dated February 2006, prepared for Caltrans. The State Route 12 I-80 to I-5 Corridor Study will integrate the traffic counts and projections from these two studies, updating information as necessary, and develop a single integrated travel demand projection. Based upon that projection and a consensus level of service standard for the roadway and intersections, the consultant will identify necessary improvements and their phasing. The consultant will also identify the steps needed to construct those improvements, including right-of-way acquisition and environmental mitigation, and develop projected year-of-construction cost estimates.

Because the State Route 12 I-80 to I-5 Corridor Study covers multiple regions and jurisdictions,

### **SECTION 3 – SCOPE OF WORK TASKS**

The Solano Transportation Authority, in coordination with the Metropolitan Transportation Commission intends to retain a qualified and committed professional planning firm/team to work closely with the STA, MTC, and Caltrans to prepare the SR 12 Major Investment Study Update and Safety Plan with the following major tasks:

#### **Task #1- Schedule and Budget**

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

*Task Deliverables:*

- 1) *Memorandum detailing consultant project budget for each study segment and each specified task.*
- 2) *Schedule for the completion of Segment 2: State Route 12 I-80 to I-5 Corridor Study*
- 3) *Final scope of work.*

#### **Task #2- Partnership**

Assist STA in the further development of a public agency partnership. The primary direction and coordination of the SR 12 Median Barrier and PSR project will be the existing SR 12 Steering Committee. Additional work to coordinate the State Route 12 I-80 to I-5 Corridor Study will be through a new steering committee, including a staff-level multi-agency project coordination committee.

*Task Deliverables:*

- 1) *Memorandum detailing a list of Partnership contacts and their agency's roles and responsibilities.*
- 2) *Memorandum of Agreement to participate in the State Route 12 I-80 to I-5 Corridor Study.*

#### **Task #3- Public Outreach (STA staff)**

The STA staff will arrange for public meetings and conduct all mailings and notices for the Median Barrier Study and PSR. Consultant will provide physical or electronic originals for public outreach displays or mailings. For mass mailings, STA will provide copying and mailing services related to the Median Barrier Study and PSR. Consultant will be expected to attend two public outreach meetings, as well as project steering committee meetings on the Median Barrier Study and PSR. Consultant will be expected to attend one STA Technical Advisory Committee meeting and one STA Board meeting related to the Median Barrier Study and PSR.

Because of the multi-jurisdictional nature of the State Route I-80 to I-5 Corridor Study, the Consultant will be expected to prepare and conduct a public outreach campaign. This

will include preparing and distributing all mass mailings; organizing and conducting all community meetings; and, attending meetings of the State Route 12 I-80 to I-5 Corridor Study steering committee.

*STA Task Deliverable:*

- 1) *Public outreach plan for SR 12 Median Barrier Study and PSR.*
- 2) *Meeting notes of public outreach.*

*Consultant Task Deliverable:*

1. *Technical support and meeting materials (maps, concept photos, summary of recommendations etc.) for both SR 12 Median Barrier Study and PSR and State Route 12 I-80 to I-5 Corridor Study.*
2. *Attendance at two (2) SR 12 Median Barrier Study and PSR public meetings by project manager.*
3. *Attendance at bi-monthly SR 12 Steering Committee meetings by project staff member (4 total meetings anticipated).*
4. *Public outreach plan for State Route 12 I-80 to I-5 Corridor Study.*
5. *Attendance at four (4) State Route 12 I-80 to I-5 Corridor Study public meetings by project manager.*
6. *Attendance at bi-monthly State Route 12 I-80 to I-5 Corridor Study meetings by project staff member (6 total meetings anticipated).*

**Task #4- Planning- SR 12 Barrier and Corridor Alignment and Improvement Evaluation**

Project future traffic volumes and characteristics on SR 12, and identify the improvements needed to allow SR 12 to operate at an acceptable Level of Service.

The selected consultant/team will be required to address the safety issues specified in Attachment xzy.

*Task Deliverables:*

*SR 12 Median Barrier Study and PSR*

- 1) *Existing traffic on SR 12 working paper; analysis of traffic on connecting public roads between Walters Road and Summerset Road.*
- 2) *Analysis of accident data for SR 12, between Walters Road and Summerset Road, for the time period of July 1, 1997 through June 30, 2007. Analysis shall at a minimum contain the information in Exhibit 2, and shall map all listed fatality and all head-on accidents.*
- 3) *Roadway Barrier Recommendation for SR 12 between Walters Road and Summerset Road, including recommended barrier gaps, protected left turn lanes, acceleration/deceleration lanes and right-of-way acquisition.*
- 4) *PSR or Equivalent document acceptable to Caltrans District 4.*

*State Route 12 I-80 to I-5 Corridor Study*

- 1) *Corridor traffic count and survey working paper.*
- 2) *Corridor land use working paper.*

- 3) *Corridor existing conditions report.*
- 4) *Corridor traffic forecast working paper.*
- 5) *Corridor Level of Service Options and Recommendations working paper.*
- 6) *Needed Improvements and Phasing Draft Report.*
- 7) *Needed Improvements and Phasing Final Report.*

#### **Task #5 - Funding Options**

Determine potential funding sources for both a median barrier and for system capacity improvements to SR 12. This will include local, regional, state and federal fund sources to pay for improvements collectively, or to pay for elements such as right-of-way acquisition or environmental mitigation; a review of planned or potential land use development in communities and/or unincorporated areas that will directly impact traffic counts on SR 12; and, a fiscal analysis of the ability of local development impact fees to fund identified improvements. The funding options will also include a planning-level analysis of likely environmental impacts and associated mitigation to accommodate the improvements identified in Task 4, and an analysis of the approximate cost to fully mitigate those impacts.

##### *Task Deliverables:*

- 1) *Funding option and recommendations for a permanent barrier between Walters Road and Summerset Road.*
- 2) *Development impact and funding working paper.*
- 3) *Environmental impact and mitigation working paper.*

#### **Task #6- Finalize Deliverables**

Finalize draft deliverables into an SR 12 Median Barrier Study and PSR, and a separate State Route 12 I-80 to I-5 Corridor Study.

##### *Task Deliverables:*

- 1) *SR 12 Median Barrier Study.*
- 2) *SR 12 Median Barrier PSR or equivalent acceptable to Caltrans.*
- 3) *State Route 12 I-80 to I-5 Corridor Study.*

#### **Task #8- Implementation**

Implement the study in a timely manner. Specify recommendations that can be included in local and regional plans. Draft a Memorandum of Understanding for involved jurisdictions to commit to implementation of the State Route 12 I-80 to I-5 Corridor Study recommendations.

##### *Task Deliverables:*

- 1) *Next Steps working paper.*
- 2) *State Route 12 I-80 to I-5 Corridor Study Implementation Draft MOU.*

## SECTION 4 – PROPOSED PROJECT TIMELINE

Tasks and Products	Estimated Completion
Task 1. Schedule and Budget - SR 12 Median Barrier Study and PSR budget and final scope of work - State Route 12 I-80 to I-5 Corridor Study budget and final scope of work	July 25, 2007  September 14, 2007
Task 2. Form Partnership - State Route 12 I-80 to I-5 Corridor Study Partnership List, Roles and Contacts - State Route 12 I-80 to I-5 Corridor Study Memorandum of Agreement	October 1, 2007  November 1, 2007
Task 3. Commence Public Outreach on SR 12 Median Barrier Study and PSR Commence Public Outreach on State Route 12 I-80 to I-5 Corridor Study	July 2007  January, 2008
Task 4. SR 12 Median Barrier Study and PSR - Existing Conditions Working Paper - Accident Data Analysis and Mapping - Roadway Barrier Recommendations - PSR or Equivalent State Route 12 I-80 to I-5 Corridor Study - Corridor Traffic Count and Survey working paper - Corridor Land Use working paper - Corridor Existing Conditions report - Corridor Traffic forecast working paper - Corridor Level of Service Options and Recommendations working paper - Needed Improvements and Phasing Draft Report	August 15, 2007 August 31, 2007 September 28, 2007  December 1, 2007 December 1, 2007 January 15, 2008 February 28, 2008 March 15, 2008  April 30, 2008
Task 5. Median Barrier funding options report Development Impact Funding working paper Environmental Impact and Mitigation working paper	November 1, 2007 June 15, 29987 July 15, 2008
Task 6. State Route 12 I-80 to I-5 Corridor Study Needed Improvements and Phasing Final Report	September 1, 2008
Task 7. Implementation and Next Steps	October 15, 2008

## **SECTION 5 –DISADVANTAGED BUSINESS ENTERPRISE (DBE) / NON-DISCRIMINATION**

### *1. Policy*

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

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

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

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

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

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

## *2. DBE Availability Advisory Percentage*

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

## *3. Equal Employment Opportunity*

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

## SECTION 6 – RFQ SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal (excluding resumes and the transmittal letter) shall be submitted on single-sided, 8.5” x 11” pages. An additional copy in PDF format shall be submitted on a CD. A **copy of the RFQ** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm’s/team’s interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Robert Macaulay, Director of Planning  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey the consultant’s understanding of the nature of the work, and issues related to the SR 12 MIS Update and Safety Plan.
4. *Approach and Management Plan:* This section shall provide the firm’s/team’s proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the SR 113 Major Investment and Corridor Study. It is expected that team members would include planning expertise in transportation/land use planning, engineering, and public facilitation. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will **not be permitted** without prior consultation with and approval of the STA.
6. *Staffing Plan:* The proposal shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the

concept plan. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the SR 113 Major Investment and Corridor Study according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.

7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. The project is expected to commence no later than July 31, 2007. Preliminary results of all technical analyses are needed by September 28, 2007. A draft of the final report should be completed by April 30, 2008 and final documents submitted and approved by the STA Board by July 9, 2008.
8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Disadvantaged Business Enterprise (DBE) Forms:* There are no DBE forms required at this time. However, upon award of the contract, the selected consultant will be required to submit Caltrans Exhibit 10-O, "Local Agency Proposer/Bidder-DBE (Consultant Contract) Information". DBE forms can be found on the STA's website at <http://www.solanolinks.com/programs.html#dbe>.
12. *Submittal of Proposals:* Seven (7) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, **"SR 12 MIS UPDATE AND SAFETY PLAN"**
13. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled "SR 12 MIS UPDATE AND SAFETY PLAN COST PROPOSAL"**. The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has

been set at \$300,000 for this project. No change orders that require cost increases will be allowed. The project is funded with federal funds received from the Metropolitan Transportation Commission (MTC) and Caltrans and local (non-federal) matching funds.

## **SECTION 7 – SELECTION OF CONSULTANT**

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

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

If needed, two or more of the firms/teams may be invited to an interview on or about **the week of January 15, 2007**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

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

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

**SECTION 8- SELECTION PROCESS AND PROJECT SCHEDULE**

\_\_\_\_\_, 2007

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

\_\_\_\_\_, 2007

Tentative panel interview date. STA selects recommended firm.

**July 31, 2007**

Project commences

July 9, 2008

Final Plan completed and approved by STA Board

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

Robert Macaulay  
Director of Planner  
Phone (707) 424-6006  
Fax (707) 424-6074  
[rmacaulay@sta-snci.com](mailto:rmacaulay@sta-snci.com)



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

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

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

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

\_\_\_\_\_  
Proposer/Bidder Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Phone Number

# Exhibit 17-F Final Report Utilization of Disadvantaged Businesses



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

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

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**SOLANO TRANSPORTATION AUTHORITY**

**INVITATION TO SUBMIT A PROPOSAL  
TO PROVIDE PROFESSIONAL SERVICES  
FOR  
TRAFFIC DATA COLLECTION**

**CLOSING DATE FOR RECEIVING PROPOSALS**

\_\_\_\_\_, 2007

**SUBMIT PROPOSALS TO:**

**ROBERT MACAULAY  
DIRECTOR OF PLANNING  
ONE HARBOR CENTER, SUITE 130  
SUISUN CITY, CA 94585-2427**

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## I. PROJECT OVERVIEW

### A. General

The Solano Transportation Authority (STA) is a Joint Powers Authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its Solano Express Transit Consortium, coordinates various intercity fixed route and Solano Paratransit Services.

The Solano Transportation Authority (STA) needs to provide current traffic counts on roads in the unincorporated portion of Solano County that connect to State Route (SR) 12. These counts will be used in a project to update the State Route 12 Major Investment Study and add a safety element to the study.

The request for proposal is for traffic data collection services for public roads that connect to SR 12. The STA has existing traffic counts and projections that provide adequate information on SR 12 mainline traffic. The survey locations are identified in attached Exhibit A. This data includes:

- 24-hour bi-directional counts.
- AM peak period and PM peak period turning movement counts at all specified intersections.

All count data shall be presented in both hard copy and electronic format. The electronic format shall be an Excel spreadsheet.

All counts shall be done on Tuesday, Wednesday or Thursday. No count shall be performed on days of precipitation or fog. Counts will not be conducted on holidays. Traffic counts in the vicinity of a school should be done when the school is open.

### B. 24-Hour Bi-Directional Counts

24-hour bi-directional counts shall be conducted at the listed in Exhibit A. The reports shall present the data in one-hour increments and show 24-hour totals. The report shall also present peak period, 7:00-9:00 AM and 4:00-6:00 PM, data in 15 minute increments. A graph of hourly volumes

by direction and total shall also be presented. The proposer shall submit a schedule for conducting this work.

C. Turning Movement Counts

The consultant shall perform AM peak period (7:00 to 9:00 AM) and PM peak period (4:00 to 6:00 PM) turning movement count. The reports shall present the data in 15-minute increments, and peak hour volumes. The report shall also provide a diagram of the existing lane configuration at the intersection.

II. SCOPE OF SERVICES

A. Technical Proposals must include the following information:

1. Introduction: Introduce the Technical Proposal, including a statement of the proposer's understanding and approach of the traffic counts. Give the name of the firm submitting the Technical Proposal, its mailing address, telephone and fax number and the name of the contact person.
2. Qualifications: The following information shall be submitted for the prime consultant to demonstrate the firm's unique qualifications to perform the work:
  - Brief company resume
  - Resume of traffic counts and other support staff
  - List of similar projects (not more than three) which best illustrate current qualifications to perform this work
  - Samples of print and electronic format for both turning movement and bi-directional counts.
  - A description of the firm's quality control process.

B. Cost Proposal Requirements

The Cost Proposal shall be submitted in a separate envelope with the firm's name and cover all professional services for the traffic counts, including charge rate fee schedule. The Cost Proposal shall not be included in the same envelope as the Technical Proposal. The proposal will indicate the cost to perform each roadway count as well as an overall cost, including administration and overhead costs.

III. CONSULTANT SERVICES AGREEMENT

A sample agreement for consulting services is attached for review. The sample agreement contains all STA requirements for insurance and indemnification. Respondents who do not agree to the terms of the sample agreement shall propose any and all changes in their response to this RFP.

V. BUSINESS LICENSE REQUIREMENTS

The consultant must hold or obtain a business license from Solano County if required by the County to conduct these counts

VII. CONSULTANT SELECTION PROCESS

The Technical Proposal will be evaluated and ranked by STA's Director of Planning; he may choose to consult with additional STA staff and/or with the qualified staff of the Agencies that make up the STA. He may reject any proposal if it is conditional, incomplete or contains irregularities. He may waive any immaterial deviation in a proposal. Waiver of an immaterial deviation shall in no way modify the Request for Proposals documents nor affect recommendation for award of the contract. The criteria for his selection of the consultant shall include:

- Ability to deliver the counts in a timely manner
- Experience with similar kinds of work
- Quality of staff
- Quality Control Program

The STA will negotiate a consultant services agreement with the top-ranked consultant. If an agreement on cost cannot be reached with the top-ranked consultant, then the STA will open negotiations with the next highest ranked consultant.

VIII. SCHEDULE

Request for Proposals Issued	Monday, _____, 2007
Proposals Due	Friday, _____, 2007
Selection of Consultant	Friday _____, 2007

IX. SUBMITTAL REQUIREMENTS

A. Proposal Submittal

The proposer shall submit three copies of Technical and Cost Proposals for the traffic counts to:

Solano Transportation Authority  
Director of Planning  
One Harbor Center, Suite 130  
Suisun City, CA 94585-2427

STA staff accepts proposals for the traffic data collection until 4:00 P.M. on Friday, \_\_\_\_\_, 2007.

B. Late Submittals

The City will not consider proposal submitted after the deadline and shall return them to the proposer.

X. INQUIRES

Inquires concerning this Request for Proposals should be directed to:

Robert Macaulay  
Director of Planning  
(707) 424-6006

Sincerely,

Robert Macaulay  
Director of Planning

**Attachments**

Public Roads Intersecting State Route 12 To Be Counted (Appendix A)  
Sample Consultant Services Agreement (Appendix \_\_\_\_)

Exhibit A  
Public Roads Intersecting State Route 12  
To Be Counted

Scally Road  
Denverton Road  
Entry to the Western Railroad Museum  
Olsen Road  
Avezedo Road  
Currie Road

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DATE: April 30, 2007  
 TO: STA Board  
 FROM: Jayne Bauer, Marketing and Legislative Program Manager  
 RE: Legislative Update

**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 watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session.

**Discussion:**

Assemblymember Huffman has discontinued pursuit of legislation to amend the California Clean Ferry Act (requiring all new diesel powered ferries to meet specific air emissions standards) and has instead amended Assembly Bill (AB) 463 to present a new subject relative to disabled persons' vehicle parking regulations. Therefore staff has discontinued monitoring AB 463 and removed it from the Legislative Matrix.

Senate Bill (SB) 286 (Lowenthal/Dutton) (Attachment B) is a bill sponsored by the League of California Cities and the California State Association of Counties (CSAC). The bill proposes to accelerate distribution of the \$2 billion Proposition 1B funds for local streets and roads. Under the proposal every city will receive at least half (and up to their full amount) of their Prop 1B funds to spend in the next two (2) fiscal years with the state allocating the remaining funds no later than 2010. Applicants would submit a list of projects expected to be funded with bond funds and report various information to the Department of Finance. The April 9<sup>th</sup> amendment of SB 286 also declares an urgency statute, and if approved, would take effect immediately upon the Governor's signature. Accountability measures for the expenditure of funds are also built into the bill.

