



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

MEETING NOTICE

Members:

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

Wednesday, September 12, 2007

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

6:00 p.m. Regular Meeting

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

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

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

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

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masiolat, 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
(6:05 – 6:10 p.m.)
Pg. 1
- VI. **COMMENTS FROM CALTRANS, THE METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA**
(6:10 – 6:25 p.m.)
- A. **Caltrans Report**
B. **MTC Report**
C. **STA Report**
1. **State Route (SR) 12 Safety Plan Update** Robert Macaulay
2. **State Legislative Update** Gus Khouri
- VII. **CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:25 – 6:30 p.m.)
- A. **STA Board Meeting Minutes of July 11, 2007** Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of July 11, 2007.
Pg. 7
- B. **Review TAC Draft Minutes for the Meeting of
August 29, 2007** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 17
- C. **State Route (SR) 12 Jameson Canyon Letter of Support** Janet Adams
Recommendation:
*Authorize the STA Chair to send a letter of support to
Caltrans for the SR 12 Jameson Canyon Project.*
Pg. 23
- D. **Legislative Update** Jayne Bauer
Recommendation:
*Approve a watch position on SB 976 requiring that the primary
focus and plan of the Water Transit Authority is to operate a
comprehensive regional public water transit system, and
coordinate waterborne transit emergency response activities.*
Pg. 27

- E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program** Robert Guerrero
- Recommendation:*
Approve the allocation of Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:
- 1. City of Vacaville's Alternative Fuel Vehicle Incentive Program (\$200,000); and*
 - 2. Solano Napa Commuter Information's Ridesharing Activities (\$390,000).*
- Pg. 77**
- F. Solano Transit Consolidation Study Phase I and Phase II Status** Elizabeth Richards
- Recommendation:*
Authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.
- Pg. 83**
- G. Appointment of Paratransit Coordinating Council (PCC) Members** Judy Leaks
- Recommendation:*
Appoint Kim Barkus as the Public Agency – Department of Health and Human Services representative and Susan Rotchy as the Social Service Provider representative to the PCC for a 3-year term.
- Pg. 91**
- H. Establishment of State Route (SR) 113 Steering Committee** Robert Macaulay
- Recommendation:*
Approve the following:
- 1. Establish the SR 113 Steering Committee, with the following membership:*
 - City of Dixon – Mayor or designee*
 - Solano County Board of Supervisors – District 5 Supervisor*
 - Solano County Representative to MTC*
 - Yolo County Transportation District – Chairman or designee; and*
 - 2. Set the first meeting of the SR 113 Steering Committee as October 24, 2007, at a time and place to be determined.*
- Pg. 93**

- I. Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP) Application** Susan Furtado
Recommendation:
Approve the ICAP Rate for FY 2007-08 and authorize the Executive Director to submit the ICAP application to Caltrans.
Pg. 95
- J. Contract Amendment for Mark Thomas & Co. (MTCO)/Nolte Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document** Janet Adams
Recommendation:
Authorize the Executive Director to approve a contract amendment with MTCO/Nolte JV in the amount of \$2,230,055 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange for a contract term through December 2009.
Pg. 99
- K. Contract Amendment for the Mark Thomas & Co. (MTCO)/Nolte Joint Venture for Design Services for the I-80 High Occupancy Vehicle (HOV) Lanes – Ramp Metering Project** Janet Adams
Recommendation:
Approve the following:
- 1. Authorize the Executive Director to execute a contract amendment with MTCO/Nolte JV in the amount of \$1,300,000 for Final Design Services of the I-80 HOV Lanes – Ramp Metering Project for a contract term through October 2008; and*
 - 2. STA to administer the construction contract for the I-80 HOV Lanes – Ramp Metering Project.*
- Pg. 113**

VIII. ACTION – FINANCIAL ITEMS

- A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment** Janet Adams
Recommendation:
Authorize the Executive Director to program 5% of the 2008 STIP Funds to PPM activities for Fiscal Year (FY) 2011-12 and FY 2012-13 as specified in the Attachment A Workplan. (6:25 – 6:30 p.m.)
Pg. 137

B. 2008 State Transportation Improvement Program (STIP) Swap

Janet Adams

Recommendation:

Authorize the Executive Director to swap \$1.9 million of the 2008 STIP Funds for STA planning purposes as specified in the Attachment A Workplan.

(6:30 – 6:35 p.m.)

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C. State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

Elizabeth Richards

Recommendation:

Approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. *Transit Consolidation Phase II (\$60,000);*
2. *Vallejo Transit Consolidation/Implementation Study (\$30,000); and*
3. *Dixon Redit-Ride Performance and Operating Study (\$30,000).*

(6:35 – 6:40 p.m.)

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D. Solano Transportation for Livable Communities (TLC) Capital Grants

Robert Guerrero

Recommendation:

Approve the following:

1. *Solano TLC Capital Grants for the following projects:*
 - A. *City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800; and*
 - B. *City of Vacaville- Vacaville Downtown Creekwalk Extension: \$822,000*
2. *The City of Rio Vista's Waterfront Public Access Project will receive priority for future TLC allocations, provided that the potential environmental and land acquisition issues are addressed for the project.*

(6:40 – 6:45 p.m.)

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- E. Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds** Robert Guerrero
- Recommendation:*
Approve \$87,247 in Fiscal Year (FY) 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project.
(6:45 – 6:50 p.m.)
Pg. 164

IX. ACTION – NON FINANCIAL ITEMS

- A. Final 2007 Solano Congestion Management Program (CMP)** Robert Macaulay
- Recommendation:*
Approve the Final 2007 Solano CMP and submit to the Metropolitan Transportation Commission (MTC).
(6:50 – 6:55 p.m.)
Pg. 188
- B. Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan** Robert Guerrero
- Recommendation:*
Approve the release of the Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.
(6:55 – 7:00 p.m.)
Pg. 194
- C. Selection of 2008 STA Chair and Vice Chair** Chair Intintoli
- Recommendation:*
Approve the following:
- 1. Agendize the selection of the STA Chair and Vice-Chair for 2008 at the Board meeting of October 10, 2007.*
 - 2. Request the new Chair designate the STA Executive Committee for 2008 at the October 10, 2007 Board meeting.*
 - 3. The modified schedule for rotation of STA Chair and Vice-Chair as specified in Attachment B.*
- (7:00 – 7:05 p.m.)
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X. INFORMATIONAL ITEMS

- A. 10-Year Funding Outlook for Highway and Transit Facilities** Janet Adams
Informational
(7:05 – 7:10 p.m.)
Pg. 204

NO DISCUSSION

- B. Highway Projects Status Report:** Janet Adams
1. **I-80/I-680/SR 12 Interchange**
2. **North Connector**
3. **I-80 HOV Lanes: 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 SHOPP Projects**
8. **I-80 SHOPP Rehabilitation Projects**
Informational
Pg. 230
- C. State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 236
- D. Bay Area Regional Rail Plan** Robert Macaulay
Informational
Pg. 238
- E. SR 113 Major Investment and Corridor Study Update** Robert Guerrero
Informational
Pg. 244
- F. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects** Sam Shelton
Informational
Pg. 246
- G. Safe Routes to Schools (SR2S) Update** Sam Shelton
Informational
Pg. 254
- H. Project Delivery Update** Sam Shelton
Informational
Pg. 270

- I. **Solano Commute Challenge Update** Judy Leaks
Informational
Pg. 274
- J. **Solano Countywide Pedestrian Plan Update: Pedestrian Priority Projects List** Sara Woo
Informational
Pg. 280
- K. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 286
- L. **Updated STA Board Meeting Schedule for Calendar Year 2007** Johanna Masiplat
Informational
Pg. 296

XI. **BOARD MEMBERS COMMENTS**

XII. **ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, October 10, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: September 5, 2007
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –September 2007

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

New Benicia Bridge Opens

On August 25th, members of the STA Board and staff joined with Caltrans, the Metropolitan Transportation Commission (MTC), elected officials and community leaders to celebrate the opening of the new Benicia –Martinez Bridge. For those that attended, the City of Benicia did an outstanding job serving as co-host for the event. This 1.4 mile long bridge took 6 years to construct at an expected cost of \$1.057 billion. The bridge comes equipped with a state of the art 9 lane toll plaza that includes two new dedicated lanes for Fasstrak users and one for carpools. The new bridge is an engineering marvel and combined with the Al Zampa (formerly Carquinez) Bridge in Vallejo provides Solano County's commuters and travelers with two seismically improved facilities.

AB 112 (Wolk)–SR 12 Double Fine Legislation Looking for Votes *

AB 112 (Wolk) – the SR 12 Double Fine Zone Legislation is in need of 27 votes to obtain the 2/3 vote threshold for passage as an urgency bill. The bill could be voted on sometime between September 4th and September 14th when the State Legislature is scheduled to adjourn. ACR 7 (Wolk) dedicating a segment of SR 12 to Officer David Lamoree was approved this week in the Senate on a 39 to 0 vote and has gone back to the Assembly for concurrence.

Preparing for the Next Round of Critical Transportation Investments *

Over the next couple of months, the STA Board will have the opportunity to make an investment in several critical priority highway, roadway and transit facility projects. Beginning this month, staff is meeting with all of the individual projects sponsors to discuss the status and to request funding plans and project delivery schedules for each candidate transit project. At the meeting, Janet Adams will provide an overview of available funding to be programmed, specifically the 2008 State Transportation Improvement Program (STIP) that contains both highway and transit components, and Proposition 1B transit capital funds. As part of this process, staff is proposing to develop a 10-year funding plan for highway and roadway improvements, and transit capital facilities and vehicles (buses and ferrys).

STA to Consider Programming PPM and STIP Swap Funds to Expedite Delivery of Priority Projects *

In follow-up to the Board's adoption of its 40 item Overall Work Program (OWP) for Fiscal Years 2007-08 and 2008-09, staff has prepared two specific work plans for strategic planning and project development. In order to fund the tasks identified in these work plans, staff is recommending the dedication of 5% of the 2008 STIP for planning, programming and monitoring (PPM) activities associated with project development that will enable the initiation of three project study reports in addition to the SR 12 Median Barrier already committed to by the Board. In addition, staff is recommending the swap of \$1.9 million in 2008 STIP funds to undertake an ambitious three-year program of 12 project tasks.

Large Employers and Their Employees Take Advantage of STA's Commute Challenge

STA's Solano Napa Commuter Information program staff, Judy Leaks and Sorel Klein, has been working with six of Solano County's chambers of commerce to promote the inaugural Solano Commute Challenge. To date, 27 of Solano County's largest employers have registered to participate and over 225 of their employees are registered to participate by using transit, carpooling, vanpooling or walking or biking to work for at least 30 times over the next couple of months.