Based on population figures from the Department of Finance, the following estimate represents the Prop 1B Local Streets and Roads funds available to Solano County:

County of Solano	\$ 11,375,937
Benicia	\$ 867,957
Dixon	\$ 558,347
Fairfield	\$ 3,355,070
Rio Vista	\$ 400,000
Suisun City	\$ 881,587
Vacaville	\$ 3,062,585
Vallejo	\$ 3,847,460
<b>Solano County Total</b>	<b>\$ 24,348,943</b>

The STA's 2007 Legislative Priorities and Platform call for supporting the overall increase and prompt allocation of any available additional funding for transportation projects in Solano County. Staff recommends that the seven cities in the county as well as the County of Solano and the STA support SB 286.

As of the writing of this staff report, a support position has already been taken by the following:

- City of Benicia
- City of Dixon
- City of Fairfield
- City of Suisun City (on May 2 Council agenda)
- City of Vacaville

**Recommendation:**

Approve the following:

1. Support SB 286;
2. Request the County of Solano and the seven cities in the county to send letters to the authors in support of SB 286.

Attachments:

- A. STA Legislative Matrix (To be provided under separate cover.)
- B. SB 286 (Lowenthal/Dutton) Prop 1B implementation for local streets and roads
- C. State Legislative Update – Shaw/Yoder, Inc.
- D. Federal Legislative Update – The Ferguson Group

AMENDED IN SENATE APRIL 9, 2007

**SENATE BILL****No. 286****Introduced by ~~Senator Dutton~~ *Senators Lowenthal and Dutton***

February 15, 2007

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An act to amend Sections 8879.23 and 8879.28 of the Government Code, relating to transportation bonds, *and declaring the urgency thereof, to take effect immediately.*

## LEGISLATIVE COUNSEL'S DIGEST

SB 286, as amended, ~~Dutton~~ *Lowenthal*. Transportation bonds: implementation.

Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature.

This bill would require the bond funds for local street and road purposes to be allocated by the Controller in 2 cycles that cover 4 years, with the 1st cycle of payments to be made to eligible local agencies not later than January 1, 2008, and the 2nd cycle of payments to be made not later than January 1, 2010, as specified. The bill would also require the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. *The bill would require an applicant for these funds to submit a list of projects expected to be funded with bond funds to the Department of Finance, as specified, and to report various information to the Department of Finance.* The bill would make other related changes.

*This bill would declare that it is to take effect immediately as an urgency statute.*

Vote: ~~majority~~<sup>2/3</sup>. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

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

1 SECTION 1. Section 8879.23 of the Government Code is  
2 amended to read:

3 8879.23. The Highway Safety, Traffic Reduction, Air Quality,  
4 and Port Security Fund of 2006 is hereby created in the State  
5 Treasury. The Legislature intends that the proceeds of bonds  
6 deposited in the fund shall be used to fund the mobility, safety,  
7 and air quality improvements described in this article over the  
8 course of the next decade. The proceeds of bonds issued and sold  
9 pursuant to this chapter for the purposes specified in this chapter  
10 shall be allocated in the following manner:

11 (a) (1) Four billion five hundred million dollars  
12 (\$4,500,000,000) shall be deposited in the Corridor Mobility  
13 Improvement Account, which is hereby created in the fund. Funds  
14 in the account shall be available to the California Transportation  
15 Commission, upon appropriation in the annual Budget Bill by the  
16 Legislature, for allocation for performance improvements on highly  
17 congested travel corridors in California. Funds in the account shall  
18 be used for performance improvements on the state highway  
19 system, or major access routes to the state highway system on the  
20 local road system that relieve congestion by expanding capacity,  
21 enhancing operations, or otherwise improving travel times within  
22 these high-congestion travel corridors, as identified by the  
23 department and regional or local transportation agencies, pursuant  
24 to the process in paragraph (3) or (4), as applicable.

25 (2) The commission shall develop and adopt guidelines, by  
26 December 1, 2006, including regional programming targets, for  
27 the program funded by this subdivision, and shall allocate funds  
28 from the account to projects after reviewing project nominations  
29 submitted by the Department of Transportation and by regional  
30 transportation planning agencies or county transportation  
31 commissions or authorities pursuant to paragraph (4).

32 (3) Subject to the guidelines adopted pursuant to paragraph (2),  
33 the department shall nominate, by no later than January 15, 2007,

1 projects for the allocation of funds from the account on a statewide  
2 basis. The department's nominations shall be geographically  
3 balanced and shall reflect the department's assessment of a program  
4 that best meets the policy objectives described in paragraph (1).

5 (4) Subject to the guidelines adopted pursuant to paragraph (2),  
6 a regional transportation planning agency or county transportation  
7 commission or authority responsible for preparing a regional  
8 transportation improvement plan under Section 14527 may  
9 nominate projects identified pursuant to paragraph (1) that best  
10 meet the policy objectives described in that paragraph for funding  
11 from the account. Projects nominated pursuant to this paragraph  
12 shall be submitted to the commission for consideration for funding  
13 by no later than January 15, 2007.

14 (5) All nominations to the California Transportation Commission  
15 shall be accompanied by documentation regarding the quantitative  
16 and qualitative measures validating each project's consistency  
17 with the policy objectives described in paragraph (1). All projects  
18 nominated to the commission for funds from this account shall be  
19 included in a regional transportation plan.

20 (6) After review of the project nominations, and supporting  
21 documentation, the commission, by no later than March 1, 2007,  
22 shall adopt an initial program of projects to be funded from the  
23 account. This program may be updated every two years in  
24 conjunction with the biennial process for adoption of the state  
25 transportation improvement program pursuant to guidelines adopted  
26 by the commission. The inclusion of a project in the program shall  
27 be based on a demonstration that the project meets all of the  
28 following criteria:

29 (A) Is a high-priority project in the corridor as demonstrated by  
30 either of the following: (i) its inclusion in the list of nominated  
31 projects by both the department pursuant to paragraph (3) and the  
32 regional transportation planning agency or county transportation  
33 commission or authority, pursuant to paragraph (4); or (ii) if needed  
34 to fully fund the project, the identification and commitment of  
35 supplemental funding to the project from other state, local, or  
36 federal funds.

37 (B) Can commence construction or implementation no later  
38 than December 31, 2012.

39 (C) Improves mobility in a high-congestion corridor by  
40 improving travel times or reducing the number of daily vehicle

1 hours of delay, improves the connectivity of the state highway  
2 system between rural, suburban, and urban areas, or improves the  
3 operation or safety of a highway or road segment.

4 (D) Improves access to jobs, housing, markets, and commerce.

5 (7) Where competing projects offer similar mobility  
6 improvements to a specific corridor, the commission shall consider  
7 additional benefits when determining which project shall be  
8 included in the program for funding. These benefits shall include,  
9 but are not limited to, the following:

10 (A) A finding that the project provides quantifiable air quality  
11 benefits.

12 (B) A finding that the project substantially increases the safety  
13 for travelers in the corridor.

14 (8) In adopting a program for funding pursuant to this  
15 subdivision, the commission shall make a finding that the program  
16 is (i) geographically balanced, consistent with the geographic split  
17 for funding described in Section 188 of the Streets and Highways  
18 Code; (ii) provides mobility improvements in highly traveled or  
19 highly congested corridors in all regions of California; and (iii)  
20 targets bond proceeds in a manner that provides the increment of  
21 funding necessary, when combined with other state, local or federal  
22 funds, to provide the mobility benefit in the earliest possible  
23 timeframe.

24 (9) The commission shall include in its annual report to the  
25 Legislature, required by Section 14535, a summary of its activities  
26 related to the administration of this program. The summary should,  
27 at a minimum, include a description and the location of the projects  
28 contained in the program, the amount of funds allocated to each  
29 project, the status of each project, and a description of the mobility  
30 improvements the program is achieving.

31 (b) One billion dollars (\$1,000,000,000) shall be made available,  
32 upon appropriation in the annual Budget Bill by the Legislature,  
33 to the department for improvements to State Route 99. Funds may  
34 be used for safety, operational enhancements, rehabilitation, or  
35 capacity improvements necessary to improve the State Route 99  
36 corridor traversing approximately 400 miles of the central valley  
37 of this state.

38 (c) Three billion one hundred million dollars (\$3,100,000,000)  
39 shall be deposited in the California Ports Infrastructure, Security,  
40 and Air Quality Improvement Account, which is hereby created

1 in the fund. The money in the account shall be available, upon  
2 appropriation by the Legislature and subject to such conditions  
3 and criteria as the Legislature may provide by statute, as follows:

4 (1) (A) Two billion dollars (\$2,000,000,000) shall be transferred  
5 to the Trade Corridors Improvement Fund, which is hereby created.

6 The money in this fund shall be available, upon appropriation in  
7 the annual Budget Bill by the Legislature and subject to such  
8 conditions and criteria as the Legislature may provide by statute,  
9 for allocation by the California Transportation Commission for  
10 infrastructure improvements along federally designated "Trade  
11 Corridors of National Significance" in this state or along other  
12 corridors within this state that have a high volume of freight  
13 movement, as determined by the commission. In determining  
14 projects eligible for funding, the commission shall consult the trade  
15 infrastructure and goods movement plan submitted to the  
16 commission by the Secretary of Business, Transportation and  
17 Housing and the Secretary for Environmental Protection. No  
18 moneys shall be allocated from this fund until the report is  
19 submitted to the commission for its consideration, provided the  
20 report is submitted no later than January 1, 2007. The commission  
21 shall also consult trade infrastructure and goods movement plans  
22 adopted by regional transportation planning agencies, adopted  
23 regional transportation plans required by state and federal law, and  
24 the statewide port master plan prepared by the California Marine  
25 and Intermodal Transportation System Advisory Council  
26 (Cal-MITSAC) pursuant to Section 1760 of the Harbors and  
27 Navigation Code, when determining eligible projects for funding.  
28 Eligible projects for these funds include, but are not limited to, all  
29 of the following:

30 (i) Highway capacity improvements and operational  
31 improvements to more efficiently accommodate the movement of  
32 freight, particularly for ingress and egress to and from the state's  
33 seaports, including navigable inland waterways used to transport  
34 freight between seaports, land ports of entry, and airports, and to  
35 relieve traffic congestion along major trade or goods movement  
36 corridors.

37 (ii) Freight rail system improvements to enhance the ability to  
38 move goods from seaports, land ports of entry, and airports to  
39 warehousing and distribution centers throughout California,  
40 including projects that separate rail lines from highway or local

1 road traffic, improve freight rail mobility through mountainous  
2 regions, relocate rail switching yards, and other projects that  
3 improve the efficiency and capacity of the rail freight system.

4 (iii) Projects to enhance the capacity and efficiency of ports.

5 (iv) Truck corridor improvements, including dedicated truck  
6 facilities or truck toll facilities.

7 (v) Border access improvements that enhance goods movement  
8 between California and Mexico and that maximize the state's  
9 ability to access coordinated border infrastructure funds made  
10 available to the state by federal law.

11 (vi) Surface transportation improvements to facilitate the  
12 movement of goods to and from the state's airports.

13 (B) The commission shall allocate funds for trade infrastructure  
14 improvements from the account in a manner that (i) addresses the  
15 state's most urgent needs, (ii) balances the demands of various  
16 ports (between large and small ports, as well as between seaports,  
17 airports, and land ports of entry), (iii) provides reasonable  
18 geographic balance between the state's regions, and (iv) places  
19 emphasis on projects that improve trade corridor mobility while  
20 reducing emissions of diesel particulate and other pollutant  
21 emissions. In addition, the commission shall also consider the  
22 following factors when allocating these funds:

23 (i) "Velocity," which means the speed by which large cargo  
24 would travel from the port through the distribution system.

25 (ii) "Throughput," which means the volume of cargo that would  
26 move from the port through the distribution system.

27 (iii) "Reliability," which means a reasonably consistent and  
28 predictable amount of time for cargo to travel from one point to  
29 another on any given day or at any given time in California.

30 (iv) "Congestion reduction," which means the reduction in  
31 recurrent daily hours of delay to be achieved.

32 (C) The commission shall allocate funds made available by this  
33 paragraph to projects that have identified and committed  
34 supplemental funding from appropriate local, federal or private  
35 sources. The commission shall determine the appropriate amount  
36 of supplemental funding each project should have to be eligible  
37 for moneys from this fund based on a project-by-project review  
38 and an assessment of the project's benefit to the state and the  
39 program. Except for border access improvements described in  
40 clause (v) of subparagraph (A), improvements funded with moneys

1 from this fund shall have supplemental funding that is at least equal  
2 to the amount of the contribution from the fund. The commission  
3 may give priority for funding to projects with higher levels of  
4 committed supplemental funding.

5 (D) The commission shall include in its annual report to the  
6 Legislature, required by Section 14535, a summary of its activities  
7 related to the administration of this program. The summary should,  
8 at a minimum, include a description and the location of the projects  
9 contained in the program, the amount of funds allocated to each  
10 project, the status of each project, and a description of the mobility  
11 and air quality improvements the program is achieving.

12 (2) One billion dollars (\$1,000,000,000) shall be made available,  
13 upon appropriation by the Legislature and subject to such  
14 conditions and criteria contained in a statute enacted by the  
15 Legislature, to the State Air Resources Board for emission  
16 reductions, not otherwise required by law or regulation, from  
17 activities related to the movement of freight along California's  
18 trade corridors. Funds made available by this paragraph are  
19 intended to supplement existing funds used to finance strategies  
20 and public benefit projects that reduce emissions and improve air  
21 quality in trade corridors commencing at the state's airports,  
22 seaports, and land ports of entry.

23 (3) One hundred million dollars (\$100,000,000) shall be  
24 available, upon appropriation by the Legislature, to the Office of  
25 Emergency Services to be allocated, as grants, for port, harbor,  
26 and ferry terminal security improvements. Eligible applicants shall  
27 be publicly owned ports, harbors, and ferryboat and ferry terminal  
28 operators, which may submit applications for projects that include,  
29 but are not limited to, the following:

30 (A) Video surveillance equipment.

31 (B) Explosives detection technology, including, but not limited  
32 to, X-ray devices.

33 (C) Cargo scanners.

34 (D) Radiation monitors.

35 (E) Thermal protective equipment.

36 (F) Site identification instruments capable of providing a  
37 fingerprint for a broad inventory of chemical agents.

38 (G) Other devices capable of detecting weapons of mass  
39 destruction using chemical, biological, or other similar substances.

40 (H) Other security equipment to assist in any of the following:

1 (i) Screening of incoming vessels, trucks, and incoming or  
2 outbound cargo.

3 (ii) Monitoring the physical perimeters of harbors, ports, and  
4 ferry terminals.

5 (iii) Providing or augmenting onsite emergency response  
6 capability.

7 (I) Overweight cargo detection equipment, including, but not  
8 limited to, intermodal crane scales and truck weight scales.

9 (J) Developing disaster preparedness or emergency response  
10 plans.

11 The Office of Emergency Services shall report to the Legislature  
12 on March 1 of each year on the manner in which the funds available  
13 pursuant to this paragraph were expended for that fiscal year.

14 (d) Two hundred million dollars (\$200,000,000) shall be  
15 available, upon appropriation by the Legislature, for schoolbus  
16 retrofit and replacement to reduce air pollution and to reduce  
17 children's exposure to diesel exhaust.

18 (e) Two billion dollars (\$2,000,000,000) shall be available for  
19 projects in the state transportation improvement program, to  
20 augment funds otherwise available for this purpose from other  
21 sources. The funds provided by this subdivision shall be deposited  
22 in the Transportation Facilities Account which is hereby created  
23 in the fund, and shall be available, upon appropriation by the  
24 Legislature, to the Department of Transportation, as allocated by  
25 the California Transportation Commission in the same manner as  
26 funds allocated for those projects under existing law.

27 (f) (1) Four billion dollars (\$4,000,000,000) shall be deposited  
28 in the Public Transportation Modernization, Improvement, and  
29 Service Enhancement Account, which is hereby created in the  
30 fund. Funds in the account shall be made available, upon  
31 appropriation by the Legislature, to the Department of  
32 Transportation for intercity rail projects and to commuter or urban  
33 rail operators, bus operators, waterborne transit operators, and  
34 other transit operators in California for rehabilitation, safety or  
35 modernization improvements, capital service enhancements or  
36 expansions, new capital projects, bus rapid transit improvements,  
37 or for rolling stock procurement, rehabilitation, or replacement.

38 (2) Of the funds made available in paragraph (1), four hundred  
39 million dollars (\$400,000,000) shall be available, upon  
40 appropriation by the Legislature, to the department for intercity

1 rail improvements, of which one hundred twenty-five million  
2 dollars (\$125,000,000) shall be used for the procurement of  
3 additional intercity railcars and locomotives.

4 (3) Of the funds remaining after the allocations in paragraph  
5 (2), 50 percent shall be distributed to the Controller, for allocation  
6 to eligible agencies using the formula in Section 99314 of the  
7 Public Utilities Code, and 50 percent shall be distributed to the  
8 Controller, for allocation to eligible agencies using the formula in  
9 Section 99313 of the Public Utilities Code, subject to the provisions  
10 governing funds allocated under those sections.

11 (g) One billion dollars (\$1,000,000,000) shall be deposited in  
12 the State-Local Partnership Program Account, which is hereby  
13 created in the fund. The funds shall be available, upon  
14 appropriation by the Legislature and subject to such conditions  
15 and criteria as the Legislature may provide by statute, for allocation  
16 by the California Transportation Commission over a five-year  
17 period to eligible transportation projects nominated by an applicant  
18 transportation agency. A dollar for dollar match of local funds  
19 shall be required for an applicant transportation agency to receive  
20 state funds under this program.

21 (h) One billion dollars (\$1,000,000,000) shall be deposited in  
22 the Transit System Safety, Security, and Disaster Response  
23 Account, which is hereby created in the fund. Funds in the account  
24 shall be made available, upon appropriation by the Legislature and  
25 subject to such conditions and criteria as the Legislature may  
26 provide by statute, for capital projects that provide increased  
27 protection against a security and safety threat, and for capital  
28 expenditures to increase the capacity of transit operators, including  
29 waterborne transit operators, to develop disaster response  
30 transportation systems that can move people, goods, and emergency  
31 personnel and equipment in the aftermath of a disaster impairing  
32 the mobility of goods, people, and equipment.