STA Staff Update

Elizabeth (Liz) Niedziela began her employment with the STA on September 4, 2007. Liz is the STA's first Transit Program Manager/Analyst and will be responsible for staffing the Paratransit Coordinating Council (PCC), the initiation of community based transit studies in Vallejo, Fairfield/Suisun/Cordelia, and Vacaville, and the management of the new Lifeline Program. She is a resident of the City of Dixon and a graduate of UC Davis.

This week, the STA officially hired Nancy Abruzzo to fill the vacant Administrative Assistant position in the Transit and Rideshare Service Department. Her start date is September 24, 2007. She comes to the STA from the Greater Vallejo Recreation District and is a resident of the City of Fairfield.

Attachment:

- A. STA Acronyms List of Transportation Terms



Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
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	S	
CMP	Congestion Management Program	RTMC	Regional Transit Marketing Committee
CNG	Compressed Natural Gas	RTP	Regional Transportation Plan
CTA	County Transportation Authority	RTPA	Regional Transportation Planning Agency
CTC	California Transportation Commission	T	
CTEP	County Transportation Expenditure Plan	TAC	Technical Advisory Committee
CTP	Comprehensive Transportation Plan	TAM	Transportation Authority of Marin
D		TANF	Temporary Assistance for Needy Families
DBE	Disadvantaged Business Enterprise	TAZ	Transportation Analysis Zone
DOT	Federal Department of Transportation	TCI	Transportation Capital Improvement
E		TCM	Transportation Control Measure
EIR	Environmental Impact Report	TCRPP	Transportation Congestion Relief Program
EIS	Environmental Impact Statement	TDA	Transportation Development Act
EPA	Environmental Protection Agency	TDM	Transportation Demand Management
F		TEA	Transportation Enhancement Activity
FHWA	Federal Highway Administration	TEA-21	Transportation Efficiency Act for the 21 st Century
FST	Fairfield-Suisun Transit	TFCA	Transportation Funds for Clean Air
FTA	Federal Transit Administration	TIF	Transportation Investment Fund
G		TIP	Transportation Improvement Program
GARVEE	Grant Anticipation Revenue Vehicle	TLC	Transportation for Livable Communities
GIS	Geographic Information System	TMA	Transportation Management Association
H		TMP	Transportation Management Plan
HIP	Housing Incentive Program	TMTAC	Transportation Management Technical Advisory Committee
HOV	High Occupancy Vehicle	TOS	Traffic Operation System
I		TRAC	Trails Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TSM	Transportation Systems Management
ITIP	Interregional Transportation Improvement Program	U, V, W, Y, & Z	
ITS	Intelligent Transportation System	UZA	Urbanized Area
J		VTA	Valley Transportation Authority (Santa Clara)
JARC	Jobs Access Reverse Commute	W2W	Welfare to Work
JPA	Joint Powers Agreement	WCCCTAC	West Contra Costa County Transportation Advisory Committee
L		YSAQMD	Yolo/Solano Air Quality Management District
LS&R	Local Streets & Roads	ZEV	Zero Emission Vehicle
LTA	Local Transportation Funds	O	
LEV	Low Emission Vehicle	OTS	Office of Traffic Safety
LIFT	Low Income Flexible Transportation		
LOS	Level of Service		
LTF	Local Transportation Funds		
M			
MIS	Major Investment Study		
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		
MTS	Metropolitan Transportation System		
N			
NEPA	National Environmental Policy Act		
NCTPA	Napa County Transportation Planning Agency		
NHS	National Highway System		
NVTA	Napa Valley Transportation Authority		

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DATE: September 4, 2007
TO: STA Board
FROM: Johanna Masielat, 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 July 11, 2007
- B. Review Draft TAC Minutes of August 29, 2007
- C. State Route (SR) 12 Jameson Canyon Letter of Support
- D. Legislative Update
- E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program
- F. Solano Transit Consolidation Study Phase I and Phase II Status
- G. Appointment of Paratransit Coordinating Council (PCC) Members
- H. Establishment of State Route (SR) 113 Steering Committee
- I. Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP) Application
- J. Contract amendment for Mark Thomas & Co. (MTCO.)/Nolte Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document
- K. Contract Amendment for the Mark Thomas & Co. ((MTCO.)/Nolte Joint Venture for Design Services for the I-80 HOV Lanes – Ramp Metering Project

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 11, 2007

I. CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Agenda Item IX.A.

II. CALL TO ORDER

Chair Intintoli called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Anthony Intintoli (Chair)	City of Vallejo
	Steve Messina (Vice Chair)	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Mike Segala (Alternate Member)	City of Suisun City
	Len Augustine	City of Vacaville

MEMBERS

ABSENT:	Pete Sanchez	City of Suisun City
	Jim Spering	County of Solano

STAFF

PRESENT:	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
	Sam Shelton	Assistant Project Manager

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

John Andoh	City of Benicia
Gene Cortright	City of Fairfield
Andrea Glerum	Nolte Associates
John Harris	John Harris Consulting
Dennis Jackson	MV Transportation
Frank Kitchen	Solano Community College
Crystal Odum-Ford	City of Vallejo
Mo Pazooki	Caltrans District 4
Dale Pfeiffer	City of Vacaville
Dan Schiada	City of Benicia
Josh Shaw	Shaw Yoder, Inc.
Joe Story	DKS Associates

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

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

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Board Adoption of Overall Work Program for FY 2007-08 & FY 2008-09
- AB 112 (Wolk) – SR 12 Double Fine Legislation to be Heard in Senate Public Safety
- State Budget Debate Continues
- Board to Review Draft Transit Consolidation Options
- STA Lands State Planning and Research Grant for I-80/I-680/I-780 Highway Operational Study
- STA Board to Consider Adoption of Budget Reserve Policy
- STA Staff Update

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

A. Caltrans Report:

Mo Pazooki provided an overview of the Benicia-Martinez Bridge Project and Bridge Opening scheduled to open on August 25, 2007.

B. MTC Report:

None presented.

C. STA Report :

1. Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge.
2. Josh Shaw, Shaw Yoder, Inc., addressed the Board on the Governor and the State Legislature's continued debate on the forthcoming state budget for FY 2007-08.

VIII. CONSENT CALENDAR

On a motion by Member Augustine, and a second by Alternate Member Segala, consent calendar items A through I were unanimously approved.

A. STA Board Meeting Minutes of June 13, 2007

Recommendation:

Approve STA Board Minutes of June 13, 2007.

B. Review TAC Draft Minutes for the Meeting of June 28, 2007

Recommendation:

Receive and file.

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

Recommendation:

Approve the attached FY 2007-08 TDA matrix for the Cities of Fairfield and Suisun City.

D. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2007-08 Work Program

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2007-08 for Solano County.

E. Jepson Parkway Detailed Preliminary Engineering

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for Detailed Preliminary Engineering Services for the Jepson Parkway Project; and
2. Enter into an agreement with a consultant for Detailed Preliminary Engineering Services for the Jepson Parkway Project for an amount not-to-exceed \$1,000,000.

F. State Route (SR) 12 Jameson Canyon Co-Project Manager

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for Project Management Services for the SR 12 Jameson Canyon Project; and
2. Enter into an agreement with a consultant for Project Management Services for the SR 12 Jameson Canyon Project for an amount not-to-exceed \$100,000 for a one-year term with provisions to extend yearly.

G. Intercity Transit Funding Agreement

Recommendation:

Authorize the Executive Director to negotiate and execute a Fiscal Year (FY) 2007-08 Intercity Transit Funding Agreement.

H. Contract Amendment for the Mark Thomas & Company/Nolte Joint Venture for I-80 High Occupancy Vehicle (HOV) Lane Project Final Design and Construction Support for the I-80 Green Valley Creek Bridge Widening Project

Recommendation:

Approve a contract amendment for Mark Thomas & Company/Nolte Joint Venture in the amount of \$319,000 for the I-80 HOV Lanes – Final Design Services and I-80 Green Valley Creek Bridge Widening Construction Design Support Services.

I. Updated STA Contingency Reserve Policy

Recommendation:

Approve and adopt the Updated Contingency Reserve Policy based on an annual contribution at 2.0% per year of limited operating budget.

IX. ACTION – FINANCIAL ITEMS

A. Employment Agreement for Executive Director

Chair Intintoli recommended approving the Contract Amendment to Employment Agreement for Executive Director for Daryl Halls for Fiscal Year (FY) 2007-08.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve Contract Amendment No. 8 to Employment Agreement for the Executive Director.

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

B. I-80 High Occupancy Vehicle (HOV) Lanes Project Approval

Janet Adams indicated that the STA Board would need to take two (2) actions in order for the project to continue forward. She cited that the STA was a Responsible Agency under California Environmental Quality Act (CEQA) and participated with Caltrans in preparing the IS/MND. Caltrans as the Lead Agency for CEQA compliance approved the MND in March 2007 and the Federal Highway Administration (FHWA) concluded the NEPA review and approved a Categorical Exclusion (CE) for the project in April 2007.

Board Comments:

Member Courville asked how long the Paving Projects on I-80 would take and can the HOV Lane Project be combined with the paving projects to minimize public inconvenience. Janet Adams responded that the paving projects will begin next summer and continue through 2009 to 2010. She further stated paving project within the HOV Lane Project limits will begin as soon as the contractor builds the new lane. The HOV Lane construction will have minimal impact in the public because it will be constructed behind K-rail. Member Augustine commented that improvements made by Caltrans on I-505 looks good.

Public Comments:

None presented.

Recommendation:

Recommend the STA Board to:

1. Approve the I-80 HOV Lanes Project as designed and approved by Caltrans in the Project Report; and
2. Instruct the Executive Director to file a Notice of Determination (NOD) with the State Clearinghouse and County Clerks Office (STA Board approved the environmental document prepared by Caltrans Initial Study/Mitigated Negative Declaration (IS/MND) as adequate and complete in March 2007).

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

C. Allocation of State Transit Assistance Funds (STAF) Funding for Fiscal Year (FY) 2007-08 Amendment No. 1

Elizabeth Richards outlined the proposed amendment of the allocation of STAF funding for FY 2007-08. She listed staff's recommendation of \$230,000 of the Solano STAF from the \$1,000,000 set aside for capital be allocated to Fairfield Suisun Transit (FST) in FY 2007-08. In addition, she stated that to advance one of Vallejo Transit's bus replacement federal grants an allocation of \$266,000 of Solano STAF is recommended from the \$1,000,000 set aside for local match.

Recommendation:

Approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B.

Board Comments:

Member Price requested a future discussion on re-examining how the population-based STAF revenue is distributed, including consideration of if it should be formula driven.

Public Comments:

None presented.