33 (i) One hundred twenty-five million dollars (\$125,000,000)  
34 shall be deposited in the Local Bridge Seismic Retrofit Account,  
35 which is hereby created in the fund. The funds in the account shall  
36 be used, upon appropriation by the Legislature, to provide the 11.5  
37 percent required match for federal Highway Bridge Replacement  
38 and Repair funds available to the state for seismic work on local  
39 bridges, ramps, and overpasses, as identified by the Department  
40 of Transportation.

1 (j) (1) Two hundred fifty million dollars (\$250,000,000) shall  
2 be deposited in the Highway-Railroad Crossing Safety Account,  
3 which is hereby created in the fund. Funds in the account shall be  
4 available, upon appropriation by the Legislature, to the Department  
5 of Transportation for the completion of high-priority grade  
6 separation and railroad crossing safety improvements. Funds in  
7 the account shall be made available for allocation pursuant to the  
8 process established in Chapter 10 (commencing with Section 2450)  
9 of Division 3 of the Streets and Highways Code, except that a  
10 dollar for dollar match of nonstate funds shall be provided for each  
11 project, and the limitation on maximum project cost in subdivision  
12 (g) of Section 2454 of the Streets and Highways Code shall not  
13 be applicable to projects funded with these funds.

14 (2) Notwithstanding the funding allocation process described  
15 in paragraph (1), in consultation with the department and the Public  
16 Utilities Commission, the California Transportation Commission  
17 shall allocate one hundred million dollars (\$100,000,000) of the  
18 funds in the account to high-priority railroad crossing  
19 improvements, including grade separation projects, that are not  
20 part of the process established in Chapter 10 (commencing with  
21 Section 2450) of Division 3 of the Streets and Highways Code.  
22 The allocation of funds under this paragraph shall be made in  
23 consultation and coordination with the High-Speed Rail Authority  
24 created pursuant to Division 19.5 (commencing with Section  
25 185000) of the Public Utilities Code.

26 (k) (1) Seven hundred fifty million dollars (\$750,000,000) shall  
27 be deposited in the Highway Safety, Rehabilitation, and  
28 Preservation Account, which is hereby created in the fund. Funds  
29 in the account shall be available, upon appropriation by the  
30 Legislature, to the Department of Transportation, as allocated by  
31 the California Transportation Commission, for the purposes of the  
32 state highway operation and protection program as described in  
33 Section 14526.5.

34 (2) The department shall develop a program for distribution of  
35 two hundred ~~and~~ fifty million dollars (\$250,000,000) from the  
36 funds identified in paragraph (1) to fund traffic light  
37 synchronization projects or other technology-based improvements  
38 to improve safety, operations and the effective capacity of local  
39 streets and roads.

1 (D) (1) Two billion dollars (\$2,000,000,000) shall be deposited  
2 in the Local Street and Road Improvement, Congestion Relief,  
3 and Traffic Safety Account of 2006, which is hereby created in  
4 the fund. The proceeds of bonds deposited into that account shall  
5 be available, upon appropriation by the Legislature, for the  
6 purposes specified in this subdivision, to the Controller for  
7 administration and allocation in the fiscal year in which the bonds  
8 are issued and sold. The Controller shall allocate the funds to  
9 eligible local agencies in two cycles that cover four years, in order  
10 to allow each eligible local agency to spend the funds in two  
11 periods of two years each. The Controller shall allocate at least  
12 one-half of each allocation amount in the first cycle of payments,  
13 which shall be made no later than January 1, 2008, except that  
14 each city shall receive at least four hundred thousand dollars  
15 (\$400,000), as described in subparagraph (B) of paragraph (2). If  
16 an eligible local agency is able to demonstrate that more than  
17 one-half of its share of funds under this subdivision is able to be  
18 spent on eligible projects in the first two-year cycle, the Controller  
19 shall allocate up to the full amount to the local agency. The  
20 Controller shall allocate the remaining portion of an eligible local  
21 agency's share of funds under this subdivision in the second cycle  
22 of payments, which shall be made no later than January 1, 2010.  
23 The money in the account, and any interest or other return on  
24 money in the account, shall be allocated in the following manner:

25 (A) Fifty percent to the counties, including a city and county,  
26 in accordance with the following formulas:

27 (i) Seventy-five percent of the funds payable under this  
28 subparagraph shall be apportioned among the counties in the  
29 proportion that the number of fee-paid and exempt vehicles that  
30 are registered in the county bears to the number of fee-paid and  
31 exempt vehicles registered in the state.

32 (ii) Twenty-five percent of the funds payable under this  
33 subparagraph shall be apportioned among the counties in the  
34 proportion that the number of miles of maintained county roads  
35 in each county bears to the total number of miles of maintained  
36 county roads in the state. For the purposes of apportioning funds  
37 under this clause, any roads within the boundaries of a city and  
38 county that are not state highways shall be deemed to be county  
39 roads.

1 (B) Fifty percent to the cities, including a city and county,  
2 apportioned among the cities in the proportion that the total  
3 population of the city bears to the total population of all the cities  
4 in the state, provided, however, that the Controller shall allocate  
5 a minimum of four hundred thousand dollars (\$400,000) to each  
6 city, pursuant to this subparagraph.

7 (2) Funds received under this subdivision shall be deposited as  
8 follows in order to avoid the commingling of those funds with  
9 other local funds:

10 (A) In the case of a city, into the city account that is designated  
11 for the receipt of state funds allocated for local streets and roads.

12 (B) In the case of an eligible county, into the county road fund.

13 (C) In the case of a city and county, into a local account that is  
14 designated for the receipt of state funds allocated for local streets  
15 and roads.

16 (3) For the purpose of allocating funds under this subdivision  
17 to cities and a city and county, the Controller shall use the  
18 population estimates prepared by the Demographic Research Unit  
19 of the Department of Finance as of January 1, 2007. For a city that  
20 incorporated after January 1, 1998, that does not appear on the  
21 most recent population estimates prepared by the Demographic  
22 Research Unit, the Controller shall use the population determined  
23 for that city under Section 11005.3 of the Revenue and Taxation  
24 Code.

25 (4) Funds apportioned to a city, county, or city and county under  
26 this subdivision shall be used for improvements to transportation  
27 facilities that will assist in reducing local traffic congestion and  
28 further deterioration, improving traffic flows, or increasing traffic  
29 safety that may include, but not be limited to, street and highway  
30 pavement maintenance, rehabilitation, installation, construction  
31 and reconstruction of necessary associated facilities such as  
32 drainage and traffic control devices, or the maintenance,  
33 rehabilitation, installation, construction and reconstruction of  
34 facilities that expand ridership on transit systems, safety projects  
35 to reduce fatalities, or as a local match to obtain state or federal  
36 transportation funds for similar purposes. *Projects to be funded*  
37 *pursuant to this subdivision shall be consistent with the*  
38 *requirements applicable to funds subject to Section 1 of Article XIX*  
39 *of the California Constitution or shall be other transit projects*

1 consistent with this paragraph, but may not include the funding  
2 of transit operating costs.

3 (5) A city, county, or city and county shall submit to the  
4 Department of Finance, upon appropriation of bond funds by the  
5 Legislature, a list of projects expected to be funded with bond  
6 funds pursuant to an adopted city or county budget. The list shall  
7 not limit the flexibility of the applicant to fund projects in  
8 accordance with local needs and priorities consistent with  
9 paragraph (4) of subdivision (l) of Section 8879.23 of the  
10 Government Code. All projects funded with these bond funds shall  
11 be included within the city, county, or city and county budget that  
12 is adopted by the applicable city council or board of supervisors  
13 at a regular public meeting.

14 (6) A city, county, or city and county shall submit documentation  
15 of expenditure of bond funds made available under this subdivision  
16 to the Department of Finance, including the name of each project,  
17 the location, the amount of the expenditure, and the completion  
18 date and estimated useful life. The documentation shall be made  
19 available at the end of each fiscal year until the bond funds are  
20 accounted for. The information provided shall be posted on the  
21 Internet Web site of the Department of Finance.

22 ~~(5)~~

23 (7) At the conclusion of each fiscal year during which a city or  
24 county expends the funds it has received under this subdivision,  
25 the Controller may verify the city's or county's compliance with  
26 paragraph (4). Any city or county that has not complied with  
27 paragraph (4) shall reimburse the state for the funds it received  
28 during that fiscal year. Any funds withheld or returned as a result  
29 of a failure to comply with paragraph (4) shall be reallocated to  
30 the other counties and cities whose expenditures are in compliance.

31 SEC. 2. Section 8879.28 of the Government Code is amended  
32 to read:

33 8879.28. Upon request of the board stating that funds are  
34 needed for purposes of this chapter, the committee shall determine  
35 whether or not it is necessary or desirable to issue bonds authorized  
36 pursuant to this chapter in order to carry out the actions specified  
37 in Section 8879.23, and, if so, the amount of bonds to be issued  
38 and sold. Successive issues of bonds may be authorized and sold  
39 to carry out those actions progressively, and are not required to be  
40 sold at any one time. Bonds may bear interest subject to federal

1 income tax. For purposes of this section, the committee shall  
2 consider the request of the Controller relative to issuance of bonds  
3 authorized pursuant to subdivision (l) of Section 8879.23.

4 *SEC. 3. This act is an urgency statute necessary for the*  
5 *immediate preservation of the public peace, health, or safety within*  
6 *the meaning of Article IV of the Constitution and shall go into*  
7 *immediate effect. The facts constituting the necessity are:*

8 *In order to ensure that the funds made available by this act are*  
9 *appropriated in the Budget Act of 2007, it is necessary that this*  
10 *act take effect immediately.*

O



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

May 1, 2007

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE- MAY 2007

**Governor's 2007-08 Proposed Transportation Budget**

Both the Senate and the Assembly continued to hold Informational Hearings recently 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. No actions have been taken on the Governor's budget proposal, however, as both subcommittees opted to leave items open until the release of the Governor's May Revision to the budget on May 14<sup>th</sup>. Your advocacy team will provide STA with a summary of the May revision shortly after it is released.

**State Legislative Program**

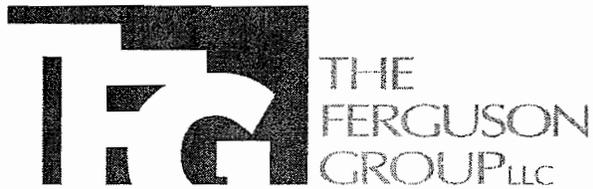
The following is an update on your 2007 State Legislative Program:

**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 is currently located on the Assembly Floor, where all indications are that it will garner the 54 votes its needs (since it is an urgency item) for passage onto the Senate. The bill passed out of Assembly Transportation Committee 14-0 on March 26<sup>th</sup> and 13-3 in the Assembly Appropriations Committee on April 18<sup>th</sup>. Your advocacy team will continue to discuss AB 112 with the full body of the Assembly to ensure passage onto the Senate. Assembly Member Wolk is expected to take up AB 112 for consideration on the Assembly Floor on Thursday, May 3<sup>rd</sup>.

**ACR 7 (Wolk)** This resolution would memorialize the life of Officer David Lamoree by designating a two-mile section of SR 12, between Olsen Road and SR 113, as the "Officer David Lamoree Memorial Highway". 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 after being hit head-on by an oncoming car on SR 12. ACR 7 was approved on the Assembly Floor's Consent Calendar. The next stop for the bill is the Senate Transportation & Housing Committee. The resolution will be heard at some time in the month of June. Your advocacy team will continue to monitor and report on its status as it moves through the process.

Tel: 916.446.4656  
Fax: 916.446.4318  
1415 L Street, Suite 200  
Sacramento, CA 95814

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

To: Solano Transportation Authority Board of Directors  
From: Mike Miller  
Re: Federal Update  
Date: May 1, 2007

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**April 2007 Activity.**

The Ferguson Group continued to closely track the Fiscal Year 2008 appropriations process and STA's transportation appropriations requests.

**Appropriations Update.**

Congress continues to work on ethics reform rules and, more specifically, how to handle congressional earmarks in Fiscal Year 2008 and future years. While some headway has been made, reforms are not entirely in place and there have been delays in the regular appropriations process.

The House of Representatives may start marking up FY 2008 appropriations bills during the week of May 7. It is likely that the Transportation Appropriations bill will be considered later rather than earlier. Some House leaders have targeted the July 4 district work period for completing appropriations legislation, although others are already focusing on finishing House bills prior to the beginning of the August recess. The Senate might move ahead with its appropriations process before the House completes its bills, but the process is still likely to move into September.

In addition, some House leaders have indicated that earmarks will be included in FY 2008 appropriations bills and reports, but those earmarks might not be added during appropriations subcommittee and full committee consideration. Thus, earmarks might not be known until floor action or even as late as during conference committee consideration. The Ferguson Group is tracking the appropriations process very closely and we will keep you informed.

**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 (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 30, 2007  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Status 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 STA 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.

STA staff is providing a monthly update to the STA Board on the progress of safety efforts on SR 12, including discussions and actions taken by the SR 12 Steering Committee. This overall update is in addition to individual staff reports that will come before the Board from time to time. At the direction of Chair Intintoli, the report will include activities on SR 12 west of I-80, through Jameson Canyon.

**Discussion:**

The SR 12 Steering Committee is made up of Mayors Woodruff (Chair), Price and Sanchez, and Supervisors Reagan and Spering. The Committee met on May 3, 2007 at 9:00 a.m. in Rio Vista. The next meeting is set for Thursday, June 28; the location has not been set. Below is the status of the four-element approach to improve safety on SR 12.

**Enforcement**

The CHP has been granted 2,000 hours of overtime to use for stepped-up enforcement on SR 12 in Solano County. The CHP is still compiling April 2007 citation information. Attachment A shows the city of residence and the number of citations for these violators. As of April 30, the Office of Traffic Safety had not announced whether or not the CHP would receive an Office of Traffic Safety (OTS) grant to conduct enhanced enforcement along the SR 12 corridor. If approved, the OTS Grant would help fund enhanced enforcement in partnership with local law enforcement agencies.

**Education**

At the May 3<sup>rd</sup> SR 12 Steering Committee meeting, a series of alternatives for a new public outreach campaign were presented. These include a new theme and graphics, and a community handout. The SR 12 Committee recommendations will be presented to the STA Board at its meeting. 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 will be participating in the community safety fair which will occur on May 19, from 10 to 2, at the Westfield Mall in Fairfield.

### 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 has received favorable votes in both the Assembly Transportation and Appropriations committees, and was approved by the full assembly. Senator Patricia Wiggins will carry the bill in the state Senate. No Senate hearing dates have been set.

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. The Assembly approved ACR 7 on April 26, 2007. The Resolution will not be scheduled for hearings before the appropriate Senate committees.

### Engineering

Caltrans has completed painting the centerline as a double-yellow No Passing divider for all of SR 12 between Suisun City and Rio Vista, and has installed median-only or median-and-shoulder rumble strips from Currie Road to Drouin Drive. Channelizers are scheduled to be installed from Drouin Drive to Shiloh Road, but installation has not yet begun. A temporary concrete median barrier (aka "K-Rail") is scheduled to be installed from the Suisun City city limits to Shiloh Road, beginning later this year.

### SR 12 Jameson Canyon

Attachment B reflects the scope of the funded Phase 1 work, schedule and funding sources. Doanh Nguyen of Caltrans will present this information at the STA Board meeting.

### **Recommendation:**

Informational.

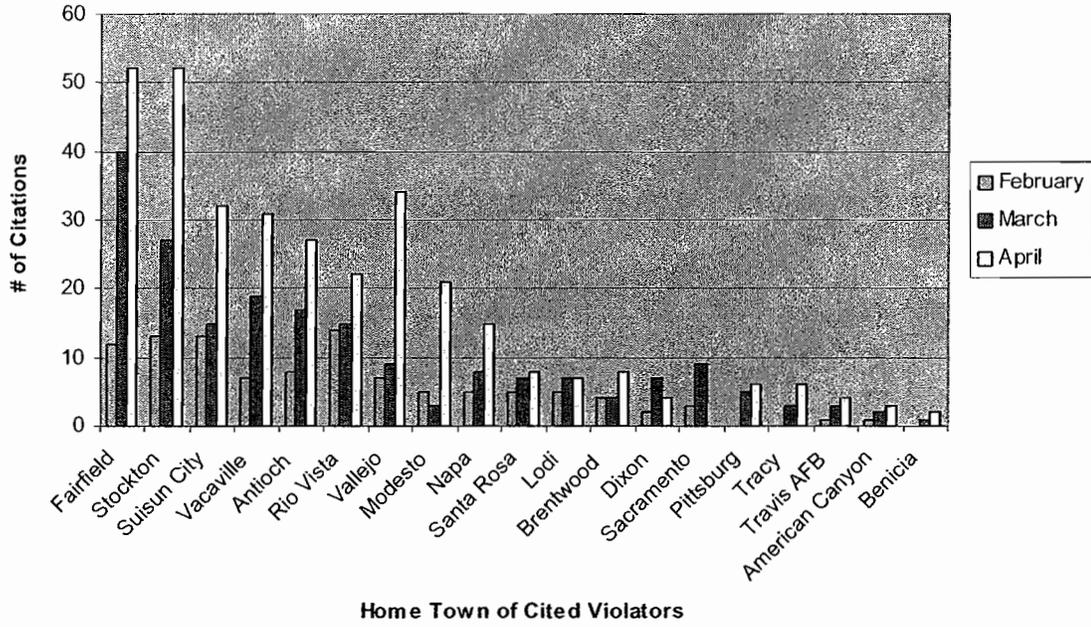
### Attachments:

- A. SR 12 CHP Citations as of April 30, 2007
- B. Jameson Canyon Information Map

CHP Overtime Enforcement on SR 12  
 Citation Statistics  
 February, March, April 2007

Violator's City	February	March	April	Year Total
<b>Fairfield</b>	<b>12</b>	<b>40</b>	<b>52</b>	<b>104</b>
Stockton	13	27	52	92
<b>Suisun City</b>	<b>13</b>	<b>15</b>	<b>32</b>	<b>60</b>
<b>Vacaville</b>	<b>7</b>	<b>19</b>	<b>31</b>	<b>57</b>
Antioch	8	17	27	52
<b>Rio Vista</b>	<b>14</b>	<b>15</b>	<b>22</b>	<b>51</b>
<b>Vallejo</b>	<b>7</b>	<b>9</b>	<b>34</b>	<b>50</b>
Modesto	5	3	21	29
Napa	5	8	15	28
Santa Rosa	5	7	8	20
Lodi	5	7	7	19
Brentwood	4	4	8	16
Fresno	1	5	8	14
<b>Dixon</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>13</b>
Sebastopol	0	1	12	13
Sacramento	3	9		12
Pittsburg	0	5	6	11
Manteca	0	3	6	9
Oakley	0	1	8	9
Tracy	0	3	6	9
Ceres	2	1	5	8
Madera	1	0	7	8
<b>Travis AFB</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>8</b>
Healdsburg	0	1	6	7
Petaluma	3	1	3	7
American Canyon	1	2	3	6
Richmond	1	0	5	6
Novato	0	1	4	5
Oakland	1	1	3	5
Concord	0	1	3	4
Pinole	0	2	2	4
San Francisco	1	3		4
Bakersfield	1		2	3
<b>Benicia</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>

CHP Overtime Citations on SR 12





# Jameson Canyon Road Widening & Median Barrier

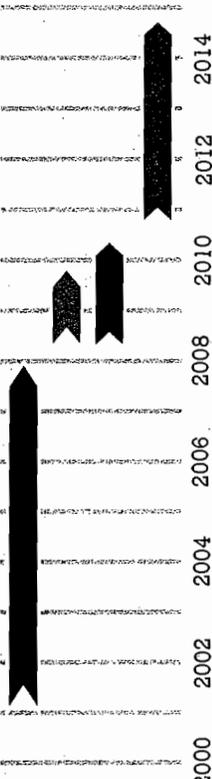
## Project Scope

On State Route (SR) 12, from SR 28 in Napa County of Red Top Road in Solano County. This project proposes to widen SR 12 from two to four lanes in two phases.