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

X. ACTION – NON-FINANCIAL ITEMS

A. STA Overall Work Plan (Priority Projects) for Fiscal Year (FY) 2007-08 and FY 2008-09

Daryl Halls highlighted STA’s Overall Work Program (OWP) for FY 2007-08 and FY 2008-09. He listed the OWP that contains a total of 40 projects (17 projects, 10 plans or studies, and 13 programs or services) that cover the range of activities by the STA for the next two years.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve STA’s Overall Work Program (OWP) for Fiscal Year (FY) 2007-08 and FY 2008-09.

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

B. Draft 2007 Solano County Congestion Management Program (CMP)

Robert Macaulay provided an overview of the Draft 2007 Solano County Congestion Management Program (CMP).

Board Comments:

Alternate Member Segala asked why move from “B” to “A” (See attachments) on Jepson Parkway. Robert Macaulay responded that it may be a move on the margins of the traffic counts, from a high “B” to a low “A”, rather than a fundamental change in the amount of traffic on the roadway.

Public Comments:

None presented.

Recommendation:

Authorize the Executive Director to forward the Draft 2007 Solano Congestion Management Program to the Metropolitan Transportation Commission for review.

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

C. Legislative Update

Jayne Bauer recommended to approve a support position for AB 57 which would extend indefinitely the provision for the Department of Transportation (DOT) and the California Highway Patrol (CHP) to administer a “Safe Routes to School” (SRTS) construction program and a statewide competitive grant process for allocating these funds.

Board Comments:

Member Price requested the STA send a letter of thanks to Assemblymember Lois Wolk for her efforts related to AB 112 and ACR 7. He inquired as to the necessity for lobbying for AB 57 and asked where the support level is right now.

Alternate Member Segala addressed his appreciation to the STA for their efforts in promoting the Safe Routes to School Program and stated that there has been involvement by a broad cross section of the communities.

Public Comments:

None presented.

Recommendation:

Approve a support position for AB 57 regarding the Safe Routes to School Program.

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

D. Solano Transit Consolidation Study

Joe Story, DKS Associates, presented the Solano Transit Consolidation Study. He provided an overview to two key items: Status Report on Stakeholder Interview and Focus Group as well as Proposed Options for Analysis (Details and Possible Advantages and Disadvantages).

He reviewed the four cities who have expressed an interest in participating with the STA in conducting more detailed analysis of some or all of the options with the intent to potentially pursue one or a combination of several of the consolidation options in the future. He listed the four cities expressing interest to be the Cities of Benicia, Fairfield, Suisun City, and Vallejo.

Board Comments:

Member Augustine requested clarification on the 2nd recommendation concerning the formation and composition of a Steering Committee and then stated he did not support it. Daryl Halls responded the four cities mentioned in the recommendation would be examining in more detail Options 1 & 2 and the recommendation reflected the jurisdictions that had expressed an interest in participating. Option 3 (consolidation of Intercity and Paratransit services in the North County) involves the remaining jurisdictions. Options 4, 5, and 6 would involve all jurisdictions. Member Price asked if there will be an analysis on cost and staff responded there would be. Alternate Member Segala agreed with Member Augustine that consolidation affects everyone and that all should be involved with the Steering Committee. Member Woodruff agreed and added that he does not support recommendation no. 2 and would like consolidation to help small jurisdictions deliver transit services in small cities such as Rio Vista. Vice Chair Messina commented that he was pleased to hear that other jurisdictions are interested in consolidation, but was concerned that the more jurisdictions involved will complicate the process and slow down the process for those jurisdictions most

interested and ready such as Benicia. He asked if there was some way to include more entities and not slow down the process? Member Woodruff suggested phasing as a component. Member Courville expressed support for all jurisdictions to be included on the Steering Committee. Chair Intintoli suggested the recommendation be modified to include all Cities and the County.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. Authorize the Executive Director to publicly release the Draft Transit Consolidation Options Report and Draft Findings on Current Services, Perceptions, and Trends as described following final review and comment by the STA TAC; and

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

2. Establish a Transit Consolidation Steering Committee consisting of *all* STA Board Members and *all* City Managers. ~~*from the Cities of Benicia, Fairfield, Suisun City, and Vallejo.*~~

On a motion by Alternate Member Segala, and a second by Member Woodruff, the STA Board unanimously approved the recommendation as amended shown in *bold italics and strike through*.

XI. INFORMATIONAL ITEMS – NO DISCUSSION

- A. **I-80/I-680/I-780 Corridors Study Highway Operations Plan State Partnership Planning Grant**
- B. **Solano Napa Travel Demand Model**
- C. **State Route (SR) 12 Status Update**
- D. **Regional Measure 2 (RM 2) Update**
- E. **Safe Routes to Schools (SR2S) Update**
- F. **Project Delivery Update**
- G. **Abandoned Vehicle Abatement (AVA) Program Guidelines and Regulations**
- I. **Funding Opportunities Summary**
- J. **Update STA Board Meeting Schedule for Calendar Year 2007**

XII. BOARD MEMBER DISCUSSION ITEMS – WORKSHOP

A. Discussion of STA Fiscal Year (FY) 2007-08 Marketing Plan

Jayne Bauer provided an overview of STA’s Marketing Plan and Marketing Strategies for FY 2007-08.

Board Comments:

Members Courville and Price complimented the new design of the Solano Paratransit buses. Member Woodruff praised the quality of the STA’s marketing products and stated that STA serves as a resource to the cities and agencies in the County for putting together presentations and publications. Alternate Member Segala suggested adding service organizations to the identified target audience listing on the Potential STA marketing Strategies for FY 2007-8.

Public Comments:

None presented.

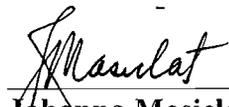
XIII. BOARD MEMBER COMMENTS

None presented.

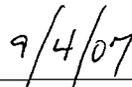
XV. ADJOURNMENT

The STA Board meeting was adjourned at 7:50 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 12, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 29, 2007

I. CALL TO ORDER

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

Present:

TAC Members Present:

	Dan Schiada	City of Benicia
	Mike Duncan	City of Fairfield
	Brent Salmi	City of Rio Vista
<i>Arrived at 1:40 p.m.</i>	Fernando Bravo	City of Suisun City
<i>Arrived at 1:40 p.m.</i>	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masiolat	STA

Others Present:

(In Alphabetical Order)

Tom Biggs	PBS&J
Ngozi Ezekwo	Caltrans District 4
John Harris	John Harris Consulting
Ed Huestis	City of Vacaville
Mike Kerns	MTC
Jeff Knowles	City of Vacaville
Cameron Oakes	Caltrans District 4
Emi Theriault	City of Rio Vista

II. APPROVAL OF THE AGENDA

On a motion by Gary Leach, and a second by Brent Salmi, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Cameron Oakes introduced the STA TAC's new Caltrans planning liaison Ngozi Ezekwo.

MTC: MTC's Mike Kerns and MTC Consultant Tom Biggs, PBS&J, provided a status update to the Regional Transportation Plan (RTP) Freeway Performance Initiative (EPI) Vision.

STA: Janet Adams announced the public release of the State Route (SR) 12 Jameson Canyon Road Widening and State Routes 29/12 Interchange Project.

Jayne Bauer reminded the TAC that nominations for STA's 10th Annual Awards were emailed last week and that the deadline to submit nominations is Friday, August 31, 2007.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Fernando Bravo, and a second by Dan Schiada, the STA TAC approved Consent Calendar items A, B, and F. Items C, D and E were pulled for discussion.

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

On a motion by Dale Pfeiffer, and a second by Mike Duncan, the STA TAC unanimously approved item D.

A. Minutes of the TAC Meeting June 27, 2007

Recommendation:

Approve minutes of June 27, 2007.

B. State Route (SR) 12 Jameson Canyon Letter of Support

Recommendation:

Forward a recommendation to the STA Board to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.

C. This item was pulled for comment by Mike Duncan to clarify one of the Proposition 1B categories pertaining to transit bond funds.

Legislative Update

Recommendation:

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

- Watch – SB 88 (regarding Proposition 1B funding allocation criteria)
- Watch – SB 976 (regarding Water Transit Authority funding criteria)

D. This item was pulled for discussion by Daryl Halls to clarify the basis for the staff recommendation.

Solano Transportation for Livable Communities (TLC) Capital Grants

Recommendation:

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

1. Solano TLC Capital Grants for the following projects:
 - A. City of Fairfield – Union Ave., Suisun City Train Station Pedestrian Safety Improvement Project: \$212,000
 - B. City of Vacaville – Vacaville Downtown Creekwalk Extension - \$822,000
2. The City of Rio Vista’s Waterfront Public Access Project will receive priority for future TLC allocations, provided that the potential environmental and land acquisition issues are addressed for the project.

E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program

Recommendation:

Forward a recommendation to approve the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:

1. City of Vacaville’s Alternative Fuel Vehicle Incentive Program: \$200,000.
2. Solano Napa Commuter Information’s Ridesharing Activities: \$390,000.

F. This item was pulled for discussion by Mike Duncan to request an update by STA staff regarding BAAQMD allowing these funds to be used more flexibly.

Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve \$87,247 in FY 2007-08 TFCA Program Manager Funds for the City of Fairfield’s Union Ave./Suisun Train Station Pedestrian Safety Project.

VI. ACTION ITEMS - FINANCIAL

A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment

Janet Adams reviewed the STA’s STIP PPM 4-Year Work Plan. She cited that the 2008 STIP provides funding in the outer two-years of the STIP cycle and as a result, the PPM funding for these outer years has not yet been programmed to the full 5%. She indicated that PPM will provide the STA Board with resources to expedite the delivery of projects as well as having the flexibility to respond to changing needs.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to program 5% of the 2008 STIP Highway Funds to PPM activities.

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

B. 2008 State Transportation Improvement Program (STIP) Swap

Janet Adams and Robert Macaulay reviewed the STIP Work Plan and the recommendation to swap \$1.9 million in 2008 STIP funds for STP funds. Janet Adams indicated that these funds would be for work to be completed over the next three years as specified in the draft work plan. She noted that this action would also result in a fully funded forty (40) item STA Overall Work Plan.

Mike Duncan requested STA staff clarify if the STIP swap funds could come from highway or transit STIP funds.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to swap \$1.9 million of the 2008 STIP Highway Funds for STA planning purposes as shown in the Attachment A proposed workplan.

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

C. State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

Elizabeth Richards reviewed the amended list of allocation of STAF Fund Estimate for FY 2007-08. She listed the addition of three new project funding requests as: 1) Transit Consolidation Phase II for \$60,000; 2) Vallejo Transit Consolidation/ Implementation; and 3) Dixon Redit-Ride Performance fir \$30,000 and Operating Study for \$30,000.