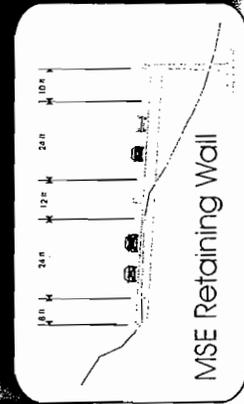
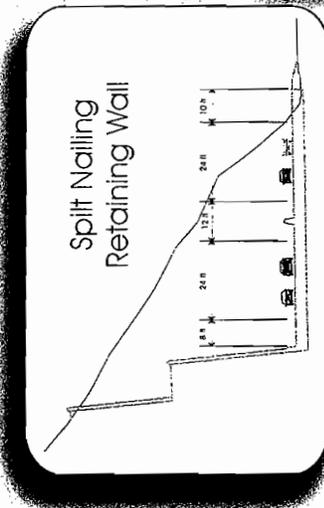
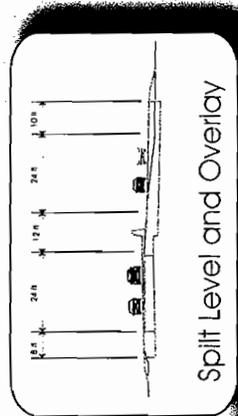
Phase 1 proposes to add two lanes to the existing two-lane highway, including a median barrier.

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

## Delivery Timeline



Project Approval & Environmental Docs  
Plans, Specifications & Design  
Right-of-Way  
Construction



Split Level and Overlay

Split Nailing Retaining Wall

MSE Retaining Wall

## Phase 1

### Funding

In thousands

Congestion Management Improvement Account

\$73,990

STIP Regional Augmentation

\$33,500

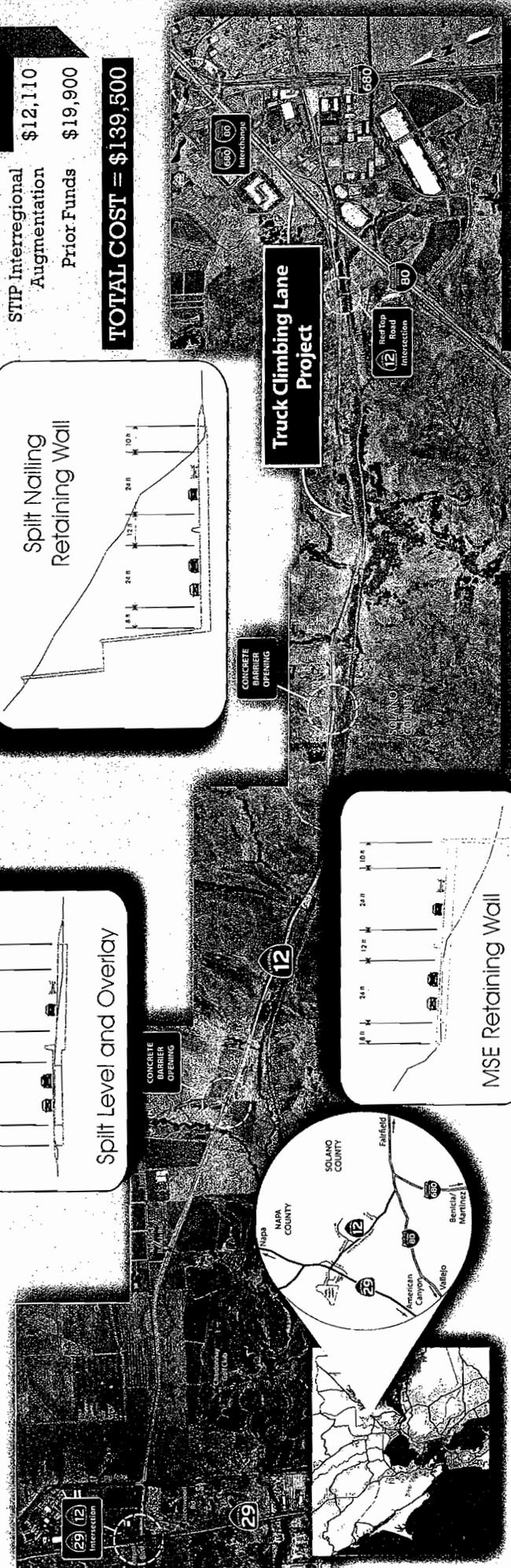
STIP Interregional Augmentation

\$12,110

Prior Funds

\$19,900

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



Truck Climbing Lane Project

CONCRETE BARRIER OPENING

CONCRETE BARRIER OPENING



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DATE: April 27, 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). The current RTP is called the Transportation 2030 Plan (T2030). The RTP must be updated every 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.

**Discussion:**

MTC plans to add two new goals to the existing six (6) goals used to measure progress in implementing the RTP. These two (2) goals (safety/security management and greenhouse gas emission reduction) are in response to requirements from federal and state legislation. In addition, MTC is considering measuring the different RTP approaches against three (3) scenarios; roadway improvements, High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT)/Express Bus Lanes, and Rail/Ferry improvements. These scenarios will be measured using three (3) criteria sets; reduction in person hours of delay, reduction of vehicle miles traveled, and a reduction of the emissions of particulate matter and carbon dioxide.

The Solano Transportation Authority (STA) is in the process of updating the Congestion Management Plan (CMP) for Solano County. Information from the CMP and the County Transportation Plan will help guide STA's input into the RTP update. Staff is participating in monthly meetings of the Congestion Management Agency (CMA) planning directors to develop a common approach to RTP issues. The nine (9) Bay Area CMAs will hold a joint meeting of the Executive Directors and Planning Directors to discuss the RTP update. The meeting is set for May 11<sup>th</sup>.

MTC has stated that projects proposed to be included in the updated RTP will be reviewed for regional desirability before they are examined for financial 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.

FOCUS seeks to have local communities identify Priority Development Areas (PDAs). On April 19, the PDA application and guidelines were released. Communities wishing to identify potential PDAs in their community need to have the application submitted no later than June 29, 2007. STA staff will work with all seven (7) Solano County cities to make sure they are aware of the application availability and deadline, and to assist in preparing applications if desired.

One of the elements of the FOCUS process that continues to be of concern is the idea that maintenance funds for local streets and roads would be reprogrammed to those communities that take on a larger share of future residential growth, combined with a targeting of infrastructure and planning money only to those communities that have more jobs than employable residents. This approach has the potential to have a substantial financial impact on areas such as Solano County and its cities that have more employable residents than jobs, but that have significant road maintenance needs.

**Recommendation:**

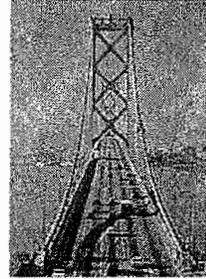
Informational.

Attachment:

- A. FOCUS PDA Application Guidelines

# FOCUS

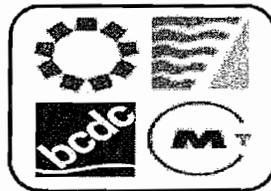
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## APPLICATION GUIDELINES FOR PRIORITY DEVELOPMENT AREA DESIGNATION

Released: April 19, 2007



FOCUS, short for Focusing Our Vision, is a multi-agency, regional planning initiative spearheaded by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission. It is partially funded by a regional blueprint planning grant from the State of California Business, Transportation, and Housing Agency.

# **FOCUSING OUR VISION (FOCUS) PROGRAM**

## **Application Guidelines for Priority Development Area Designation**

### **I. Program Overview**

FOCUS, short for Focusing Our Vision, is a multi-agency, regional planning initiative spearheaded by the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission. It builds upon regionally adopted smart growth policies and related programs and is one of several projects funded by the State's Regional Blueprint Planning Program. Regional agencies, working with local governments and partners, will create a specific and shared concept of where growth can be accommodated and what areas need protection in the region.

FOCUS goals support a future development pattern that is compact and connected. Identifying priority development areas with local governments and partners can help focus the region's growth. Priority development areas seek to accommodate growth as mixed use, infill development near transit and job centers, with an emphasis on housing.

Visit [www.bayareavision.org/focus](http://www.bayareavision.org/focus) for more FOCUS information.

#### *Call for Applications*

Applications are now being accepted for priority development area designation under the FOCUS program. Local governments in the nine county San Francisco Bay Area are invited to apply for regional designation of an area within their community as a priority development area. Designation informs regional agencies which areas want and need assistance and expresses the region's priorities for growth, which can help connect with state efforts and programs. The deadline for submitting an application is June 29, 2007.

Applications will be reviewed and evaluated, and areas that meet the designation criteria will be recommended for regional adoption as designated priority development areas. Jurisdictions that choose not to submit applications at this time will have periodic opportunities to apply for designation. Although, specific incentives are not yet available, regional agencies are committed to securing incentives and providing technical assistance to designated priority areas so that positive change can be achieved in communities working to advance smart growth goals. In return, the expectation is that local jurisdictions will commit to expedite development and support local policies that advance smart growth goals and local community aspirations in these areas. Once regional incentives for designated priority development areas are established, a separate incentives application will be made available.

### **II. Eligibility for Applicants and Areas**

Any town, city, or county government within the nine county San Francisco Bay Area can apply as the lead applicant for priority area designation. Multiple jurisdictions can submit a joint application for an area. As part of the application, the lead applicant will need to provide a copy of a resolution adopted by the town/city council or board of supervisors showing support for involvement in the FOCUS process. Private and other public entities cannot be lead applicants but can partner with or show support for the lead applicant. In the case of a multiple jurisdiction application for designation of an area, a

transit agency or county congestion management agency may be the lead applicant. The lead transit agency or congestion management agency will need to contact regional agency staff for approval, and a resolution from each participating jurisdiction will still be required as part of the application.

Applicants must demonstrate that an area proposed for designation as a priority development area meets all of the following criteria:

- The area is within an existing community.
- The area is near existing or planned fixed transit (or served by comparable bus service).
- The area is planned or is planning for more housing.

### III. Designation Criteria Definitions

The following definitions are intended to clarify the designation criteria.

Area - means the planning area being proposed for designation as a priority development area under the FOCUS program. Since the program seeks to support area planning, the recommended area size is 100 acres, which is approximately a ¼ mile radius.

- A *planned area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan.
- A *potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

Existing Community – means that the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non motorized modes of transportation an option.

Housing – means the area has plans for a significant increase in housing units, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

Near Transit – means that the area is typically a half mile from rail stations and ferry terminals, high frequency bus or bus rapid transit corridors.

### IV. Application Review Process

The application review process involves four steps. First, upon receipt, applications will be reviewed by staff. The review will check for completeness and eligibility. Second, applications will be categorized by the planning status for the area's development vision. Third, a broad based committee will evaluate applications and provide comments. Lastly, areas that meet the designation criteria will be recommended as priority development areas to ABAG's General Assembly for regional adoption. Regional

agency staff will be in communication with applicants throughout the application process to discuss their application.

## V. Timeline for Priority Development Area Designation

Applications made available	April 19, 2007
Application workshops for interested applicants	May 2007
Application deadline	June 29, 2007
Regional agency staff review applications	July 2007
Broad based committee evaluates applications	August 2007
Draft recommendations released for public comment and presented at regional outreach meetings	September 2007
Recommendations presented to ABAG's General Assembly for regional adoption	October 2007

## VI. Application Form and Submission Instructions

The following are the basic steps in accessing and submitting an application:

1. Download an electronic version of the application (Application for Priority Development Area Designation) from the Bay Area Vision website:  
[www.bayareavision.org/focus](http://www.bayareavision.org/focus)
2. Fill out an application and compile the documents requested in the application form for **each** area.
3. Submit an electronic version of the application form and associated documents requested in the application for each area to [FOCUS@abag.ca.gov](mailto:FOCUS@abag.ca.gov).
4. Mail one hard copy of the application and attachments for each area to the following mailing address:

Association of Bay Area Governments  
Metropolitan Transportation Commission  
Bay Area Air Quality Management District  
Bay Conservation and Development Commission  
P.O. Box 2050  
Oakland, CA 94604-2050  
Attn: Jaqueline Guzman

**The application submission deadline is 5:00 p.m. on Friday, June 29, 2007.**

## VII. Contact Information

For questions regarding the application, please contact Jaqueline Guzman, ABAG Regional Planner, at [JackieG@abag.ca.gov](mailto:JackieG@abag.ca.gov) or 510.464.7994 or Doug Johnson, MTC Transportation Planner, at [djohnson@mtc.ca.gov](mailto:djohnson@mtc.ca.gov) or 510-817-5846.



DATE: April 27, 2007  
TO: STA Board  
FROM: Janet Adams, Director of Projects  
RE: Highway Projects Status Report:  
1.) I-80/I-680/SR 12 Interchange  
2.) North Connector  
3.) I-80 HOV: Red Top Road to Air Base Parkway  
4.) I-80 HOV/Turner Overcrossing  
5.) Jepson Parkway  
6.) State Route 12 (Jameson Canyon)  
7.) State Route 12 East  
8.) I-80 SHOPP Rehabilitation Projects

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the SR 12 Jameson Canyon environmental studies have all continued to receive reimbursements from the State through the Traffic Congestion Relief Program (TCRP).

**Discussion:**

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

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

Based on the Traffic Demand Model and the draft Purpose and Need of the Project, the STA in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. These alternatives were then placed through a rigorous two (2) tier alternative screening process that has been concurred with by Caltrans. The first tier or initial tier of this two tier screening process was to exclude alternatives that either did not meet the Purpose and Need of the Project or were considered not feasible. Four (4) alternatives for the project were carried forward into the second tier of screening. Of these four (4) alternatives, three (3) proposed re-constructing the I-80/I-680 Interchange in the same general vicinity and one (1) proposes a new alignment of the I-80/I-680 Interchange.

The STA in partnership with Caltrans has initiated the National Environmental Policy Act (NEPA)/404 process. This process is a requirement based on a Memorandum of

Understanding (MOU) between the Resource agencies and Caltrans and FHWA. The initial activities under the NEPA/404 process focus on gaining concurrence between the agencies on the project's Purpose and Need and the alternatives to be carried forward for detailed study in the environmental document. This process is important as it provides the Lead Agencies and STA with formal concurrence on the Purpose and Need and range of Alternatives before detailed studies are completed. The initial NEPA/404 meeting occurred on March 15, 2007. After the initial meeting, the Resource agencies have 30 days to provide feedback or provide concurrence. To date, the Project has received comments back from the Environmental Protection Agency (EPA) and the Corps of Engineers. On March 14, 2007 the STA approved the public release of the two (2) alternatives that the project team and Caltrans believe to be the strongest candidates for further study. These two approaches represent having the interchange reconstructed in the same general vicinity as presently located or for an entirely new alignment for the I-80/I-680 interchange.

In addition, an Open House for this project that was held on April 25, 2007 at Rodriguez High School in the City of Fairfield. This event was attended by approximately 85 people.

The draft environmental document (ED) is currently anticipated to be completed in summer 2008. The Final ED is anticipated to be completed in the fall of 2009. The ED is being funded with \$8.1 million from the TCRP.

## **2.) North Connector**

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

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

An Environmental Assessment/Initial Study and Proposed Mitigated Negative Declaration (EA/IS MND) was prepared for the North Connector Project. The environmental document was circulated for a 45-day public review and comment period, beginning in mid-November and closing on December 29, 2007. A Public Hearing was held on December 14, 2006 at Nelda Mundy elementary school in the City of Fairfield.

There were over 50 attendees that took the time to attend the Public Hearing. Six (6) comment cards were submitted at the Public Hearing. In addition, the STA received 26 written comments submitted by fax, e-mail, or mail. Some of the comments raised concern about potentially significant impacts and the ability to identify adequate mitigation for these impacts, particularly those impacts related to agricultural lands in Suisun Valley. Concurrently, there is currently no locally adopted definition of a "farmable unit" or mitigation standard for agricultural

lands, with consideration for Williamson Act and Conservation easements. In addition, some comments raised concerns about potentially significant impacts to the existing bicycle path and that this path should be relocated to the north side of the North Connector as part of the project. With these combined issues, the STA Board approved in March 2007 that the California Environmental Quality Act (CEQA) document be revised and modified to an Environmental Impact Report (EIR). Under this approach the document would be an Environmental Impact Report/ Environmental Assessment (EIR/EA). The schedule for moving to an EIR/EA is as follows:

Draft EIR/EA for Public Comment July 2007  
Final EIR/EA November 2007

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

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length, will be constructed primarily in the median of the existing highway.