Recommendation:

Forward a recommendation to the STA Board to approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. Transit Consolidation Phase II (\$60,000)
2. Vallejo Transit Consolidation/Implementation Study (\$30,000)
3. Dixon Redit-Ride Performance and Operating Study (\$30,000)

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

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

Elizabeth Richards and STA's Transit Consultant, John Harris (John Harris Consulting) provided a status update on the progress of the Transit Consolidation Study Phase I and Phase II Scope of Work. She stated that further refinements were requested and the Findings and Options Reports would be modified further. She indicated that the Transit Consolidation Steering Committee (consisting of the Mayors and City Managers of the Cities of Benicia, Fairfield, Suisun City, and Vallejo) will plan to have their first meeting to be held in mid-September.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a letter to MTC requesting \$60,000) to fund Phase II of the Solano Transit Consolidation Study.

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

VII. ACTION ITEMS - NON-FINANCIAL

A. **Final 2007 Solano Congestion Management Program (CMP)**

Robert Macaulay provided a review of the 2007 Solano Congestion Management Program. He announced that the CMP is due to be submitted to MTC by September 21, 2007. He stated that the Final 2007 Solano CMP is scheduled for adoption by the STA Board on September 12, 2007.

Recommendation:

Forward a recommendation to the STA Board to approve the Final 2007 Solano CMP and submit to MTC.

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

B. **North Connector Transportation for Livable Communities (TLC) Draft Corridor Concept Plan**

Robert Guerrero stated that all comments received will be considered in the development of the final North Connector TLC Corridor Concept Plan. He indicated that pending Board approval to release the draft for public comment, the deadline for comments will be October 12, 2007.

Mike Duncan complimented Robert Guerrero and the consultant for their work on the plan.

Recommendation:

Forward a recommendation to the STA Board to release the draft North Connector Transportation for Livable Communities (TLC) Draft Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

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

VIII. INFORMATION ITEMS - DISCUSSION

A. **10-Year Funding Outlook for Highway and Transit Facilities**

Janet Adams outlined the development of a ten-year funding plan for both highway element projects and transit projects. She stated that the plan will consider projects that can be fully funded and constructed over the next ten years with a tier one goal of construction and a full funding plan of within five (5) years.

B. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects

Sam Shelton stated that with the last year of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legal for Users (SAFETEA-LU) approaching (FY 2008-09), MTC is recommending that projects with funds programmed in FY 2008-09 request to advance their projects in FY 2007-08. He stated that projects planned to be delivered in FY 2008-09 need to request an obligation before the March 1, 2009 deadline, in order to safeguard their funding.

INFORMATION ITEMS - NO DISCUSSION

C. Highway Projects Status Report:

1. **I-80/I-680/SR 12 Interchange**
2. **North Connector**
3. **I-80 HOV Lanes: 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 SHOPP Projects**
8. **I-80 SHOPP Rehabilitation Projects**

D. State Route (SR) 12 Status Update

E. Bay Area Regional Rail Plan

F. SR 113 Major Investment and Corridor Study Update

G. Safe Routes to School (SR2S) Update

H. Project Delivery Update

I. Funding Opportunities Summary

J. STA Board Meeting Highlights – June 13, 2007

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

IX. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, September 26, 2007.



DATE: August 31, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Jameson Canyon Letter of Support

Background:

The Purpose and Need for the SR 12 Jameson Canyon Project on SR 12 is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The project includes widening SR 12 from I-80 in Solano County to and including SR 12/29 intersection in Napa County. The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County.

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

The environmental document combines the Project and the SR 12/29 Interchange Improvement into a single study area for a comprehensive environmental evaluation and approval. This environmental document is an Initial Study with Proposed Mitigated Negative Declaration /Environmental Assessment.

Discussion:

The Phase 1 project has been fully funded through Proposition 1B Corridor Mobility Improvement Account (CMIA), a substantial local Regional Transportation Improvement Program (RTIP) investment by Napa and Solano Counties and with State Interregional Transportation Improvement Program (ITIP) investment recommended by Caltrans and the Metropolitan Transportation Commission (MTC) and approved by the California Transportation Commission (CTC). This project was the only Bay Area project to receive 2006 STIP Augmentation ITIP funds. The Phase 1 Project is expected to begin construction in 2010.

The draft environmental document was released by Caltrans for public comment on August 24th. This Project will relieve congestion and improve safety along this corridor; as such staff is recommending the STA send a letter support for the Project. Attachment A is a draft letter of support to Caltrans for the Project.

At the August 29, 2007 Technical Advisory Committee (TAC), this recommendation received unanimous support.

Fiscal Impact:

The Phase 1 Project is fully funded. There is no financial impact by reason of sending this letter of support to Caltrans.

Recommendation:

Authorize the STA Chair to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.

Attachment:

- A. Letter of Support for Jameson Canyon Project

September 12, 2007

Bijan Sartipi
District Director
California Department of Transportation (Caltrans)
P.O. Box 23660
Oakland, CA 94623-0660

RE: Support of State Route (SR) 12 Jameson Canyon Project

Dear Mr. Sartipi:

On behalf of Solano Transportation Authority (STA), I am writing to convey STA's support for the SR 12 Jameson Canyon project. The STA is Solano County's Congestion Management Agency and is represented on the Board by all 7 cities and the County of Solano.

Jameson Canyon (SR 12) in Napa and Solano Counties is an important east-west link for motorists traveling between Napa Valley and I-80. It serves as an interregional, recreational, commercial, agricultural, and commuter route. Commuter traffic congestion has increased on this interregional route in recent years due to growth and shifts in industrial center locations in Solano and Napa counties. The capacity shortfall on SR 12 impacts the operation of I-80 through the congested I-80/I-680 interchange, contributing to the failure of that critical link.

The SR 12 Jameson Canyon Project will add an additional lane in each direction as well as install a new median barrier. As a result, this Project will reduce travel time in each direction during rush hour, help alleviate the rear-end accidents at the westbound I-80 to SR12 exit due to congestion, as well as the median barrier will reduce fatal collisions, if shown to be as successful as the SR 37 Median Barrier in Vallejo.

The STA strongly supports the SR 12 Jameson Canyon Project and looks forward to working on this project in partnership with Caltrans and Napa County Transportation Planning Agency (NCTPA). Should you have any questions, please feel free to call Daryl Halls, Executive Director or Janet Adams, Director of Projects at (707) 424-6075.

Sincerely,

Anthony Intintoli, Chair
Mayor, City of Vallejo

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DATE: September 5, 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 bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session. The Federal Legislature is on summer break and there is no further update since The Ferguson Group's report of July 31, 2007 (Attachment B).

Discussion:

State Budget

On August 21, 2007, the State Legislature finally approved the 2007-08 State Budget and subsequent trailer bills. Senate Bill (SB) 97 placed a moratorium on the Attorney General's ability to pursue lawsuits on transportation bond projects at least until Assembly Bill (AB 32) guidelines are adopted. (AB 32, The California Global Warming Solutions Act of 2006, established the first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions in greenhouse gas (GHG) emissions.) The Governor used his line-item veto authority to remove an additional \$700 million, which increased the state's reserve to \$4.1 billion. Next year's budget deficit is expected to be in the neighborhood of \$5 billion. The monthly legislative update from Shaw/Yoder (Attachment C) provides further information on the approved budget.

Legislative Bills (Action)

SB 976 (Attachment D) was authored by Senator Tom Torlakson to address the role of the San Francisco Bay Area Water Transit Authority (WTA). Currently WTA has specified powers and duties relative to development of a plan to implement and operate a water transit system on San Francisco Bay. Current law requires that the primary focus of the authority and plan is to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999. This bill would instead require that the primary focus of the authority and plan is to operate a comprehensive regional public water transit system, and coordinate waterborne transit emergency response activities. This is a companion bill intended to ensure that WTA receive a 25% share of Proposition 1B funds as outlined in SB 88. Staff recommends a **watch** position be taken for SB 976. On September 5, 2007, Assembly Member Bass filed a notice of motion to remove SB 976 from the Assembly inactive file. The bill will likely become a two-year bill to be taken up again in 2008.

Legislative Bills (Information)

AB 112 (SR 12 double fine zone criteria and designation) is currently on the Senate floor for consideration. Staff anticipates action being taken prior to the September 12th STA Board meeting, at which time an update will be provided. Assembly Concurrent Resolution (ACR) 7 (SR 12 Officer

David Lamoree Memorial Highway) was approved by the Senate by a vote of 39-0 on September 4, 2007, and is headed for the Assembly floor for their vote of concurrence.

AB 57 (Soto) proposes to extend indefinitely the provision for certain state and local entities to expend federal funds (through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, aka SAFETEA-LU) for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations). AB 57 would extend indefinitely the provision for the US Department of Transportation (DOT) and California Highway Patrol (CHP) to administer a "Safe Routes to School" (SRTS) construction program and a statewide competitive grant process for allocating these funds.

The author's office has indicated that it is her intent to ensure that the new federal SRTS program be implemented to augment, not supplant, the current state program. By making the program permanent, in FY 2008-09 California could see \$23M in federal funds and \$24.25M in state funds go to SRTS programs for a total of \$47.25M. Without AB 57, SRTS funding would be only federal and subject to the reauthorization of SAFETEA-LU.

The SRTS Program is consistent with the safety emphasis of the STA's Safe Routes to School program, and Metropolitan Transportation Commission (MTC)'s Transportation 2030 Plan. The STA Board approved a support position on AB 57 at their meeting on July 11, 2007.

SB 88, authored by the Senate Committee on Budget and Fiscal Review, outlines implementation procedures for Proposition 1B funding. The bill seeks to add a supplemental \$350 million to the \$600 million appropriation for local streets and roads in the budget bill. The bill also specifies that 60% of transit bond funds are to be allocated according to the existing formula for State Transit Assistance, 25% for capital expenditures for regional public waterborne transit agencies, and 15% for intercity passenger rail and commuter rail systems. The bill seeks an urgency statute so that it would become law immediately upon the governor's signing. Once the state budget is approved, this bill is the most likely candidate for approval for the implementation of Proposition 1B funds. The STA Technical Advisory Committee (TAC) approved staff's request to forward to the STA Board a recommendation that a watch position be taken for SB 88. This bill was subsequently approved by the State Legislature and signed by the Governor as part of the state budget package. The chaptered SB 88 is included as Attachment E.

Recommendation:

Approve a watch position on SB 976 requiring that the primary focus and plan of the Water Transit Authority is to operate a comprehensive regional public water transit system, and coordinate waterborne transit emergency response activities.

Attachment:

- A. STA Legislative Matrix
- B. Federal Legislative Update (The Ferguson Group)
- C. State Legislative Update – August 2007 (Shaw/Yoder, Inc.)
- D. SB 976 (Torlakson)
- E. SB 88 (Senate Committee on Budget and Finance Review)



LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

September 5, 2007

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

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 57	Soto	Safe Routes to School Program	Support		4
AB 60	Nava	Minimum Clearance Requirement for Overtaking a Bicycle			4
AB 112	Wolk	Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80	Sponsor and Support	Support: Cities of Benicia, Fairfield, Stockton, Suisun City, Vacaville, Vallejo, Solano County, San Joaquin Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Prof. Engineers in California Government, Solano Athletic Clubs. <u>Oppose:</u> Judicial Council of California	5
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			5

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ATTACHMENT A

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management	Support w/ Amendment to add Solano County		6
AB 842	Jones	Regional plans: traffic reduction.	Watch		6
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)	Co-sponsor and Support	City of Rio Vista: Sponsor/Support	6

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 9	Lowenthal	Trade Corridors Improvement Fund			7
SB 16	Florez	Rail Grade Crossings: Automatic Gates			7
SB 19	Lowenthal	Air Quality Improvement Account: Proposition 1B			7
SB 47	Perata	State-Local Partnership Program: Proposition 1B			8
SB 88	Sen. Bud./Fin. Rev. Comm.	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 Implementation: Prop. 1B			8
SB 286	Lowenthal/ Dutton	Proposition 1B Bonds Implementation for Local Streets and Roads	Support; request letters of support from cities	Sponsor: LCC/CSAC Support: Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, Solano County	8
SB 375	Steinberg	Transportation planning: travel demand models; preferred growth scenarios: environmental review.	Watch		9

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 748	Corbett	State-Local Partnership Program allocation guidelines.			9
SB 976	Torlakson	Water Transit Authority, Prop 1B funding/authority criteria			9

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			10

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

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

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 57 (Soto) Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and appropriate federal transportation funds on a statewide competitive grant process. Both provisions currently have a repeal date of 01/01/08. Last amended 09/04/07.	09/05/07 SEN third reading	Support
		Support: MTC	
AB 60 (Nava) Vehicles: Bicycles	Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction. Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make violation of this provision an infraction punishable by a \$250 fine; and make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator.	04/16/2007; ASM T&H Com. hearing cancelled at author's request	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 112 (Wolk) Highways: Safety Enhancement – Double Fine Zones (SR 12)	This bill would take effect immediately as an urgency statute. Amended 06-21-07 to establish a process whereby state highways can receive a designation of a safety enhancement double fine zone for a minimum of 2 years based on specific criteria. Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone. <i>Last amended 08/31/07 to add: The department shall conduct a Safety Enhancement-Double Fine Zone study that relates to pedestrian injuries and fatalities and evaluates the appropriateness of adding additional criteria to subdivision (a) and whether changes or additional criteria should be considered for adoption.</i>	09/05/07 SEN third reading	Sponsor and Support
		Support: Cities of Benicia, Fairfield, Stockton, Suisun City, Vacaville Vallejo, Solano County, San Joaquin Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Professional Engineers in California Government, Solano Athletic Clubs Oppose: Judicial Council of California	
AB 117 (Beall) Traffic offenses: additional assessment: traffic safety	Authorizes Santa Clara County to collect an additional \$2 penalty assessment for every \$10 in base fines for certain violations, for purposes of funding local traffic safety programs. Sunsets the provisions of this bill January 1, 2013.	06/26/07 SEN Public Safety hearing postponed	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County	Support with Amendment to add Solano County
AB 842 Jones Regional plans: traffic reduction	Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.	05/24/07; ASM Housing & Community Development	Watch
ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12)	Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.	09/05/07 ASM Concurrence Sponsored by City of Rio Vista and STA	Co-sponsor and Support

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 9 (Lowenthal) Trade corridor improvement: transportation project selection in Proposition 1B	States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B. This bill establishes a process for selecting projects under the Trade Corridor Improvement Fund requiring that proposed projects be included in an approved regional transportation plan, incorporate an estimate of the emissions produced during the construction and operation of the proposed project and specifies that the funds shall only be used to pay for the costs of construction. The bill declares that it is to take effect immediately as an urgency statute.	08/30/07, ASM APPROP second hearing. Held in committee and under submission.	
SB 16 (Florez) Rail Grade Crossings: Automatic Gates	Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.	07/02/07, Chaptered by Secretary of State; SEN Rev & Tax	
SB 19 (Lowenthal) Trade corridors: projects to reduce emissions: funding in Proposition 1B	Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Prop. 1B. This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute.	07/17/07, ASM APPROP	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 47 (Perata) State-Local Partnership Program: Prop 1B	States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds for the State-Local Partnership Program, established by Proposition 1B.	01/18/07 SEN Com. On RLS	
SB 88 (Committee on Budget and Fiscal Review) Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation	Outlines implementation procedures for Proposition 1B funding. \$950M appropriation for local streets and roads in the budget bill using 1/1/07 population figures from the Controller for allocation. Specifies that 60% of transit bond funds are to be allocated according to existing formula for State Transit Assistance, 25% for capital expenditures for regional public waterborne transit agencies, and 15% for intercity passenger rail and commuter rail systems. \$123M for grade separations. Bill currently seeks an urgency statute.	8/24/07; <i>Chapered</i>	
SB 286 (Lowenthal/ Dutton) Prop 1B Bonds Implementation: Local Streets/ Roads	Sponsored by the League of California Cities to accelerate distribution of the \$2 billion in local street and roads funds. 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 fiscal years (determined by population), with the state allocating the remaining funds no later than 2010. Applicants would submit a list of projects expected to be funded.	08/22/07; ASM APPROP hearing cancelled at author's request Sponsor: LCC/CSAC Support: Solano County and all 7 cities in Sol. Co.	Support; request letters of support from Solano cities

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop.</p> <p>This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.</p>	08/30/07; ASM APPROP hearing postponed by committee	Watch
SB 748 (Corbett) State/Local Partnerships	<p>States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.</p>	09/30/07; ASM APPROP, First hearing cancelled by committee.	Watch
SB 976 (Torlakson) San Francisco Bay Area Water Transit Authority	<p>Existing law creates the San Francisco Bay Area Water Transit Authority with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay. Existing law requires that the primary focus of the authority and the plan be to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999.</p> <p>This bill would instead require that the primary focus of the authority and the plan be to operate a comprehensive regional public water transit system and to coordinate waterborne transit emergency response activities.</p>	09/05/07, ASM - Notice of motion to remove from inactive file given by Assembly Member Bass.	

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	05/22/07 Placed on Senate Legislative Calendar under General Orders. Calendar No. 158.	
		Cosponsored by Senator Boxer	

California Legislature 2007-08 Regular Session Calendar

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

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

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

2008

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

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

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110th United States Congress 2007 Session Calendar

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

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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: July 31, 2007

July 2007 Activity.

The Ferguson Group continued to track the Fiscal Year 2008 appropriations process and to work on STA's transportation appropriations requests. Specifically, The Ferguson Group lobbied Congress regarding FY 2008 appropriations requests and closely tracked the House and Senate Transportation Appropriations legislation.

Appropriations Update.

The House and Senate marked up their respective versions of the Fiscal Year 2008 Transportation Appropriations bill. The House bill was passed on the floor of the House of Representatives on July 24 (268-153) while the Senate bill was marked up in committee on July 12. Thanks to the hard work and strong support of STA's congressional delegation (Rep. Tauscher, Rep. Miller, Rep. Lungren, Sen. Boxer, Sen. Feinstein), the House bill includes the following earmarks for STA projects:

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

The other requests have not received earmarks in either the House or the Senate thus far in the FY 2008 process. We will continue to lobby Congress to preserve and enhance the earmarks already secured in the House bill and will to press for funding for the other three projects as the appropriations process continues. Congress is likely to go on August recess at the end of this week and will return after Labor Day.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Ferry Maintenance Facility	\$3.272 million	\$1 million in House bill. Conference after Labor Day.
Fairfield / Vacaville Intermodal Station	\$2 million	\$200,000 in House bill. Conference after Labor Day.
I-80/680 Interchange	\$6 million	No earmark thus far. Conference after Labor Day.
Travis Access (Jepson)	\$3 million	No earmark thus far. Conference after Labor Day.
SR-12 Traffic Safety Signage & Education	\$200,000	No earmark thus far. Conference after Labor Day.

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

August 24, 2007

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- SEPTEMBER 2007

2007-08 Budget Is Signed By the Governor

The 2007-08 Budget Act was signed by the Governor on August 24th, along with a host of "trailer bills" implementing several policy changes and making further appropriations and / or cuts to the Budget Act.

The long stalemate, which held up passage of the Budget by 52 days past the start of the State's new fiscal year, was broken when legislative leaders and the Governor agreed to a package of additional spending cuts which the Governor enacted with his line-item veto authority, as well as a policy change prohibiting the Attorney General from suing local governments under last year's AB 32 (the "California Global Warming Solutions Act") when using Proposition 1B funds to build transportation projects.

As you may recall, the Governor originally proposed a \$2 billion reserve, which the Budget Conference Committee also approved. After further negotiations with the Assembly Republican Caucus, the Assembly approved SB 77 and the subsequent trailer bills with a budget reserve of approximately \$3.4 billion. The Governor then used his line-item veto authority to blue-pencil an additional \$700 million; which **increased the reserve to \$4.1 billion**. Next year's budget shortfall is expected to be at about \$5 billion.

Impacts on Transportation

SB 77 (the Budget Conference Committee report), **SB 78** (the addendum to the Conference Committee report) and **SB 79**, the transportation trailer bill, provide for full funding of Proposition 42 at \$1.5 billion (\$703 million for STIP, \$602 million for TCRP, and \$176 million to the PTA) but also divert more than **\$1.259 billion** away from public transit for General fund relief purposes.

Consequently, this would leave approximately **\$316 million** in the State Transit Assistance Account (STA) while depleting the Public Transportation Account's (PTA) capital and operations funding, as well as the account's reserve. Of the \$316 million that remains in the STA, \$100 million is a result of the residual amount of spillover. In addition, the budget contemplates to divert half of any spillover that matriculates in future years to the General Fund. Of the remaining 50% that would go to transit, 2/3 would go towards the STA program and 1/3 would

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go towards the capital side of the PTA. The Legislative Analyst's Office projects spillover to be near \$935 million next year.

Various sources, including the Departments of Transportation (Caltrans) and Finance (DOF), as well as the Legislative Analyst's Office and legislative budget staffers, tell us that it is expected that most, if not all, transit capital projects that are programmed to receive funding from the California Transportation Commission (CTC) in the 2007-08 year of the current STIP / ITIP will receive the funding they need. The CTC and DOF have stated that transit capital projects within the 2006 STIP will receive funding in 2007-08 but allocations for 2008-09 and beyond are problematic because "most projects spend 12% the first full year they have money, 50% the second year, 28% the third year, 9% the fourth year and 1% the fifth year."