The Environmental Document (ED), is a Mitigated Negative Declaration (MND) for the CEQA element and a Categorical Exception (CE) for the NEPA element. The CEQA was approved by Caltrans on February 28, 2007, and by the STA Board on March 14, 2007. The document is currently under review for approval by the FHWA. The project did obtain the Biological Opinion from the US Fish and Wildlife Service on March 30, 2007. Securing this document has eliminated a major schedule risk factor from the project. STA is currently in process of obtaining the Fish and Game, the Water Quality and Corps of Engineers permits. Mitigation measures are currently being implemented as required by the permits.

### **4.) I-80 HOV Lanes/Turner Overcrossing**

This project was identified as part of the I-80/I-680/I-780 Major Investment and Corridor Study. The proposed project includes a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and an adjacent park-and-ride lot. The next step to further studying these alternatives is to develop a Project Study Report (PSR). The Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill which was signed into law on August 10, 2005, included a \$2.8 million federal earmark entitled "I-80 HOV Lanes/Interchange Construction in Vallejo" for the County of Solano. This federal earmark will be the primary source of funding for the PSR, along with a required 20% local match funds.

A funding agreement between the City of Vallejo, the County of Solano and the STA has been executed. In addition, FHWA did approve the obligation of funds for this PSR. The pre-award audit requirement was waived by Caltrans, and the STA is moving forward in signing the consultant contract for this work with HQE Incorporated.

## 5.) Jepson Parkway

The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) has been completed.

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement (EIS/EIR) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$125 million. These costs will be updated in conjunction with the environmental document.

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

Due to the complexity of the environmental document and the required approvals from regulatory agencies, the project management needs have shifted to requiring a specialized set of skills and experiences to complete the document and gain agency approvals. STA hired a new project manager, Susan Chang, PBS&J, in September 2006 for the project. Subsequently STA hired PBS&J to complete the environmental document. The Administrative Draft EIR was submitted to the STA and adjacent jurisdictions in late April, 2007 with a Draft for public comment expected by late summer 2007. Mitigations measures will be proposed at the current draft HCP level.

The STA has initiated discussions with the local agencies on the priority of the project components and corridor funding agreement. This project will fall under the adopted STA Board 50/50 funding policy whereas the 50 percent of the funding will come from local funds.

**6.) State Route 12 (Jameson Canyon)**

Caltrans is currently in the environmental phase for the project. The environmental and design phases of this project are funded in the TCRP. In March 2006, Caltrans obtained a TCRP re-allocation of \$0.5 million to avoid 5 year funding lapse for the \$4.1 million previously allocated for the environmental phase. In March 2006, Caltrans indicated the project had experienced yet another delay in completing this phase moving the estimated completion date of the environmental document to January 2008.

STA and NCTPA met with Caltrans on April 16, 2007 to discuss the proposed MOU. The STA Board authorized the STA Executive Director to enter into the MOU with Caltrans and NCTPA. Execution of this MOU is expected in the next few weeks.

\$76 million of Proposition 1B funds, under the Corridor Mobility Improvement Account (CMIA) were programmed to this project for Phase 1 improvements. These improvements would add 2 additional lanes and a concrete median barrier as needed. This amount falls short of the requested \$96 million in funding for this phase. Caltrans has initiated the request for the shortfall to come from Interregional Transportation Improvement Program (ITIP) funds. This California Transportation Commission (CTC) is expected to take action on this ITIP request in June 2007.

The three agencies have also agreed in concept to move forward with hiring an external project manager for this project.

**7.) State Route 12 East**

Caltrans has announced that immediate physical improvements to SR 12 (Attachment A), including striping all of the center divide as No Passing, installation of concrete barriers east of Suisun City and installation of plastic traffic channelizers in areas where concrete barriers are not appropriate. These improvements are planned to be completed in 2007. Starting in 2008, Caltrans is still on track to begin construction of the \$46 million safety improvements.

STA in partnership with Caltrans and the Metropolitan Transportation Commission (MTC) will update the Major Investment Study. This update will include an important component of safety projects.

**8.) I-80 SHOPP Rehabilitation Project (Vacaville to Vallejo)**

Caltrans has approximately \$124 million of SHOPP rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This work will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project. The overlay within the limits of the I-80 HOV lanes will occur after the HOV lanes construction is completed.

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this SHOPP Project will stage the work for coordination during construction.

**Recommendation:**

Informational.

Attachment:

- A. State Route 12 Caltrans Improvement Map



## Immediate Action

- California Highway Patrol will step up enforcement.
- Four changeable message signs installed last week as public service safety advisory.
- Two changeable message signs and two trailer-mounted radar speed information signs to be installed week of March 25 between Sacramento/San Joaquin County line and Lower Sacramento Road near Lodi.
- Re-stripe double yellow/no passing zone centerline from Rio Vista to Suisun City (18 miles) week of March 25.

## Short-Term Improvements in Place by fall 2007

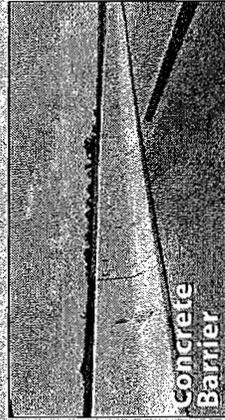
- Walters Road to Shiloh Road/Lambie Road:** Concrete barrier on centerline stripe; with rumble strips on shoulders.
- Shiloh Road/Lambie Road to Currie Road:** Channelizers on centerline stripe.
- Currie Road to Drouin Drive:** Centerline rumble strip with channelizers, and rumble strips in shoulders.
- Walters Road to Drouin Drive:** 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 Walters Road to Drouin Drive, except where a passing lane is available.
- Sacramento/San Joaquin County line to Lower Sacramento Road near Lodi:** Centerline rumble strip and rumble strip in the shoulders. Additional speed limit signs and driver awareness signs.

## Short-term Project Details

- Walters Road to Lambie Road/ Shiloh Road Intersection:** Concrete barrier and shoulder rumble strips. Channelizers on centerline from Shiloh Road to Currie Road.
- Currie Road to Drouin Drive:** Centerline soft median barrier with channelizers and rumble strips along outside shoulder area where minimum 8-foot shoulder exists.

## Longer-Term Project Details

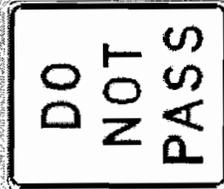
- Shiloh to Currie Road:** Shoulder widening, centerline soft median barrier, left-turn channelization, bridge rail upgrading, drainage modifications, intersection widening, vertical and horizontal alignment improvements, and pavement rehabilitation of existing roadway surface. This project is being accelerated with construction anticipated to commence in summer 2008, two years earlier than originally planned.
- Azevedo Road to Liberty Island Road:** Widen shoulders to eight feet.
- Intersection of Route 12 and Brannan Island Road:** Acceleration lanes.
- Sacramento County line to Interstate 5:** Operational improvements at Tower Parkway under Potato Slough Bridge along with other operational improvements at Guard Road and Corrala Road.



Concrete Barrier



Channelizers



DO NOT PASS



NO PASSING ZONE



PASSING LANE 2 MILES



PASSING LANE AHEAD



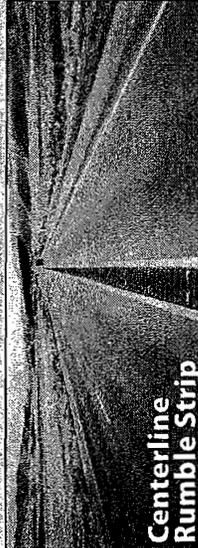
KEEP RIGHT EXCEPT TO PASS



DAYLIGHT HEADLIGHT SECTION



TURN ON HEADLIGHTS NEXT 18 MILES



Centerline Rumble Strip



Radar Speed Feedback Sign



Changeable Message Sign



SPEED LIMIT 55



RADAR ENFORCED



DATE: April 30, 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:**

All obligation and allocation deadlines for Fiscal Year (FY) 2006-07 projects have been met. The following project delivery updates are in regards to project monitoring and future fiscal year funds.

Below are four project delivery reminders presented to the TAC April 25, 2007:

1. **Inactive Obligations**

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

Actions have been taken by project sponsors to either invoice or deobligate unexpended funds. The next inactive obligation listing will be made available by Caltrans next month. There are no projects expected to be listed for Solano County agencies.

2. **Transportation Improvement Program (TIP) Amendment Schedule**

If your project needs to make a formal TIP amendment for funding obligation purposes, contact staff as soon as possible. The next two formal amendments have amendment submittal due dates of May 1 and August 1.

3. **Federal Rescission of Transportation Funding**

MTC is working with Caltrans to best protect currently programmed and future reauthorized federal transportation funds from the \$315 M federal rescission. As of their last meeting, only \$7 M of that would come from the Bay Area. No specific programs, other than the Highway Bridge Replacement and Rehabilitation (HBRR) Program, have been discussed as being part of the rescission. More information regarding a proposal from MTC and Caltrans will be available in May.

4. STA Project Delivery Working Group (PDWG), March 27, 2007:  
Attached is the next Solano Project Delivery Working Group agenda.

On April 16, 2007, the MTC PDWG discussed the Solano PDWG's recommendations made at their March meeting. One of the Solano PDWG recommendations was to create a short list of pre-qualified consultants to assist with obligation paperwork, provided that these consultants could quickly understand the local project and not rely on Caltrans local assistance resources. In the past, MTC had worked with the Congestion Management Agency directors to establish a permanent position at Caltrans local assistance to assist local agencies with obligation paperwork, funded by MTC's Planning, Programming and Monitoring (PPM) funds. This proposal was ultimately dropped in the wake of a sudden lack of PPM funds in prior years.

Other CMA representatives were also interested in the Solano PDWG's progress with a uniform project delivery guidance document and how they plan to monitor their local projects. MTC PDWG attendees offered advice such as sending the STA copies of all paperwork sent to Caltrans and MTC regarding project delivery. This paperwork would be compiled by STA staff to build a project monitoring database.

**Recommendation:**

Informational.

Attachment:

- A. Solano Project Delivery Working Group (Solano PDWG) Agenda Cover, April 24, 2007.



# Solano PDWG

## SOLANO PROJECT DELIVERY WORKING GROUP

Tuesday, April 24, 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.	<b>CALL TO ORDER - INTRODUCTIONS</b> (10:00-10:03 a.m.)	Janet Adams
II.	<b>INFORMATION ITEMS</b>	
A.	<b>Project Delivery Updates</b> (10:03-10:15 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
B.	<b>Project Delivery Guidance Document</b> (10:15-10:45 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
C.	<b>Project Status Database &amp; Updates</b> (10:45-11:15 a.m.) <i>Recommendation: Informational.</i>	Jennifer Tongson
D.	<b>Project Delivery Criteria for STA Applications</b> (11:15-11:20 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
E.	<b>Project Delivery Issues and Recommendations</b> (11:20-11:45 a.m.) <i>Recommendation: Informational.</i>	Sam Shelton
III.	<b>GROUP COMMENTS</b>	
IV.	<b>ADJOURNMENT</b>	

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: April 30, 2007  
TO: STA Board  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to Schools (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. Safe Routes to School Audits and Workshop events have been held in Dixon, Vallejo, and Fairfield. To help schools conduct additional independent SR2S events, the STA will work to provide large 24" x 36" maps of schools in addition to materials found online at [www.solanolinks.com](http://www.solanolinks.com). Benicia is scheduled to review their draft SR2S plan in June.

As part of the adopted STA SR2S Program goals, SR2S Program updates will be given on a regular basis. Attached is the "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, 04-30-2007

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

04-30-2007

### 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
<b>Benicia</b>	Review Draft Benicia SR2S Plan June 2007	Four independent audits completed. <b>Deadline to submit audit info for draft plan, June 21, 2007.</b>
<b>Dixon</b>	Review Draft Dixon SR2S Plan July 2007	Independent audits being held
<b>Fairfield/Suisun</b>	Review Draft Dixon SR2S Plan July 2007	Independent audits being held
<b>Rio Vista</b>	Tentative task force members to attend training audit in Vacaville.	<b>City and School Board Appointments are VACANT.</b>
<b>Vacaville</b>	Event at Will C. Wood High School, May 16.	Independent audits being scheduled
<b>Vallejo</b>	Review Draft Dixon SR2S Plan July 2007	Independent audits being held
<b>County of Solano</b>	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. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan. STA Staff will be meeting with public works staff prior to the first community task force meeting.

**Phase 3 – Not underway**  
 STA Countywide SR2S Study Development

<b>STA Committees</b>	<b>Target Meeting Dates</b>
<b>Technical, Bicycle, and Pedestrian Advisory Committees</b>	Draft review, September 2007. Final review, October 2007.
<b>STA Board</b>	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	
<b>City Council &amp; School Board Liaison Committee</b>	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
<b>City Traffic Pedestrian &amp; Bicycle Safety Committee</b>	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	<b>September 14, 2006</b> City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>October 19, 2006</b> Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	<b>November 28, 2006</b> Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> <li>• 1-07, Benicia Middle School</li> <li>• 2-07, Henderson Elementary School</li> <li>• 3-29-07, Matthew Turner Elementary</li> <li>• 4-18-07, Semple Elementary School</li> </ul>

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

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"> <li>• Introductions, SR2S Process Overview</li> </ul>	February 28
School Based Training Audit	Principal's meeting, March 22 Event held at Anderson Elementary 4-18-07
Independent School Based Audits Conducted	April to June
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	July 23 - 27
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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

# 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	Sgt. Mark Schraer	Fairfield PD
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Jim Leitner	Fairfield 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"> <li>• Introductions, SR2S Process Overview</li> </ul>	March 12
School Based Training Audit	Principal’s meeting, March 26 Event held at Anna Kyle Elementary 4-26-07
Independent School Based Audits Conducted	April - June
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	August 13 - 17
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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	<b>VACANT</b>	
Public Safety Rep	Bill Bowen	Police Chief
River Delta USD Rep	<b>VACANT</b>	
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"> <li>• Introductions, SR2S Process Overview</li> </ul>	Late May
School Based Training Audit	Potential task force members invited to Vacaville's event on May 16, 2007
Independent School Based Audits Conducted	May - September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	September 17 - 21
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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.

# Suisun City

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

### Phase 1 – Introductory Presentations - COMPLETE

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

### Phase 2 – Community Task Forces – IN PROGRESS

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	March 12
School Based Training Audit	Principal's meeting, March 26 Event held at Anna Kyle Elementary on 4-26-07
Independent School Based Audits Conducted	April - June
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	August 20 - 24
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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

# 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	Todd Rewick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 21</b>
School Based Training Audit	Principal's meeting, March 2007 Event scheduled for Will C. Wood HS, May 16, 2007.
Independent School Based Audits Conducted	April – June
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	June 18 - 22
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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

# 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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 15</b>
School Based Training Audit	Event held at Steffan Manor Elementary on 4-19-07
Independent School Based Audits Conducted	April – June
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	May 21 – 25
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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

# 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	<b>VACANT</b>	
South County Rep	<b>VACANT</b>	

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.



DATE: May 1, 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 <sup>th</sup> Annual Awards	Vallejo - TBD	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: April 30, 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.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Application Due</b>
2007 Lower-Emission School Bus Program (LESBP) Particulate Matter Retrofit	Geraldina Grunbaum, BAAQMD (414) 749-4956	<b>May 11, 2007</b>
Regional Transportation Fund for Clean Air Program	Geraldina Grunbaum, BAAQMD (414) 749-4956	<b>June 29, 2007</b>
California State Parks Habitat Conservation Fund	David Smith California Department of Parks and Recreation (916) 651-8576	<b>October 1, 2007</b>



**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](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

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**FUNDING OPPORTUNITY**

**Regional Transportation Fund for Clean Air Program**

**Due June 29, 2007**

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/](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/)

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

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**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](mailto:dsmith@parks.ca.gov)

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



DATE: April 30 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Countywide Transit Finance Assessment Study

**Background:**

In Fiscal Year (FY) 2005-06, the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each Solano County city and the County of Solano to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and approved by the STA Board. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

Of the three principles approved by the STA Board, it included the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, additional data needed to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

**Discussion:**

The two primary pieces of data that needed to be collected were ridership and financial. The financial study that needed to be completed was a countywide Transit Finance Assessment Study. Throughout the development of the FY 2006-07 Intercity Transit Funding Agreement, there were a number of issues raised related to costs of routes:

1. How costs are allocated among routes;
2. How costs are allocated between local vs. intercity routes;
3. How are overhead rates are applied; and
4. What is included and are they reasonably consistent?

The purpose of this study was to provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity transit funding partners. Completing this study was critical so that the results would be available for application in the development of the cost-sharing methodology for FY 2007-08 and beyond.

In July 2006, the STA Board authorized the release of a Request for Proposal and authorized the selection of a consultant. Robert Kuo Consultants was selected and a kick-off meeting was held in the October 2007. This consultant team spent several months gathering information from transit operators and comparing data. Several drafts of the report have been prepared and circulated to transit staff for comment. The Executive Summary of the report, inclusive of findings and recommendations, is attached (Attachment A).

From the staff level, there was general consensus with the key findings of this analysis and report. The key findings are being incorporated into the FY 2007-08 Intercity Transit Funding agreement process.

Robert Kuo Consultants presented the report at the April Transit Consortium meeting. STA staff presented it at the April TAC meeting. Both committees recommended approval of the recommendations being presented to the STA Board. Robert Kuo Consultants will present this item at the May STA Board meeting. Following review by the Board in May, this study will be presented as an action item in June.

**Fiscal Impact:**

This study has been funded with \$59,825 in State Transit Assistance Funds (STAF) provided by the STA and has stayed within budget.

**Recommendation:**

Informational.

Attachments:

- A. Executive Summary of Transit Finance Assessment Study
- B. Powerpoint, May 2007, Solano Transportation Transit Finance Assessment Findings and Recommendations – Robert Kuo Consulting, LLC



**TRANSIT FINANCE ASSESSMENT:  
INTERCITY TRANSIT ROUTES  
DRAFT EXECUTIVE SUMMARY**

**PREPARED BY**

**ROBERT KUO CONSULTING, LLC  
Prime Consultant**

**FRED CLARKE  
Subconsultant**

**SHANNON GAFFNEY  
Subconsultant**

**April 18, 2007**

## EXECUTIVE SUMMARY

### Background on Intercity Routes

A previous study conducted by the Solano Transportation Authority (STA) identified eight intercity bus routes in Solano County (i.e. routes providing service between two or more cities in Solano County), some of which were subsidized by more than one jurisdiction. The routes and jurisdictions are summarized in the table below.