Please note: this assumption is based on the DOF's calculation that, historically, sponsoring agencies only request 12% of their first-year allocation, to match their actual cash flow needs, for transit capital projects in the STIP. **We recommend that the STA Board review transit projects that it may have scheduled for allocation by the CTC this year to work very closely with your advocacy team, MTC and the CTC to understand exactly how much funding will be needed so that we can advocate for full funding when the CTC convenes on September 5th.**

SB 88 Proposition 1B Bond Implementation Highlights

SB 88 is a budget trailer bill that implements language for the issuance of revenue from Proposition 1B. The following are highlights of items of interest to STA:

Local Streets and Roads

Local Streets and Roads will receive a **\$950million** allocation. SB 88 requires the Controller to use the population figures from the DOF as of January 1, 2007, in making allocations to cities. Applicants for these funds must submit a list of projects expected to be funded with bond funds to the DOF, as specified, and to report various information, including the project's name, location, the amount of the expenditure, the completion date, and estimated useful life, to the DOF. The bill would also require funds to be expended within 3 fiscal years from the date of allocation, and would require unexpended funds to be returned to the Controller for reallocation. Allocations are made based on the STIP formula process with each city receiving a minimum of \$400,000. All projects funded with these bond funds must be included within the city, county, or city and county budget that are adopted by the applicable city council or board of supervisors at a regular public meeting.

State and Local Partnership Program

Due to a lack of consensus between Speaker Nunez and Senator Perata, there is no funding provided in 2007-08 for State and Local Partnership Program (SLPP). The Speaker wants to limit the pool of eligible recipients to self-help counties only (although during the original SLPP, self-help counties received \$1.1 billion of the entire \$1.2 billion pot), while Perata wants to have toll revenue included as a match.

Transit

SB 88 also includes **\$600 million** from the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) for transit capital projects and **\$101.5 million** from the Transit System Safety, Security, and Disaster Response Account (TSSSDRA) for transit security projects. This includes funding for waterborne transit operators (25% or \$25 million for 2007-08) and **\$188 million** for intercity rail.

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Grade Separations

SB 88 provides \$123 million in funding from Proposition 1B for grade separations.

2007 STA 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 establish criteria for state highways and roads to qualify as a Safety Enhancement Double Fine Zone (DFZ), and designate the SR 12 Corridor (between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County) as a DFZ for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety. AB 112 is currently located on the Senate Third Reading File and will be taken up during the week of the August 27th.

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 a car on SR 12. ACR 7 is currently located on the Senate Third Reading File and will be taken up during the week of August 27th.

Other Bills of Interest

SB 375 (Steinberg) requires regional transportation planning agencies (RTPA) and Metropolitan Planning Organizations in specifically identified Counties (including Orange) to incorporate travel demand models and preferred growth scenarios (PGS) into their regional transportation plans (RTP) in order to be eligible for state transportation funding through the State Transportation Improvement Program (STIP) starting January 2009. The most recent amendments push out the enforcement date to after December 31, 2011 if projects are programmed in either the 2006 or 2008 STIP. SB 375 also requires the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models by RTPA's and provides for a variety of California Environmental Quality Act (CEQA) exemptions for RTPA's and localities which amend their RTP's and General Plans to be consistent with the adopted PGS.

This bill aims to establish a comprehensive link between transportation planning, land use policy, and CEQA. Specifically, SB 375 requires a PGS to be designed which outlines goals for a reduction in vehicle miles traveled and greenhouse gas emissions, specified by the California Air Resources Board (CARB). SB 375 requires CARB to establish "targets" for 2020 and 2050, however the bill's current form does not provide a date for CARB to deliver these targets. Additionally, with RTP's being the source for projects programmed into the Regional Transportation Improvement Plan (RTIP), RTPA's would be required to design and incorporate travel demand models and PGS by 2008 in order to qualify for the next round of STIP funding in 2009.

Status: This bill is current located in the Assembly Appropriations Committee where it is expected to become a two-year bill due to strong opposition from the Administration (Department of Finance) and the League of Cities.

AB 444 (Hancock) authorizes the county congestion management agencies (CMAs) of Alameda, Contra Costa, Marin, Santa Clara and Solano counties to impose, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in the counties for transportation programs and projects.

Status: This bill is currently located on the Suspense File in the Senate Revenue and Taxation Committee because Senator Mike Machado would not vote for the bill. The Senator believes that if any fee is to be imposed that it should be done with a 2/3 vote requirement, and that a sales tax is the appropriate avenue to pursue additional revenue.

AMENDED IN ASSEMBLY JULY 9, 2007

SENATE BILL

No. 976

Introduced by Senator Torlakson

February 23, 2007

An act to amend Section 66540.20 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 976, as amended, Torlakson. San Francisco Bay Area Water Transit Authority.

Existing law creates the San Francisco Bay Area Water Transit Authority with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay. Existing law requires that the primary focus of the authority and the plan be to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999.

This bill would instead require that the primary focus of the authority and the plan be to operate a comprehensive regional public water transit system and to coordinate waterborne transit emergency response activities.

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

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

1 SECTION 1. Section 66540.20 of the Government Code is
2 amended to read:

- 1 66540.20. (a) On July 10, 2003, the authority adopted the San
2 Francisco Bay Area Water Transit Implementation and Operations
3 Plan, consistent with the requirements of this title. The plan
4 includes all appropriate landside, vessel, and support elements,
5 operational and performance standards, and policies. The authority
6 shall update the plan, as needed, subject to a public hearing.
- 7 (b) (1) Consistent with the requirements of this title, the
8 authority certified the Final Programmatic Environmental Impact
9 Report analyzing the expansion of ferry transit service in the San
10 Francisco Bay area. The authority prepared the Final Programmatic
11 Environmental Impact Report, adopted the Findings of Fact and
12 Statement of Overriding Considerations, and the Mitigation
13 Monitoring Plan in conformance with California Environmental
14 Quality Act (CEQA) guidelines. An independent evaluation
15 conducted by the Bay Area Air Quality Management District
16 required by this title was also completed.
- 17 (2) The authority shall be authorized to operate a comprehensive
18 San Francisco Bay area regional public water transit system
19 consistent with Section 66540.24.
- 20 (c) The primary focus of the authority and the plan shall be to
21 operate a comprehensive regional public water transit system and
22 to coordinate waterborne transit emergency response activities,
23 *especially with the Metropolitan Transportation Commission and*
24 *other public entities providing ferry transit services.* The authority
25 shall seek to cooperatively involve in the implementation, planning,
26 and operations all existing water transit services and related ground
27 transportation agencies in whose jurisdictions existing or planned
28 water transit terminals are located. The authority shall operate in
29 good faith to avoid negatively impacting water transit services and
30 related ground transportation terminal access services in existence
31 as of June 30, 1999. The authority may not request an allocation
32 of any funds that were available to the Metropolitan Transportation
33 Commission for allocation on June 30, 1999, including the
34 revenues dedicated from state-owned bridges to ferry services as
35 of June 30, 1999, and revenues derived continuously from sources
36 in the amounts and manner as specified in law in effect as of June
37 30, 1999, unless the request is for service transferred to the
38 authority for vessels in operation as of January 1, 2003.
- 39 (d) The authority may not operate water transit services that are
40 scheduled at the same time, from the same origin, and to the same

1 destination as publicly sponsored services, if those public services
2 were in operation as of June 30, 1999. The authority shall provide
3 ferry services at only those terminals in which docking rights have
4 been obtained with the consent of the owner of those rights.

5 (e) The authority shall negotiate in good faith, as described
6 below, with public sponsors of existing water transit services and
7 related ground transportation terminal access services to provide
8 services in the approved plan that would expand or augment
9 existing services in their service district, as defined by law, or in
10 plans of the Metropolitan Transportation Commission that existed
11 and were in effect as of June 30, 1999. Good faith negotiations
12 shall include all of the following steps:

13 (1) Notification by certified mail from the authority to the public
14 sponsor of existing water transit services or related ground
15 transportation terminal access services, hereafter referred to as the
16 notified agency, setting forth the specific services to be negotiated,
17 including performance standards and conditions and cost
18 reimbursement available according to the plan approved by the
19 Legislature.

20 (2) A period of 30 days from receipt of the notification required
21 under paragraph (1) for the notified agency to declare in writing
22 to the authority by certified mail their intent to negotiate in good
23 faith. If the notified agency does not so declare in writing to the
24 authority within 30 days, the notified agency shall be deemed not
25 interested in negotiating for the service and the authority may
26 announce a competitive bid process or take actions to directly
27 operate the service if the board of directors of the authority makes
28 a public finding that the action is in the public interest.

29 (3) A period of 90 days from declaration of intent to negotiate
30 by the notified agency for the authority and notified agency to
31 negotiate in good faith to reach agreement.

32 (4) The authority and notified agency, by mutual agreement,
33 may extend the period for good faith negotiations.

34 (5) Notwithstanding the procedure described in subdivision (f),
35 if at the end of 90 days or the mutually agreed-upon extension
36 period for negotiations, the authority and the notified agency have
37 not reached agreement for operation of the service, the authority
38 may announce a competitive bid process. The notified agency may
39 participate in that competitive bid process.

1 (f) If at the conclusion of the good faith negotiations process
2 there is a dispute between the authority and the notified agency as
3 to the impact of proposed new services on existing services, the
4 matter shall be submitted to the Metropolitan Transportation
5 Commission for resolution pursuant to Section 66516.5 of the
6 Government Code. The Metropolitan Transportation Commission
7 shall make a determination based on the demand model adopted
8 by the authority as to whether the proposed new service will have
9 a minor or major impact on services existing as of June 30, 1999.
10 A minor impact means an impact that reasonably and potentially
11 diverts less than 15 percent of the passengers using services that
12 were in existence as of June 30, 1999. A major impact means an
13 impact that reasonably and potentially diverts 15 percent or more
14 of the passengers using services that were in existence as of June
15 30, 1999. If the proposed new service will have a major impact,
16 the authority may not operate a water transit service in that location
17 without mutual agreement between the authority and the notified
18 agency. If the proposed new service will have a minor impact, the
19 authority may initiate service according to the procedures contained
20 in subdivision (e).

O

Senate Bill No. 88

CHAPTER 181

An act to add Chapter 12.491 (commencing with Section 8879.50) to, and to repeal Article 5 (commencing with Section 8879.55) of Chapter 12.491 of, Division 1 of Title 2 of the Government Code, and to add Chapter 3.2 (commencing with Section 39625) to Part 2 of, and to add Chapter 10 (commencing with Section 44299.90) to Part 5 of, Division 26 of the Health and Safety Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor August 24, 2007. Filed with
Secretary of State August 24, 2007.]