**Intercity Routes, Intercity Operators and Jurisdictions Contributing to Route Subsidies**

Operator	Route	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo	County
Fairfield	20			X			X		X
Fairfield	30		X	X			X		X
Fairfield	40	X		X			X		X
Fairfield [1]	90			X		X			X
Rio Vista	50			X	X	X			X
Benicia	70/75	X						X	X
Vallejo	85			X				X	X
Vallejo [2]	91			X				X	X

[1] Operations of Route 90 transferred from Vallejo to Fairfield/Suisun Transit on October 1, 2006

[2] Operations of Route 91 ceased on October 1, 2006.

The cost-sharing methodologies for these routes varied. Subsidy-sharing arrangements were incorporated into agreements among the participants covering six of these routes, some of which were documented, and others not.

### Project Background

During Fiscal Year (FY) 2006, the STA led an initiative to develop a cost-sharing methodology for intercity transit routes. An Intercity Transit Funding Working Group was formed by representatives from each city and the County to develop this cost-sharing methodology. After spending several months obtaining data on intercity route costs, revenue, ridership and service changes, and the development of cost-sharing options, an Intercity Transit Funding Agreement was reached for one year, covering FY2006-07, along with a set of Guiding Principles. The model that was used by each operator is referred to as the Three Variable Cost Model.

However, this process raised a number of questions. In order to address these open questions, as well as other financial issues, the STA solicited the services of a financial consultant to validate cost inputs, address issues related to overhead and other costs, and establish a mechanism to ensure that cost model is used consistently in the future. An RFP was issued, and on October 30, 2006, the team of Robert Kuo Consulting, LLC, Fred Clarke and Shannon Gaffney Consulting (“Consulting Team”) were hired by the STA to undertake this assignment. The Consulting Team undertook a cost and revenue validation review and a consistency review in order to accomplish

the goals of the engagement. Through extensive document review, and through meetings with key operator staff and STA staff, the team prepared the following findings and recommendations.

### **Summary of Key Findings**

What follows are highlights of the key findings, most of which pertain to the FY2007 revenue and cost estimates used by the four operators in their Intercity Cost Allocation models.

- 1. The estimation methods and data used by operators were not always consistent. In addition, how the costs are apportioned within the cost allocation model was not always consistent**
  - Different “Baselines” (i.e. time periods for financial data, and assumptions regarding inflation) were used by the operators in developing the FY2007 estimates. As a result, the cost estimates for FY2007 were not developed in an “apples to apples” manner.
  - In addition, the same costs were categorized differently by different operators, and implemented differently in the cost allocation model, also making it difficult to conduct an “apples to apples” comparison.
  - Based on the structure of their contracts with the companies that are providing transit service, two operators include contractor fixed fees in their cost models, while two others do not (although one of the latter two does pay “support costs” incurred by its contractor). The two operators that include these fees allocated them differently and included different types of costs. For example, one included the costs associated with paratransit, while the other only costs associated with direct bus service.
  
- 2. The types of overhead costs included in the cost allocation model varied widely, although they fell into two general types, administration and City indirect.**
  - Although overhead costs (i.e. costs incurred by other City departments in support of the jurisdiction’s transit operation) are difficult to categorize and compare due to differences amongst the operators’ jurisdictions, it is clear that the types of overhead costs included by operators varied widely. For example:
    - At the simplest end of the spectrum, one operator included only a portion of the salaries and benefits associated with certain members of the City’s Finance staff, who supported the transit operation.
    - At the other end of the spectrum, another operator included a portion of the costs associated with the full range of City departments providing support to the transit system, from the City Council and City Manager to the City’s Human Resources and City Finance departments, based on the City’s Federal indirect cost allocation plan (known as its “A-87 plan”).

- Facilities costs were categorized differently by the operators, and may not have been treated consistently. For example, one operator called out facilities costs separately, while another operator included them as in its transit administration costs.

## **Recommendations**

The recommendations below represent the full recommendations made by the Consultant Team.

1. Create a Roadmap for Developing FY2008 Baseline: The operators and the STA should agree upon a consistent set of parameters for use in developing the next fiscal year's estimates, so that all operators are using the same starting place for FY2008 cost and revenue estimations. These parameters should include:
  - Source(s) of data for "baseline" development (e.g. prior year actuals plus adjustments, proposed annual budget, assuming that adopted budgets are not available in time for completion of the cost models, etc).
  - Defined day Counts: weekday, Saturday, and Sunday/Holiday.
  - Definition of Revenue Miles.
  - Definition of Revenue Hours.
  - Definition of Peak Vehicles.
  - Whether Contractor Fixed Fees are unbundled by mode.
  
2. Come to Consensus on How to Include Overhead: Overhead is included by all operators, but in different ways. Further, the burden of overhead varies significantly amongst the operators. The operators should come to agreement about how to address overhead as a part of developing their Roadmap in Recommendation 1. Two possible approaches are:

Option 1: Status quo, but with greater clarity about what overhead costs are included.

Option 2: Remove indirect costs from the models and instead assign an agreed upon percentage of the overall cost of direct route service to the model, above and beyond the costs, to overhead. This would be a "not to exceed" amount.

Either approach has significant policy and financial implications for the operators. We recommend that STA and its operators proceed with Option 2, because it is simple to implement and check.
  
3. Documentation for an "Audit Trail": In order to facilitate any future consistency and validation reviews, each operator should be asked to develop a set of work papers that can be

used to trace each of its calculations and data sources, and should exclude non-fixed route bus modal costs and revenues, such as paratransit, from the model. The operators would share this documentation with the STA and retain copies as supporting documentation for their final cost models. Such an audit trail also eases in transitions if there is change in operator staff, or if routes are transferred from one operator to another. In addition, an “exceptions” list should be developed that details any time an operator deviates from the roadmap developed in Recommendation 1, and explains why.

4. STA Quality Review: In order to improve accuracy during the development of the next year’s cost model by the operators, the STA should assist the operators with the quality review and verification of the models. We recommend that the STA create the model for operators to use by identifying how costs should be characterized in the Three Variable Model, based on the roadmap developed in response to Recommendation 1. The STA should then spot-check the accuracy and consistency of data input by operators.

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**Solano Transportation  
Transit Finance Assessment  
Findings and Recommendations**  
May 2007

Robert Kuo Consulting, LLC  
Fred Clarke  
Shannon Gaffney

**Assessment Project's Goals**

- Project focused on cost & revenue validation of data used by operators in Intercity Transit Cost Allocation Model
  - ❖ Make cost model inputs more “transparent” – i.e. document what is included in each operator’s cost model, and where the data is coming from
  - ❖ Ask questions regarding consistency:
    - Were similar types of direct and overhead costs included by all operators?
    - Were similar methodologies used by operators to calculate overhead costs?

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## Key Findings

1. **Estimation methods and data used by operators were not always consistent and how the costs are apportioned within the cost allocation model was not always consistent**
  - Different “Baselines” (i.e. time periods for financial data, and assumptions regarding inflation) used in developing FY2007 estimates. As a result, cost estimates were not “apples to apples.”
  - Same costs were categorized differently by different operators, making “apples to apples” comparisons harder.
  - Based on operating contract structures, two operators included contractor fixed fees in their cost models, while two others do not.
    - The two operators that have contractor fixed fees allocated them differently and included different types of costs.

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## Key Findings, cont.

2. **Types of overhead costs included in the cost allocation model varied widely, although they fell into two general types, transit administration and City indirect costs.**
  - **Simplest Approach to City Indirect:** Included only a portion of the salaries and benefits associated with certain members of the City's Finance staff, who supported the transit operation.
  - **More Complex Approach to City Indirect :** Included a portion of the costs associated with the full range of City departments providing support to the transit system, from the City Council and City Manager to the City's Human Resources and City Finance departments, based on the City's A-87 indirect cost allocation plan.
  - **Facilities costs:** Categorized differently by operators, and may not have been treated consistently.

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## Recommendations

### 1. Create a Roadmap for Developing FY2008 Baseline:

Through a planning meeting or other mechanism, operators and the STA should agree upon consistent set of parameters for developing FY2008 cost and revenue estimations, including:

- Source(s) of data for "baseline" development (e.g. prior year actuals plus adjustments, proposed annual budget).
- Day Counts: weekday, Saturday, and Sunday/Holiday.
- Definition of Revenue Miles.
- Definition of Revenue Hours.
- Definition of Peak Vehicles.
- Whether to "Unbundle" Contractor Fixed Fees By Mode.
- Fare Revenue Estimation.

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## Recommendations, cont.

### 2. Come to Consensus on Treatment of Overhead Costs

- Operators should come to agreement about how to address overhead as a part of developing their roadmap.
- Options for addressing overhead:
  - A. Status quo, but with greater clarity about what is and what is not included; OR
  - B. 1. Remove indirect costs from the models and;  
2. Assign an agreed upon percentage of the overall cost of direct route service to the model, above and beyond the direct costs, to "overhead."

Establishes an overhead "not to exceed" amount, with operators including actual overhead expenses in their model up to this limit.

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## Recommendations, cont.

### 3. Documentation for an "Audit Trail"

- Each operator should develop a set of work papers that traces each of its calculations and data sources.
- Exclude non-fixed route bus modal costs and revenues, such as paratransit, from the model.
- Operators share work papers with the STA, retain copies as supporting documentation for their final cost models.
- Audit trail assists with transitions when operator staff changes, or if routes are transferred from one operator to another.
- "Exceptions" list should be developed that details any time an operator deviates from the roadmap and explains why.

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## Recommendations, cont.

### 4. STA Quality Review

- STA should assist the operators with the quality review and verification of the models.
- STA should identify for operators how costs should be characterized/classified.
- STA should spot-check the accuracy and consistency of data input by operators.

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**Questions**

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DATE: April 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Countywide Transit Ridership Study

**Background:**

In Fiscal Year (FY) 2005-06, the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each Solano County city and the County of Solano to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and approved by the STA Board. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

The Intercity Transit Funding Agreement was secured for only one year. Of the three principles approved by the STA Board, the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, additional data needs to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

**Discussion:**

The two critical pieces of data that needed to be collected were ridership and financial. Ridership data needed to be collected on at least two levels. All routes (local and intercity) needed to have comprehensive stop-by-stop ridership counts (on/off) collected at the same time. This data would capture a complete picture of where the ridership is and how it compares across local and intercity routes (including the Baylink Ferry) and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey was needed to collect passenger residence, ultimate destination, access to transit data, and other information.

The ridership data would offer more information that could potentially be used for cost-sharing factors in a long-term intercity cost-sharing methodology. The target timeframe

to collect this data was October/early November 2006. Collection of the data at this time would provide time for ridership to settle after several fare and service changes throughout the county that were implemented while allowing time to compile the data early enough in the fiscal year so that there would be time to use it in the development of a new intercity transit route cost-sharing methodology.

A RFP was issued and Quantum Market Research (QMR) was selected by an interview panel that included several Solano transit operators. STA staff and QMR worked quickly to finalize the on-board survey (see Attachment A) and gather critical transit schedule data so that QMR could begin surveying in mid-October to ensure adequate time to complete the field counts before Thanksgiving when transit ridership typically declines.

Given the size of this survey effort and that this is the first time an endeavor like this has been attempted in Solano, priorities for this survey effort were established. Getting out of the field before Thanksgiving was critical. To support the Intercity Transit Funding Agreement effort, surveying intercity routes was the first priority and 100% sampling was the goal. One hundred percent surveying of all local systems was the ideal, but Fairfield/Suisun Transit and Vacaville City Coach local routes were a lower priority if time and resources were not available within the survey time period. In preparation for their Short Range Transit Plan (SRTP), Fairfield/Suisun Transit conducted a similar on-board survey and on/off counts in September 2006 just a month prior. As part of a systemwide analysis, Vacaville City Coach was conducting similar surveying on their local routes for several months in the Fall of 2006.

The surveying was also being conducted during a period of recent fare and service changes. Benicia Breeze implemented fare and service changes July 1. Vallejo Transit increased fares September 1. Fairfield-Suisun Transit not only increased fares October 1, but also began operating Rt. 90 which had been previously operated by Vallejo Transit.

In total, 44 local and intercity bus routes and the Baylink Ferry were surveyed during a five-week period between October 17 and November 19. (see Attachment B for survey schedule). About 5,500 on-board surveys were completed. At the same time, nearly 20,000 stop-by-stop on/off passenger counts were taken on all of these routes as well.

A series of narrative reports have been prepared summarizing the on-board survey. These are grouped by transit operator and summarized by local and intercity services. For Vallejo, there is also a report for the Baylink Ferry/Bus service. These are enclosed.

In addition, passenger on/off counts were taken for all the routes to represent a complete weekday, Saturday and Sunday. See Attachment C for a summary of the routes surveyed and their ridership data. The details on the on/off counts by stop and trip were summarized in Excel worksheets that are on a CD included in the narrative report. The on/off data offers information on what stops and segments of the routes are the most active with boardings and alightings, overall ridership, and how many passengers are on-board at any given time. This data can be used to identify how ridership varies by time of day and day of week.

The key data of interest relative to the ITF agreement is the riders' residence by route. In the FY 2006-07 ITF agreement, this data was not available and boardings by stop and jurisdictions' population were used as approximations for the usage element of the formula.

For FY 2007-08, a variety of formulas have been discussed and considered, but they all use riders' residence by route as a key factor. This varies from last year in that although a route may not stop in a given jurisdiction, individuals may drive (or transfer from another bus) to the bus stop where they actually board. Riders' residence is a direct tie to jurisdictions contributing their portion of the usage by their jurisdictions' residents.

The on-board survey offered all Solano cities, Solano unincorporated area, Napa County, and Other County as check-off options. A summary of riders' residence by route is attached (Attachment D). For some routes there was a somewhat surprisingly large percentage of residents from counties other than Napa, such as Rt. 80 with nearly 20%.

In general, the survey found transit services are an integral mobility option for many Solano residents. Among services there is varying needs for transit. For many riders who are low income, transit is a key component of everyday life transporting them to jobs, school and other locations. For long-distance commuters, using a transit is daily choice they have selected. The reports offer a wealth of information about the variety of transit services and riders in Solano County. At the meeting, the consultant will also provide a summary page for each individual transit operator.

These reports have been reviewed by Solano transit staff and no comments or requests for modifications received. At the April Intercity Transit Consortium meeting QMR presented the results and responded to questions. The item was also presented at the Technical Advisory Committee (TAC) by STA staff. Following the presentation in May, this item will be agendized for Board consideration in June.

**Fiscal Impact:**

This study has been funded with the State Transit Assistance Funds (STAF) and stayed within budget.

**Recommendation:**

Informational.

**Attachments:**

- A. On-board survey instrument
- B. Summary of routes surveyed and average daily ridership
- C. Schedule of survey days by route
- D. Summary of rider residence by intercity route
- E. Powerpoint Presentation– On-Board Survey Ridership Study Results  
Presented to STA Transit Operators April 25, 2007

**Enclosures:**

Copies of the Countywide Transit Ridership Study were provided to the Board members. A copy of the Countywide Transit Ridership Study may be provided by contacting the STA at (707) 424-6075.

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**2006 ON BOARD TRANSIT SURVEY**



**ATTACHMENT A**

The Solano Transportation Authority and your local transit operator need you to help improve transit service by answering the questions below and returning this form before you get off the bus. **All responses are CONFIDENTIAL.** Please fill out this form only once per day.

**Starting**

**1. Is your trip today part of a round trip on this bus/ferry line?**

- Yes       No       Don't Know

**2. Where are you coming from?**

- Home                       Shopping/errands  
 Work                       Sports/social/recreation  
 School                     Other (Specify) \_\_\_\_\_  
 Medical Appointment \_\_\_\_\_

**3. What is the location of that place?**

(Specify street address/name or landmark)

Street No.    Street Name

Nearest Cross Street

City                      Zip

**4. How did you get to the stop for this bus/ferry?**

- Transferred from another bus. Route number? \_\_\_\_\_  
 Transit Operator?     Benicia Breeze  
                                   Fairfield Suisun Transit  
                                   Rio Vista Delta Breeze  
                                   Vacaville City Coach  
                                   Vallejo Transit  
                                   Other (Name: \_\_\_\_\_)
- Transferred from BART
- Transferred from Capitol Corridor/AMTRAK/RT
- Transferred from Ferry
- Walked (How many minutes? \_\_\_\_\_)
- Car as driver (How many miles? \_\_\_\_\_)
- Car as passenger (How many miles? \_\_\_\_\_)
- Rode bicycle (How many miles? \_\_\_\_\_)
- Other (Please describe \_\_\_\_\_)

**5. Where did you board this bus/ferry?**

(Specify street address/name or landmark)

Street No.    Street Name

Nearest Cross Street

City                      Zip

**Ending**

**6. Where are you going to now?**

- Home                       Shopping/errands  
 Work                       Sports/social/recreation  
 School                     Other (Specify) \_\_\_\_\_  
 Medical Appointment \_\_\_\_\_

**7. What is the location of that place?**

(Specify street address/name or landmark)

Street No.    Street Name

Nearest Cross Street

City                      Zip

**8. How will you get from this bus/ferry to your destination?**

- Transfer to another bus. Route number? \_\_\_\_\_  
 Transit Operator?     Benicia Breeze  
                                   Fairfield Suisun Transit  
                                   Rio Vista Delta Breeze  
                                   Vacaville City Coach  
                                   Vallejo Transit  
                                   Other (Name: \_\_\_\_\_)
- Transfer to BART
- Transfer to Capitol Corridor/AMTRAK/RT
- Transfer to Ferry
- Walk (How many minutes? \_\_\_\_\_)
- Car as driver (How many miles? \_\_\_\_\_)
- Car as passenger (How many miles? \_\_\_\_\_)
- Ride bicycle (How many miles? \_\_\_\_\_)
- Other (Please describe \_\_\_\_\_)

**9. Where will you leave this bus/ferry?**

(Specify street address/name or landmark)

Street No.    Street Name

Nearest Cross Street

City                      Zip

**10. What is the CITY YOU LIVE IN?**

- Benicia                     Dixon  
 Fairfield                 Suisun City  
 Rio Vista                 Vallejo  
 Vacaville                 Unincorporated Solano County  
 Napa County             Elsewhere outside Solano County



**11. How often do you ride this bus/ferry line?**  
(Choose ONE)

- 5-7 days/week       Once a month or less  
 3-4 days/week       First time riding  
 1-2 days/week       (Skip Question 12)