LEGISLATIVE COUNSEL'S DIGEST

SB 88, Committee on Budget and Fiscal Review. Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including reducing emissions and improving air quality in trade corridors, State Route 99 corridor enhancements, port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, public transit and passenger rail improvements, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety projects. Existing law specifies the responsibilities of various agencies with regard to implementing the bond act. Existing law also establishes various programs for the reduction of vehicular air pollution, including the Lower-Emission School Bus Program adopted by the State Air Resources Board.

This bill would designate administrative agencies for each of the programs funded by the bond act, which would be the California Transportation Commission, the State Air Resources Board, the Controller, the Office of Homeland Security, the Office of Emergency Services, or the Department of Transportation, as specified. The bill would impose various requirements on these agencies relative to adopting program guidelines, making of allocations of bond funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions.

This bill would appropriate \$350,000,000 from the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account created by the bond act, for allocation by the Controller to cities and counties as an

augmentation to funds appropriated from that account by the Budget Act of 2007.

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

Appropriation: yes.

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

SECTION 1. Chapter 12.491 (commencing with Section 8879.50) is added to Division 1 of Title 2 of the Government Code, to read:

CHAPTER 12.491. IMPLEMENTATION OF THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

Article 1. General Provisions

8879.50. (a) As used in this chapter and in Chapter 12.49 (commencing with Section 8879.20), the following terms have the following meanings:

- (1) "Commission" means the California Transportation Commission.
- (2) "Department" means the Department of Transportation.
- (3) "Administrative agency" means the state agency responsible for programming bond funds made available by Chapter 12.49 (commencing with Section 8879.20), as specified in subdivision (c).
- (4) Unless otherwise specified in this chapter, "project" includes equipment purchase, construction, right-of-way acquisition, and project delivery costs.
- (5) "Recipient agency" means the recipient of bond funds made available by Chapter 12.49 (commencing with Section 8879.20) that is responsible for implementation of an approved project.

(6) "Fund" shall have the meaning as defined in subdivision (c) of Section 8879.20.

(b) Administrative costs, including audit and program oversight costs for agencies, commissions, or departments administering programs funded pursuant to this chapter, recoverable by bond funds shall not exceed 3 percent of the program's cost.

(c) The administrative agency for each bond account is as follows:

(1) The commission is the administrative agency for the Corridor Mobility Improvement Account; the Trade Corridors Improvement Fund; the Transportation Facilities Account; the State Route 99 Account; the State and Local Partnership Program Account; the Local Bridge Seismic Retrofit Account; the Highway-Railroad Crossing Safety Account; and the Highway Safety, Rehabilitation and Preservation Account.

(2) The Controller is the administrative agency for the Local Street and Road Improvement, Congestion Relief and Traffic Safety Account of 2006.

(3) The Office of Homeland Security and the Office of Emergency Services are the administrative agencies for the Port and Maritime Security

Account and the Transit System Safety, Security, and Disaster Response Account.

(4) The department is the administrative agency for the Public Transportation Modernization, Improvement, and Service Enhancement Account.

(d) The administrative agency may not approve project fund allocations for any project until the recipient agency provides a project funding plan that demonstrates that the funds are expected to be reasonably available and sufficient to complete the project. The administrative agency may approve funding for useable project segments only if the benefits associated with each individual segment are sufficient to meet the objectives of the program from which the individual segment is funded.

(e) Guidelines adopted by the administrative agency pursuant to this chapter and Chapter 12.49 (commencing with Section 8879.20) are intended to provide internal guidance for the agency and shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3), and shall do all of the following:

(1) Provide for the audit of project expenditures and outcomes.

(2) Require that the useful life of the project be identified as part of the project nomination process.

(3) Require that project nominations have project delivery milestones, including, but not limited to, start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout, as applicable.

(f) (1) As a condition for allocation of funds to a specific project under Chapter 12.49 (commencing with Section 8879.20), the administrative agency shall require the recipient agency to report, on a semiannual basis, on the activities and progress made toward implementation of the project. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance. The purpose of the report is to ensure that the project is being executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the recipient agency shall provide a plan to the administrative agency for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The administrative agency may either approve the corrective plan or direct the recipient agency to modify its plan.

(2) Within six months of the project becoming operable, the recipient agency shall provide a report to the administrative agency on the final costs of the project as compared to the approved project budget, the project duration as compared to the original project schedule as of the date of allocation, and performance outcomes derived from the project compared to those described in the original application for funding. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance.

Article 2. State Route 99 Account

8879.51. (a) Funds for the program contained in subdivision (b) of Section 8879.23 shall be deposited in the State Route 99 Account, which is hereby created in the fund. The funds in the account shall be available to the department, as allocated by the commission, upon appropriation by the Legislature.

(b) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities relate to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the improvements the program is achieving.

Article 3. Port and Maritime Security Account

8879.53. (a) Funds for the program contained in paragraph (3) of subdivision (c) of Section 8879.23 shall be deposited in the Port and Maritime Security Account, which is hereby created in the fund.

(b) Funds in the account shall be available to the Office of Homeland Security (OHS), within the Office of Emergency Services, upon appropriation by the Legislature. Funds shall be made available as grants to eligible applicants, as defined in paragraph (3) of subdivision (c) of Section 8879.23, for capital projects that include, but are not limited to, those projects described in paragraph (3) of subdivision (c) of Section 8879.23.

(c) Prior to allocating funds to projects from the account, the OHS shall adopt guidelines to establish the criteria and process for the distribution of funds. At least 30 days prior to adopting the guidelines, the OHS shall hold a public hearing on the proposed guidelines and shall provide opportunity for public review and comment.

(d) In allocating funds from the account, the OHS shall do the following:

- (1) Address the state's most urgent maritime security needs.
- (2) Balance the demands of the various ports (between large and small).
- (3) Provide reasonable geographic balance in the distribution of funds.

(e) The OHS's activities to implement this section shall be incorporated into the report to the Legislature required in paragraph (3) of subdivision (c) of Section 8879.23.

Article 4. Transportation Facilities Account

8879.54. For the program funded by funds deposited in the Transportation Facilities Account established in subdivision (e) of Section 8879.23, the commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include

a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the improvements the program is achieving.

Article 5. Public Transportation Modernization, Improvement, and Service Enhancement Account

8879.55. For funds appropriated for fiscal year 2007–08 in the Budget Act of 2007 from the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) established pursuant to paragraph (1) of subdivision (f) of Section 8879.23, the following shall apply:

(a) (1) Upon appropriation of funds from PTMISEA, the Controller shall identify and develop a list of eligible project sponsors, as defined in paragraph (2) of subdivision (h), and the amount each is eligible to receive pursuant to the formula in paragraph (3) of subdivision (f) of Section 8879.23. It is the intent of the Legislature that funds allocated to project sponsors pursuant to this section provide each project sponsor with the same proportional share of funds as the proportional share each received from the allocation of State Transit Assistance funds, pursuant to Sections 99313 and 99314 of the Public Utilities Code, over fiscal years 2004–05, 2005–06, and 2006–07.

(2) In establishing the amount of funding each project sponsor is eligible to receive from funds to be allocated based on Section 99313 of the Public Utilities Code, the Controller shall make the following computations:

(A) For each project sponsor, compute the amounts of State Transit Assistance funds allocated to that entity pursuant to Section 99313 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(B) Compute the total statewide allocation of State Transit Assistance funds pursuant to Section 99313 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(C) Divide subparagraph (A) by subparagraph (B).

(D) For each project sponsor, multiply the allocation factor computed pursuant to subparagraph (C) by 50 percent of the amount appropriated for allocation from PTMISEA.

(3) In establishing the amount of funding each project sponsor is eligible to receive from funds to be allocated based on Section 99314 of the Public Utilities Code, the Controller shall make the following computations:

(A) For each project sponsor, compute the amounts of State Transit Assistance funds allocated to that entity pursuant to Section 99314 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(B) Compute the total statewide allocation of State Transit Assistance funds pursuant to Section 99314 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(C) Divide subparagraph (A) by subparagraph (B).

(D) For each project sponsor, multiply the allocation factor computed pursuant to subparagraph (C) by 50 percent of the amount appropriated for allocation from PTMISEA.

(4) The Controller shall notify project sponsors of the amount of funding each is eligible to receive from PTMISEA for the 2007–08 fiscal year based on the computations pursuant to subparagraph (D) of paragraph (2) and subparagraph (D) of paragraph (3).

(b) Prior to seeking a disbursement of funds for an eligible PTMISEA capital project, a project sponsor on the list developed pursuant to paragraph (1) of subdivision (a) shall submit to the department a description of the proposed capital project or projects it intends to fund with PTMISEA funds for fiscal year 2007–08. The description shall include all of the following:

(1) A summary of the proposed project, which shall describe the benefit the project intends to achieve.

(2) The useful life of the project, which shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2), specifically subdivision (a) of Section 16727.

(3) The estimated schedule for the completion of the project.

(4) The total cost of the proposed project, including the identification of all funding sources necessary for the project to be completed.

(c) After receiving the information required to be submitted under subdivision (b), the department shall review the information solely to determine all of the following:

(1) The project is consistent with the requirements for funding under paragraph (1) of subdivision (f) of Section 8879.23.

(2) The project is a capital improvement that meets the requirements of the state's general obligation bond law and has a useful life consistent with paragraph (2) of subdivision (b).

(3) The project, or a minimum operable segment of the project, is, or will become, fully funded with an allocation of funds from the PTMISEA, and the funds can be encumbered within three years of the allocation based on the department's review of the project's phase or schedule for completion, as submitted by the project sponsor.

(d) (1) Upon conducting the review required in subdivision (c) and determining the proposed projects to be in compliance with the requirements of that subdivision, the department shall biannually adopt a list of projects eligible for an allocation from the funds appropriated to the account in fiscal year 2007–08.

(2) Upon adoption of the list by the department, the department shall provide the list of projects eligible for funding to the Controller.

(e) Upon receipt of the information required in subdivision (d), the Controller's office shall commence any necessary actions to allocate funds to the project sponsors on the list of projects, including, but not limited to, seeking the issuance of bonds for that purpose. The total allocations to any

one project sponsor shall not exceed that project sponsor's share of funds from the PTMISEA pursuant to the formula contained in subdivision (a).

(f) The audit of public transportation operator finances already required under the Transportation Development Act pursuant to Section 99245 of the Public Utilities Code shall be expanded to include verification of receipt and appropriate expenditure of bond funds pursuant to this section. Each sponsoring entity receiving bond funds from this account in a fiscal year for which an audit is conducted shall transmit a copy of the audit to the department, and the department shall make the audits available to the Legislature and the Controller for review on request.