**12. How long have you been riding this bus/ferry line?**

- Less than 6 months       3 to 5 years  
 6 to 12 months       6 to 9 years  
 1 to 2 years       10 or more years

**13. How would you have made this trip if you couldn't ride the bus/ferry?**

- Would not have made this trip       Walk  
 Drive alone       Taxi  
 Get a ride       Train  
 Casual Carpool       Bike  
 Carpool/Vanpool  
 Other \_\_\_\_\_

**14. How many cars or other vehicles are available for use by all the people in your home?**

- 0 Cars     1 Car     2 cars     3 or more cars

**15. Did you have a car that you could have used today instead of the bus/ferry?**

- Yes     No     Yes, but with inconvenience to others

**16. How did you pay to use THIS bus/ferry?**  
(Please select ONE from each column)

Payment Method	Fare Type
<input type="checkbox"/> Transfer	<input type="checkbox"/> Adult
<input type="checkbox"/> Cash	<input type="checkbox"/> Senior/Disabled
<input type="checkbox"/> Multi Ride/Punch Pass	<input type="checkbox"/> Student
<input type="checkbox"/> Monthly Pass	
<input type="checkbox"/> Other (Specify)	

**17. What changes, if any, would you like to see to THIS LINE? (Select one or more)**

- No Changes  
 More frequent service  
 Earlier morning service (Begin when? \_\_\_\_\_)  
 Later evening service (Until when? \_\_\_\_\_)  
 More Saturday service  
 Frequency       Extended Service  
 Sunday service  
 Frequency       Extended Service  
 Easier transfers between routes  
 Better on-time performance  
 Service to \_\_\_\_\_  
 Other: \_\_\_\_\_

**18. Please rate the service on this bus/ferry line on each of the following:**

	Excellent	Good	Fair	Poor	No Opinion
a. On-time performance	<input type="checkbox"/>				
b. Frequency of service	<input type="checkbox"/>				
c. Driver courtesy	<input type="checkbox"/>				
d. Rider information	<input type="checkbox"/>				
e. Cleanliness of vehicles	<input type="checkbox"/>				
f. Safety/security	<input type="checkbox"/>				
g. Ease of transfers	<input type="checkbox"/>				
h. Availability of Intercity Connections	<input type="checkbox"/>				
i. System easy to understand	<input type="checkbox"/>				
j. Fares (Cost)	<input type="checkbox"/>				
k. Overall service	<input type="checkbox"/>				

**19. How would you like to receive transit information? (Select one or more.)**

- Newsletter       Mail  
 Information at stops       Brochure  
 Notice on bus/ferry       Transit Website  
 Email (Address: \_\_\_\_\_)  
 Newspaper (which paper? \_\_\_\_\_)  
 Radio (which station? \_\_\_\_\_)  
 Other (Please explain \_\_\_\_\_)

**Tell Us a Little About Yourself**

**20. Are you:**       Male       Female

**21. Do you consider yourself:**

- White/Caucasian  
 Spanish/Hispanic/Latino  
 Black/African American  
 South Asian  
 East Asian  
 American Indian or Alaskan Native  
 Native Hawaiian or other Pacific Islander  
 Other: \_\_\_\_\_

**22. How old are you?**

- 10 or younger       25-34  
 11-13       35-49  
 14-17       50-64  
 18-24       65 and older

**23. What is your employment status?**

- Fulltime       Student  
 Part Time       Homemaker  
 Retired       Unemployed

**24. How many people are in your household, including yourself?** \_\_\_\_\_

**25. What is the total yearly income of all the people in your home? (Please choose ONE category)**

- Under \$14,999       \$60 - \$99,999  
 \$15 - \$24,999       \$100 - \$150,000  
 \$25 - \$34,999       Over \$150,000  
 \$35 - \$44,999       Don't Know  
 \$45 - \$59,999

**26. Are there any other comments you would like to add about the service on this bus/ferry line?**

**Thank you for your participation!!**

**Solano Transit Ridership Survey**  
 Summary of Routes Surveyed and Average Daily Ridership

On/off Ride Counts  
 Oct/Nov 2006

Operator	Route	Direction	Counts		Percent Trips Counted		Counts Standardized		
			Wkday	Sat	Wkday	Sat	Wkday	Sat	
Benicia Breeze	19	RT	7		1.00		7		
	21	RT	20		0.70		29		
	22	RT	7		0.90		8		
	23	EB	3		1.00		3		
	23	WB	0		1.00		0		
BB	75	EB	178	104	0.74	0.91	241	114	
	75	WB	174	65	0.85	0.80	205	81	
Fairfield/Suisun Transit	1A	RT	147	18	0.46	0.19	320	96	
	1B	RT	180	49	0.77	0.50	234	98	
	2	EB	219	124	0.92	0.44	238	282	
		WB	163	56	0.60	0.56	272	100	
	3A	RT	132	23	1.00	0.50	132	46	
	3B	RT	94	23	0.80	0.50	118	46	
	4	RT	124	ND	0.88	ND	141	ND	
	5	RT	240	64	0.96	0.89	250	72	
	6	EB	213	67	0.84	0.89	254	75	
		WB	197	28	0.68	0.89	290	31	
	7	WB	186	37	1.00	1.00	186	37	
		EB	148	25	0.85	0.75	174	33	
FST	20	RT	185	51	1.00	0.88	185	58	
	30	EB	112		1.00		112		
		WB	73		1.00		73		
	40	WB	117		1.00		117		
		EB	95		1.00		95		
	90	EB	450		1.00		450		
		WB	227		0.77		295		
	Rio Vista Delta Breeze	50	EB	0		1.00		0	
		50	WB	0		1.00		0	
		51	EB	12		1.00		12	
		51	WB	6		1.00		6	
		52	EB	0		1.00		0	
	WB	0		1.00		0			

Operator	Route	Direction	Counts			Percent Trips Counted			Counts Standardized		
			Wkday	Sat	Sun	Wkday	Sat	Sun	Wkday	Sat	Sun
Vacaville City Coach	1	RT	31	ND	ND	1.00	ND	ND	31	ND	ND
	2A	RT	27	ND	ND	1.00	ND	ND	27	ND	ND
	2B	RT	26	ND	ND	1.00	ND	ND	26	ND	ND
	4	RT	47	ND	ND	1.00	ND	ND	47	ND	ND
	5	RT	295	66	0.56	0.96	0.56	118	307	118	
	6B	RT	96	ND	ND	1.00	ND	ND	96	ND	ND
	6	RT	96	ND	ND	1.00	ND	ND	96	ND	ND
	7	RT	39	ND	ND	1.00	ND	ND	39	ND	ND
8	RT	75	ND	ND	1.00	ND	ND	75	ND	ND	
Vallejo Transit	1	RT	1012	706	356	0.97	1.00	0.76	1043	706	468
	2	RT	641	275	206	0.85	1.00	1.00	754	275	206
	3	RT	192	57	48	0.94	0.71	0.80	204	80	60
	4	RT	212	91	36	1.00	0.88	0.67	212	103	54
	5	RT	406	252	207	0.97	0.91	0.91	419	277	227
	6	RT	393	145	58	0.97	1.00	0.90	405	145	64
	7	RT	576	73	n/a	0.83	0.46	n/a	694	159	n/a
	8	RT	197	103	n/a	0.82	0.92	n/a	240	112	n/a
	9	RT	273	189	113	0.73	0.94	0.94	374	201	120
	80	WB	724	301	458	0.88	0.83	0.97	823	363	472
	80	EB	621	138	112	0.91	0.70	0.74	682	197	151
	85	RT	509	247	82	1.00	1.00	1.00	509	247	82
	92	WB	13	ND	ND	1.00	0.00	0.00	13	ND	ND
	92	EB	11	ND	ND	1.00	0.00	0.00	11	ND	ND
	200	WB	174	32	17	1.00	1.00	1.00	174	32	17
	200	EB	185	33	16	1.00	1.00	1.00	185	33	16
Ferry	WB	1102	598	510	1.00	1.00	1.00	1102	598	510	
Ferry	EB	1046	487	363	1.00	1.00	1.00	1046	487	363	
<b>TOTAL</b>			<b>19,837</b>	<b>12,728</b>	<b>4,527</b>						

V. 041707b

ND= No data collected

Solano Transportation Authority  
 Ridership Study  
 Actual Survey Schedule

October 2006

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1
2	3	4	5	6	7	8
9 Columbus Day	10	11	12	13	14	15
16	17 BB 21, 22, 75	18 BB 21, 22, 75	19 BB 19, 75	20 BB 19	21 BB 75	22
23	24 VT 80	25 VT 80	26 VT 80	27	28 BB 75 VT 80	29 VT 80
30 VT 9	31 Halloween VT 1, 2, 4, 7, 8, 9, 80					

November 2006

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
6 FT 5, 20, 40 VV 5	7 FT 1A, 1B, 2, 3A, 4, 5, 7, 40, 90 VT 92 VV 6, 7, 8	8 FT 2, 5, 6, 7, 40, 90 VT 92, 200, Ferry VV 1, 2A, 2B, 4	9 FT 2, 3A, 3B, 5, 6, 20, 30, 40, 90 VT 92	10 FT 1B, 3A, 3B, 4, 6, 40	11 Veteran's Day FT 1A, 1B, 2, 3A, 3B, 5, 6, 7, 20 VT 3, 85, 200, Ferry VV 5	12 VT 1, 3, 5, 9, 80, 85, 200, Ferry
13 RV 51	14 FT 30 RV 50, 52 VT 80, 92	15 FT 90 VT 7, 80, 85	16 BB 75 FT 90 RV 51 VV 6B VT 7, 8, 80, 85	17 BB 75 VT 1, 2, 3, 6, 8	18 FT 2, 7 VV 1, 2A, 2B, 4, 6, 7, 8 VT 1, 2, 3, 5, 7, 9	19 VT 1, 5, 9, 80
20	21	22	23	24 Thanksgiving	25	26
27	28	29	30			

Please note: Benicia Breeze Line 23 was completed on January 10, 2007.

Solano Express Intercity Routes  
Ridership by Jurisdictions of Residence

	Benicia Breeze Route 75		Fairfield/Suisun Transit Route 20		Fairfield/Suisun Transit Rt. 30		Fairfield/Suisun Transit Route 40		Vallejo Transit Route 80		Vallejo Transit Route 85		Fairfield/Suisun Transit Route 90	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia	107	55.73%	0	0.00%	3	5.66%	1	1.23%	21	2.86%	5	1.47%	0	0.00%
Dixon	0	0.00%	0	0.00%	12	22.64%	2	2.47%	0	0.00%	5	1.47%	2	0.81%
Fairfield	4	2.08%	18	27.27%	17	32.08%	28	34.57%	44	5.99%	122	35.99%	157	63.58%
Rio Vista	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	0.14%	0	0.00%	1	0.40%
Suisun City	1	0.52%	3	4.55%	2	3.77%	12	14.81%	10	1.36%	31	9.14%	40	16.19%
Vacaville	1	0.52%	44	66.67%	15	28.30%	37	45.68%	7	0.95%	14	4.13%	44	17.81%
Vallejo	78	40.63%	1	1.52%	4	7.55%	0	0.00%	648	88.16%	161	47.49%	1	0.40%
Balance of County	1	0.52%	0	0.00%	0	0.00%	1	1.23%	4	0.54%	1	0.29%	2	0.81%
Total	192	100%	66	100%	63	100%	81	100%	735	100%	339	100%	247	100%
Napa County	2		0		1		0		40		7		2	
Outside Solano Co	24		3		3		15		224		20		23	
Other <sup>1</sup>	0		0		0		0		0		0		0	
Missing	9		5		5		2		20		9		1	
Total	227		74		62		98		1,019		375		273	

Source: Solano Transportation Authority Intercity Lines Ridership Survey Study, Quantum Market Research, Inc., February 5, 2007, and individual line frequency reports.  
Note 1: Respondents asked to specify. Locations specified have been incorporated into other answers. (E.g., Oakland is in Outside Solano County, Cordelia is in Fairfield)

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## **Solano Transportation Authority**



### **On-Board Survey Ridership Study Results**

**Presented to:  
STA Transit Operators  
April 25, 2007**



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### **Study Goals**

- **Provide data to support cost-sharing calculation**
- **Determine patterns of ridership (frequency, origin, destination, etc.)**
- **Analyze fare types and access to alternative transportation**
- **Determine characteristics of STA local, intercity, and ferry riders**



## Survey Implementation

- On-off counts were conducted for all intercity routes during October and November of 2006.
- On-board surveys for intercity, local, and ferry routes conducted in November 2006.
- Exact dates for specific routes are described in the reports for individual operators
- In all, more than 5,000 surveys were completed with STA bus and ferry passengers, distributed as follows:



## Survey Implementation

Intercity Lines – Number of Surveys and Ridership per Line

Line	A Weekday Count	B Saturday Count	C Sunday Count	5A+B+C= Weekly Riders	Number of Surveys Completed
Fairfield 20	185	51		976	74
Fairfield 30	185			925	62
Fairfield 40	212			1,060	98
Fairfield 90	677			3,385	273
Benicia 23	3			15	3
Benicia 75	352	169		1,929	227
Vallejo 80	1,345	759	250	7,734	1,019
Vallejo 85	509	247	82	2,874	375
Vallejo 92	24			120	14
Baylink Ferry	2,148	1,085	873	12,698	726
Baylink 200	359	65	33	1,893	67
<b>TOTALS</b>	<b>5,999</b>	<b>2,376</b>	<b>1,238</b>	<b>33,609</b>	<b>2,938</b>

Benicia  
Breeze

Baylink  
Ferry





## Survey Implementation

Local Lines – Number of Surveys



Local Line	Number of Surveys Completed	Local Line	Number of Surveys Completed
Fairfield 1A	37	Vallejo 1	444
Fairfield 1B	60	Vallejo 2	146
Fairfield 2	85	Vallejo 3	93
Fairfield 3A	35	Vallejo 4	99
Fairfield 3B	35	Vallejo 5	228
Fairfield 4	13	Vallejo 6	200
Fairfield 5	78	Vallejo 7	142
Fairfield 6	145	Vallejo 8	110
Fairfield 7	85	Vallejo 9	110
Vacaville 1	14	Rio Vista 50	0
Vacaville 2A	12	Rio Vista 51	6
Vacaville 2B	11	Rio Vista 52	0
Vacaville 4	25	Benicia Breeze 19	5
Vacaville 5	127	Benicia Breeze 21	9
Vacaville 6	23	Benicia Breeze 22	9
Vacaville 6A	50		
Vacaville 7	19		
Vacaville 8	45	TOTAL	2,500



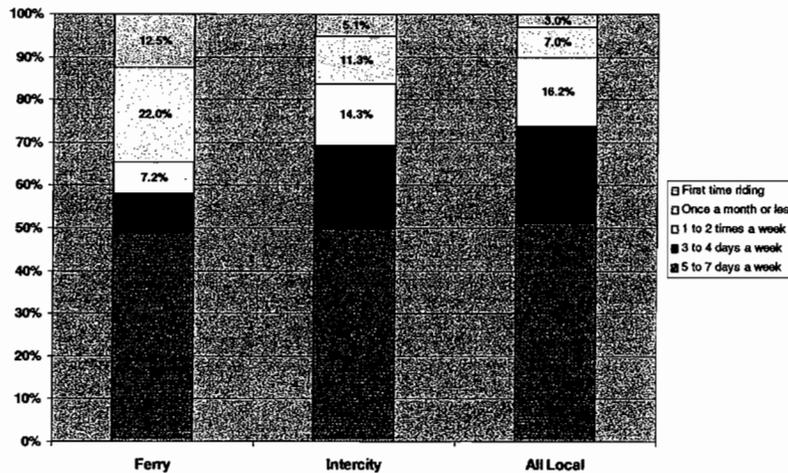
## Survey Results

- **Results for each Transit Operator are presented in individual reports**
  - **Separate reports for Intercity and Local Lines where relevant**
  - **Overall results for all Intercity Lines**
  - **Intercity results were weighted according to the ridership of each line**



## Survey Results – Ridership Frequency

How Often Do You Ride?



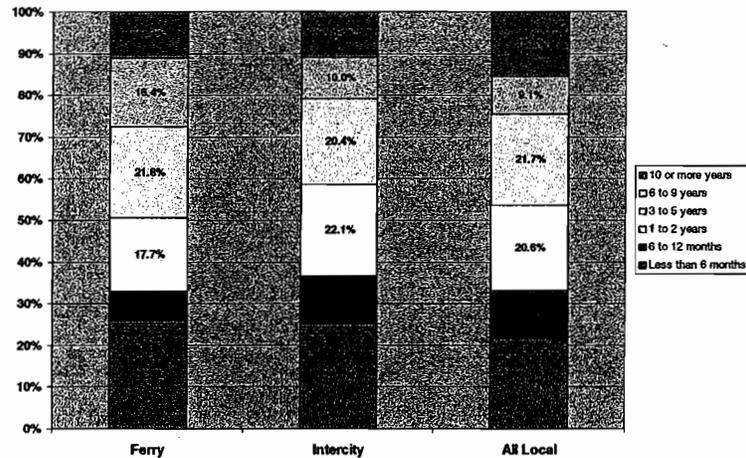
## Survey Results – Ridership Frequency

- Most riders use the bus or ferry frequently
- About half of all riders use the bus 5-7 days a week
- Local riders were most likely to use the bus at least three days a week
- 56% of riders on local Vallejo routes said they ride 5-7 days a week
- The Baylink ferry had by far the most first time and occasional riders



## Survey Results – Length of Ridership

How Long Have You Been Riding?



## Survey Results – Length of Ridership

- About one-third of all riders have been riding for less than one year
- Local riders were less likely to have been using the bus for less than 6 months, and more likely to have been riding for 10 years
- Vallejo had the highest percentage riding more than 10 years (18.5%) and the lowest percentage less than 6 months (17.7%)



## **Survey Results– Round Trips**

- **The percentage of riders making round trips reflects the extent to which the system is used by commuters.**
  - **The percentage of round trips ranged from less than 60% for local lines to 72.5% for intercity and more than 90% for the ferry**
  - **Vacaville City Coach had the fewest round trip riders (51.9%)**



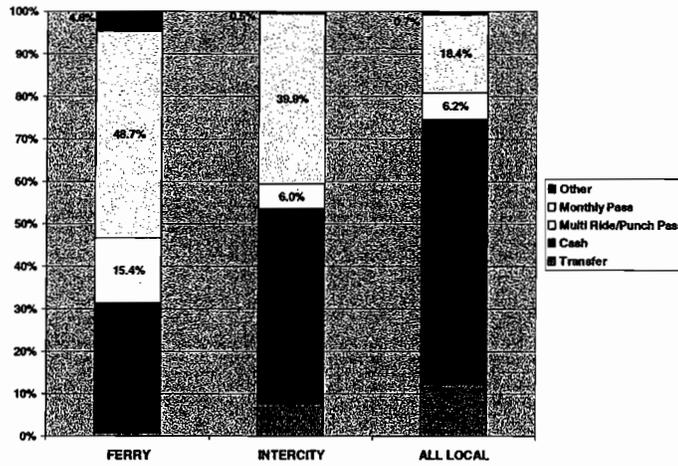
## **Survey Results – Origin/Destination**

- **The importance of travel between home and work is also evident for intercity and ferry riders, while local riders are more likely to have non-work origins and destinations.**
  - **The percentage of riders coming from home or work was about 90% for the ferry, 80% for intercity riders, and 72.5% for local riders.**
  - **Similarly, about 72% of ferry and intercity riders were going home or to work, compared to just 54% of local riders.**
  - **Local riders were more likely to be going to school, shopping/errands, or medical appointments than either intercity or ferry riders**



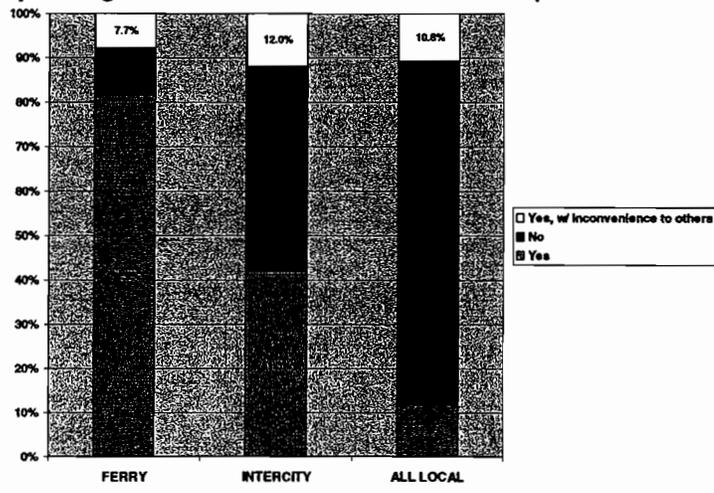
## Survey Results -- Fare Type

➤ Local riders were more likely to pay using cash, while ferry and intercity riders used more monthly passes or multi-ride/punch passes



## Survey Results – Car Available?

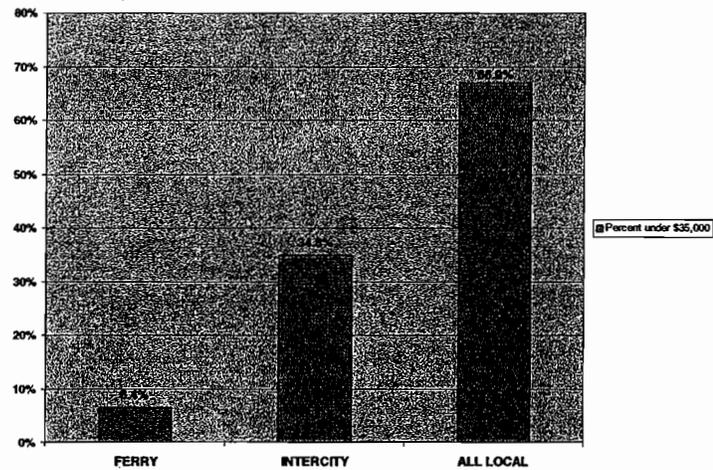
➤ Ferry passengers were much more likely than either intercity or local passengers to have a car available for their trip





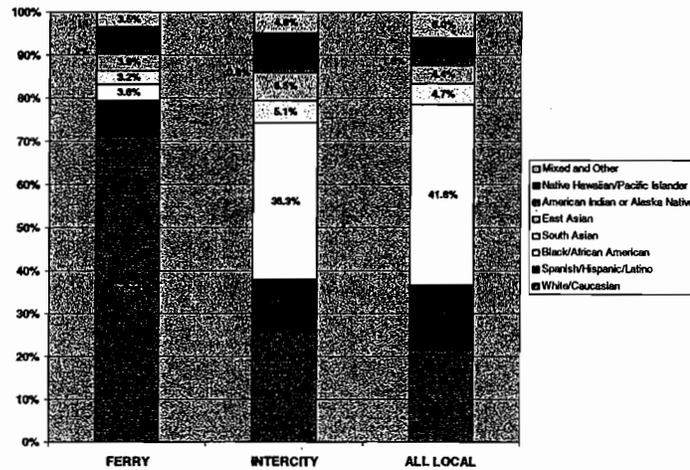
## Survey Results – Demographics

➤ The ferry and intercity routes serve more affluent riders than local lines, as shown by the percentage with incomes under \$35,000.



## Survey Results – Demographics

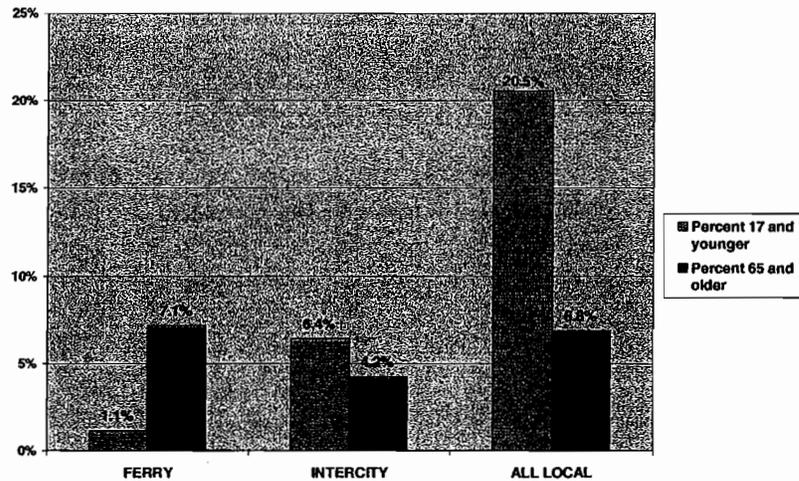
➤ The ferry and to a lesser extent intercity routes also serve a less diverse ridership than local lines





## Survey Results – Demographics

- Local lines have relatively more riders under 18



## Survey Results – Access to Stop

- Intercity and ferry riders most often reach their stop by car, either as driver or as passenger, while about 40% of ferry and intercity riders said they use the bus or BART to get to their stop. Only 27% walked.
- Local passengers are much more likely get to their bus stop by walking (almost 60%) or by bus (more than 40%). Very few local riders reached their stop by car.



## **Survey Results – City of Residence**

- **Almost one-fourth (24.2%) of intercity and ferry riders live outside Solano County.**
- **Local riders most often live in the city of their operator. For example, more than 93% of Vallejo local riders live in Vallejo, 96% of Vacaville riders live in Vacaville, and 90% of FST riders live in Fairfield or Suisun City.**



## **Survey Results – Service Ratings**

- **For most service elements, ferry passengers generally gave higher ratings than intercity riders, who in turn gave higher ratings than local riders.**
  - **The average rating for on-time performance was 3.5 for ferry passengers, 3.0 for intercity and 2.8 for local lines**
  - **The overall service rating was 3.2 for the ferry and 2.9 for both local and intercity routes.**
  - **In contrast, the rating for fares was 2.2 for the ferry and intercity, and 2.3 for local**
- **One exception to this pattern was the consistently high ratings for Vacaville City Coach, which received a 3.2 rating for ontime performance and overall service, and 2.9 for fares.**



## Survey Results – Suggested Improvements

- **Local riders generally had more suggestions for improvement, especially expanded service.**

	FERRY	INTERCITY	ALL LOCAL
No changes	35.7%	25.1%	23.7%
More frequent service	26.5%	31.1%	34.7%
Later evening service	14.4%	19.4%	29.2%
More Saturday service	11.0%	19.5%	31.7%
(More) Sunday service	7.0%	21.1%	34.7%
Earlier morning service	3.6%	8.8%	16.6%
Easier transfers between routes	3.1%	9.1%	10.0%
Better on-time performance	4.3%	18.5%	20.4%
Service extended to new stops	5.7%	5.9%	2.3%
Lower fares	5.5%	4.6%	2.6%
Better, more courteous drivers	0.0%	0.5%	0.7%
Get rid of small Vallejo boat	7.4%	0.2%	
Other	14.6%	8.8%	3.0%
<b>TOTALS</b>	<b>138.8%</b>	<b>172.7%</b>	<b>209.8%</b>



## Conclusions

- **The survey results indicate that the ferry and intercity lines are an important transportation resource (both for Solano County residents and others) in providing an alternative to the automobile for commuters.**
- **Local lines, on the other hand, are a necessary transportation resource for lower income riders who typically do not have access to an automobile for their trip.**



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## Conclusions

- **While intercity and especially ferry passengers are higher income consumers who would be able to pay higher fares, they also are the most likely to easily abandon public transportation for a private automobile.**
- **Local line riders are highly dependent on their STA buses, with few transportation alternatives, but they clearly have limited resources available to absorb potential fare increases.**



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## Conclusions

- **If you have any further questions, please contact:**

**Veronica Raymonda  
Quantum Market Research, Inc.  
510-238-9010  
vraymonda@qresearch.us**



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## **Quantum Market Research, Inc.**



**1730 Franklin Street – Suite 300  
Oakland, CA 94612  
510-238-9010**

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DATE: April 30, 2007  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Transit Consolidation Study Status Update

**Background:**

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April 2005, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and Technical Advisory Committee (TAC) reviewed the Scope of Work as well. In May 2005, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

For a variety of reasons, the Transit Consolidation Study was not initiated until the Fall of 2006. Subsequently, STA has issued a RFP and DKS Associates was selected to conduct the Transit Consolidation Study.

**Discussion:**

A kick-off meeting and several project meetings have been held with DKS Associates and David McCrossan from the subconsultant (HDR) who is leading the critical outreach element of this project. To identify a wide variety of perspectives and potential issues, a great deal of outreach is being conducted ranging from interviews with transit operator staff, other city staff, public officials, and others.

The consultants attended the February STA Transit Subcommittee. STA Boardmembers/Councilmembers identified that each had different ways to outreach to fellow councilmembers. The direction was that the public official interviews should

be done first and direction sought from these STA Board members on how each individual jurisdiction would recommend gathering input from their fellow Councilmembers. This would be in lieu of presentations to all City Councils.

Interviews with STA Boardmembers and Board alternates began in March and have continued through April. In addition, staff interviews began in April and will continue into May. A list of ten questions has been developed to guide the interviews (see Attachment A). To gain a broad perspective of issues and concerns, over sixty interviews will be conducted.

By the end of April, over half the interviews had been completed. Interviews will be scheduled for completion by May 18<sup>th</sup>. Based on initial public official input, outreach to transit users will be conducted at this point in the process. To address this, the consultants will be soliciting input from the STA's Paratransit Coordinating Council (PCC). In addition, focus group sessions with transit users will be conducted.

In May, the consultants will present to the STA Board a summary of their findings from the interviews completed by that point. This will be a broad-based summary of commonalities, key issues and potential challenges. A preliminary summary of pros and cons of various consolidation alternatives will be presented. If there is enough common ground, a recommended consolidation alternative will be returned to the STA Board for action in June.

**Fiscal Impact:**

STAF funds are currently budgeted in the STA budget, and have been claimed, to conduct the Transit Consolidation Study.

**Recommendation:**

Informational.

**Attachment:**

- A. Transit Consolidation Stakeholder Interview Questions
- B. STA Transit Consolidation Goals and Criteria
- C. Powerpoint Presentation – Transit Consolidation Study



**STA Transit Consolidation Study  
First Interview Outline**

**Interviewees:** Local Elected Officials/Staff

**Format:** In-person or telephone  
Questions submitted in advance on request

**Duration:** 15-20 minutes, or longer if desired by public officials/staff

**Draft Questions:**

1. What are your perceptions of transit that serves your City/Solano County currently?
2. Do you agree with the study's goals and objectives *(have available for them to view and walk through)*
3. Which are your highest priorities for transit service?
4. What do you consider the advantages and disadvantages of how transit service is currently delivered in 1) your city and 2) Solano County. Please consider existing and potential riders (residents, employees, and others). In terms of:
  - a. Coordination and cohesiveness
  - b. Efficiency *(cost, facilities, levels of service, ridership-current, future)*
  - c. Accountability *(decision-making process, addressing local needs currently, and in the future, flexibility)*
  - d. Funding *(ability to deliver services, leverage other funding sources)*
5. What do you think would be the major advantages achieved through consolidation?
6. What do you perceive as the major obstacles to consolidation?
7. What concerns do you personally have with consolidation that you would like to see addressed in this study?
8. Do you have any thoughts on which services should, or types of services, should be consolidated and how that would benefit your community?
9. Are there any issues concerning transit consolidation that we haven't covered that you would like to provide further comments?
10. Are there other individuals we should interview regarding this study?



**SOLANO TRANSPORTATION AUTHORITY**

**TRANSIT CONSOLIDATION STUDY**

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**STA Board Goals and Criteria**

Scope of Consolidation Study:

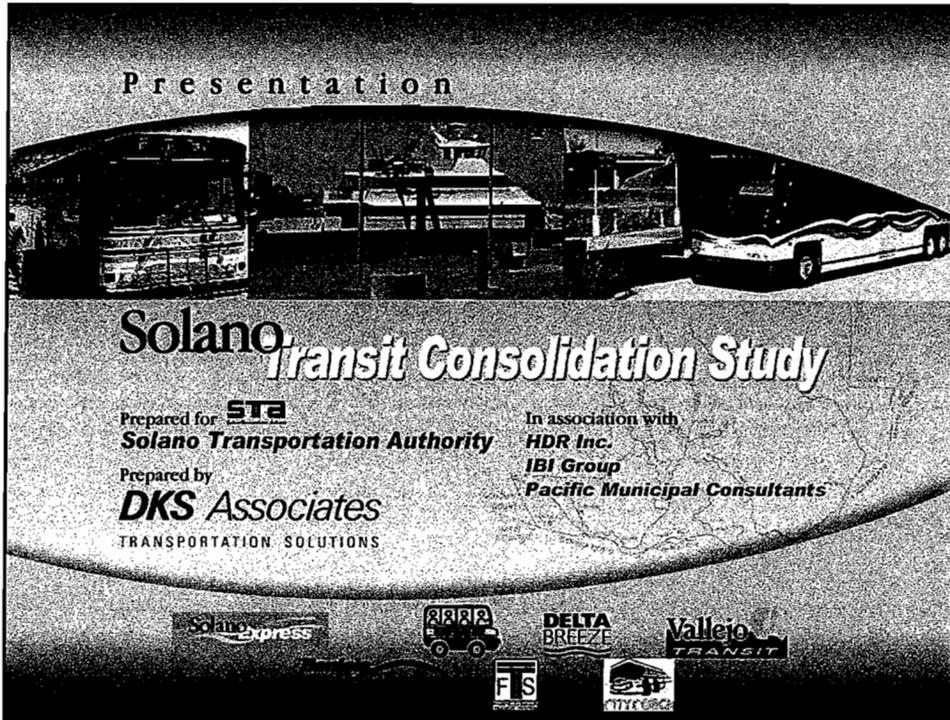
- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit , Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdiction
- Flexibility to meet local changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)



*Solano Transit Consolidation Study*

## Transit Stakeholder Outreach: First Round of Interviews (as of April 25)

*Five levels of Stakeholder outreach:*

STA Board Members and Alternates (16):	100% Complete
City Electeds and County Supervisors (13):	75% Complete
City and County Staff (24):	50% Complete
Regional Stakeholders (up to 12):	Pending
Users (up to 12):	Pending

*DKS Associates*  
TRANSPORTATION SOLUTIONS

## Transit Stakeholder Interviews: Summary of Key Feedback (1)

### 1. Perceptions of transit that serves your City/Solano County currently?

*Generally good, some concerns with service for transit-dependent*

### 2. Agree with the study's goals and objectives?

*Almost universal agreement*

### 3. Which are your highest priorities for transit service?

*Wide variation: for smaller cities – local and regional connections. for larger systems – retaining local level service*

## Transit Stakeholder Interviews: Summary of Key Feedback (2)

### 4. Advantages and disadvantages of how transit service is currently delivered in city / Solano County?

a. **Coordination and cohesiveness** – *could be better*

b. **Efficiency** – *Up County perceived as currently good; South County perceived efficiencies from consolidation*

c. **Accountability** – *current arrangements provide good accountability*

d. **Funding** – *most view consolidation bringing more funding from wider sources*

### 5. Major advantages achieved through consolidation?

*Economies of scale; better regional connections; political clout*

## Transit Stakeholder Interviews: Summary of Key Feedback (3)

6. Major obstacles to consolidation?  
*Perceived loss of local control; local accountability*
7. Concerns that would like to see addressed in this study?  
*Retaining local policy maker input; securing seat at table for smaller cities in a consolidated body*
8. Services, types of services, should be consolidated benefits to community?  
*Wide range of views; almost universal agreement on consolidating paratransit (eliminate transfers); regional express services*
9. Issues concerning transit consolidation not covered about which you would like to provide further comments?  
*Need to ensure governance structure that is fair to large and small cities; Majority identified preference for JPA comprised of electeds from the cities*
10. Other individuals we should interview regarding this study?  
*Many requests for input from riders; other key user groups – seniors; major employers*

## Next Steps...

Conclude stakeholder interviews: May 2007  
Present recommended option: June 2007

Develop consensus, establish  
detailed implementation plan, &  
funding strategy: July/Aug 2007

## Discussion of Consolidation Options

1. Status Quo: 6 operators for 7 cities
2. Complete consolidation: Local, intercity, paratransit services with one operator
3. One intercity and paratransit operator:
  - A. All intercity paratransit service
  - B. All intercity routes
4. Geographic service operators (North and South County)
  - A. Intercity fixed-route and paratransit
  - B. All Services
5. Other