(g) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of the state agencies' activities related to the administration of funds from the account, including the administration of funds made available to the department for intercity rail improvements pursuant to paragraph (2) of subdivision (f) of Section 8879.23. The summary, at a minimum, shall include a description and the location of the projects funded from the account, the amount of funds allocated to each project, the status of each project, a description of the public benefit expected from each project, and a designation of any projects that have been subject to an audit under subdivision (f). The department and project sponsors shall provide the commission with necessary information for the preparation of the summary required under this subdivision.

(h) For purposes of this section, the following terms shall have the following meanings:

(1) "Project" means a capital improvement authorized under paragraph (1) of subdivision (f) of Section 8879.23 or a transit capital project, including a bus, rail or waterborne transit capital project, or minimum operable segment thereof, that is consistent with the project sponsor's most recently adopted short-range transit plan, or other publicly-adopted plan that programs or prioritizes the expenditure of funds for transit capital improvements.

(2) "Project sponsor" means a transit operator, including a rail transit, commuter rail, bus, or waterborne transit operator, eligible to receive an allocation of funds under the State Transit Assistance program pursuant to Sections 99314 and 99314.3 of the Public Utilities Code, or a local agency, including a transportation planning agency, county transportation commission, or the San Diego Metropolitan Transit Development Board, eligible to receive an allocation of funds under the State Transit Assistance program pursuant to Section 99313 of the Public Utilities Code.

(i) A project sponsor that is identified to receive an allocation of funds under this section, but that does not submit a project for funding in the 2007-08 fiscal year, may utilize its funding share in a subsequent fiscal year.

8879.56. This article shall become inoperative on July 1, 2008, and, as of January 1, 2009, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2009, deletes or extends the dates on which it becomes inoperative and is repealed.

Article 6. Transit System Safety, Security, and Disaster Response Account

8879.57. Funds made available, upon appropriation of the Legislature, from the Transit System Safety, Security, and Disaster Response Account, created in subdivision (h) of Section 8879.23, shall be allocated as follows:

(a) (1) Sixty percent of available funds shall be allocated for capital expenditures to agencies and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utilities Code. Of these funds, 50 percent shall be allocated to eligible agencies using the formula in Section 99314 of the Public Utilities Code, and 50 percent shall be allocated to eligible agencies using the formula in Section 99313 of the Public Utilities Code, subject to the provisions governing funds allocated under those sections. Funds allocated to the Metropolitan Transportation Commission pursuant to Section 99313 of the Public Utilities Code shall be suballocated to transit operators within its jurisdiction pursuant to Section 99314 of the Public Utilities Code.

(2) Eligible capital expenditures shall include either of the following:

(A) A capital project that provides increased protection against a security or safety threat, including, but not limited to, the following:

(i) Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guideways, elevated structures, or other transit facilities and equipment.

(ii) Explosive device mitigation and remediation equipment.

(iii) Chemical, biological, radiological, and nuclear explosives search, rescue, or response equipment.

(iv) Interoperable communications equipment.

(v) Physical security enhancement equipment.

(vi) The installation of fencing, barriers, gates, or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures, or other transit facilities and equipment.

(vii) Other security-related projects approved by the Office of Homeland Security (OHS).

(B) Capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

(b) (1) Twenty-five percent of available funds shall be allocated for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, including the operation of water transit vessels, terminals, and feeder buses, and not otherwise eligible to receive State Transit Assistance funds as of the effective date of this article. Funds shall be allocated for eligible capital expenditures that enhance the capacity of regional public waterborne transit agencies to provide disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster or emergency.

(2) Eligible capital expenditures include, but are not limited to, the construction or acquisition of new vessels, the capital improvement or construction of docks, terminals, or other waterborne transit facilities, the purchase of related equipment, and the construction of fueling facilities. A project shall (A) provide capital facilities and equipment to a regional public waterborne transit system that enhances the ability of the system to respond to a regional emergency, (B) be included in a regional plan, including, but not limited to, a regional plan for waterborne transit expansion or disaster response preparedness, and (C) provide maximum flexibility in responding to disasters or emergencies.

(c) (1) Fifteen percent of available funds shall be made available for capital expenditures to the intercity passenger rail system described in Section 14035 and to the commuter rail systems operated by the entities specified in Section 14072 and in Section 99314.1 of the Public Utilities Code. Operators who receive funding pursuant to this subdivision shall not be eligible to receive funding pursuant to subdivision (a).

(2) Eligible capital expenditures shall include either of the following:

(A) A capital project that provides increased protection against a security or safety threat, including, but not limited to, the following:

(i) Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guideways, elevated structures, or other transit facilities and equipment.

(ii) Explosive device mitigation and remediation equipment.

(iii) Chemical, biological, radiological, and nuclear explosives search, rescue, or response equipment.

(iv) Interoperable communications equipment.

(v) Physical security enhancement equipment.

(vi) The installation of fencing, barriers, gates, or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures, or other transit facilities and equipment.

(vii) Other security-related projects approved by OHS.

(B) Capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

8879.58. (a) (1) No later than September 1 of the first fiscal year in which the Legislature appropriates funds from the Transit System Safety, Security, and Disaster Response Account, and no later than September 1 of each fiscal year thereafter in which funds are appropriated from that account, the Controller shall develop and make public a list of eligible agencies and transit operators and the amount of funds each is eligible to receive from the account pursuant to subdivision (a) of Section 8879.57. It is the intent of the Legislature that funds allocated to specified recipients pursuant to this section provide each recipient with the same proportional share of funds as the proportional share each received from the allocation of State Transit

Assistance funds, pursuant to Sections 99313 and 99314 of the Public Utilities Code, over fiscal years 2004–05, 2005–06, and 2006–07.

(2) In establishing the amount of funding each eligible recipient is to receive under subdivision (a) of Section 8879.57 from appropriated funds to be allocated based on Section 99313 of the Public Utilities Code, the Controller shall make the following computations:

(A) For each eligible recipient, compute the amounts of State Transit Assistance funds allocated to that recipient pursuant to Section 99313 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(B) Compute the total statewide allocation of State Transit Assistance funds pursuant to Section 99313 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(C) Divide subparagraph (A) by subparagraph (B).

(D) For each eligible recipient, multiply the allocation factor computed pursuant to subparagraph (C) by 50 percent of the amount available for allocation pursuant to subdivision (a) of Section 8879.57.

(3) In establishing the amount of funding each eligible recipient is eligible to receive under subdivision (a) of Section 8879.57 from funds to be allocated based on Section 99314 of the Public Utilities Code, the Controller shall make the following computations:

(A) For each eligible recipient, compute the amounts of State Transit Assistance funds allocated to that recipient pursuant to Section 99314 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(B) Compute the total statewide allocation of State Transit Assistance funds pursuant to Section 99314 of the Public Utilities Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

(C) Divide subparagraph (A) by subparagraph (B).

(D) For each eligible recipient, multiply the allocation factor computed pursuant to subparagraph (C) by 50 percent of the amount available for allocation pursuant to subdivision (a) of Section 8879.57.

(4) The Controller shall notify eligible recipients of the amount of funding each is eligible to receive pursuant to subdivision (a) of Section 8879.57 for the duration of time that these funds are made available for these purposes based on the computations pursuant to subparagraph (D) of paragraph (2) and subparagraph (D) of paragraph (3).

(b) Prior to seeking a disbursement of funds for an eligible project, an agency or transit operator on the public list described in paragraph (1) of subdivision (a) shall submit to OHS a description of the project it proposes to fund with its share of funds from the account. The description shall include all of the following:

(1) A summary of the proposed project that describes the safety, security, or emergency response benefit that the project intends to achieve.

(2) That the useful life of the project shall not be less than the required useful life for capital assets specified subdivision (a) of Section 16727.

(3) The estimated schedule for the completion of the project.

(4) The total cost of the proposed project, including identification of all funding sources necessary for the project to be completed.

(c) After receiving the information required to be submitted under subdivision (b), OHS shall review the information to determine all of the following:

(1) The project is consistent with the purposes described in subdivision (h) of Section 8879.23.

(2) The project is an eligible capital expenditure, as described in subdivision (a) of Section 8879.57.

(3) The project is a capital improvement that meets the requirements of paragraph (2) of subdivision (b).

(4) The project, or a useful component thereof, is, or will become fully funded with an allocation of funds from the Transit System Safety, Security, and Disaster Response Account.

(d) (1) Upon conducting the review required in subdivision (c) and determining that a proposed project meets the requirements of that subdivision, OHS shall, on a quarterly basis, provide the Controller with a list of projects and the sponsoring agencies or transit operators eligible to receive an allocation from the account.

(2) The list of projects submitted to the Controller for allocation for any one fiscal year shall be constrained by the total amount of funds appropriated by the Legislature for the purposes of this section for that fiscal year.

(3) For a fiscal year in which the number of projects submitted for funding under this section exceeds available funds, OHS shall prioritize projects contained on the lists submitted pursuant to paragraph (1) so that (A) projects addressing the greatest risks to the public have the highest priority and (B) to the maximum extent possible, the list reflects a distribution of funding that is geographically balanced.

(e) Upon receipt of the information from OHS required by subdivision (d), the Controller's office shall commence any necessary actions to allocate funds to eligible agencies and transit operators sponsoring projects on the list of projects, including, but not limited to, seeking the issuance of bonds for that purpose. The total allocations to any one eligible agency or transit operator shall not exceed that agency or transit operator's share of funds from the account pursuant to the formula contained in subdivision (a) of Section 8879.57.

(f) The Controller's office may, pursuant to Section 12410, use its authority to audit the use of state bond funds on projects receiving an allocation under this section. Each eligible agency or transit operator sponsoring a project subject to an audit shall provide any and all data requested by the Controller's office in order to complete the audit. The Controller's office shall transmit copies of all completed audits to OHS and to the policy committees of the Legislature with jurisdiction over transportation and budget issues.

8879.59. (a) For funds appropriated from the Transit System Safety, Security, and Disaster Response Account for allocation to transit agencies eligible to receive funds pursuant to subdivisions (b) of Section 8879.57,

the Office of Emergency Services (OES) shall administer a grant application and award program for those transit agencies and intercity.

(b) Funds awarded to transit agencies pursuant to this section shall be for eligible capital expenditures as described in subdivision (b) of Section 8879.57.

(c) Prior to allocating funds to projects pursuant to this section, OES shall adopt guidelines to establish the criteria and process for the distribution of funds described in this section. Prior to adopting the guidelines, OES shall hold a public hearing on the proposed guidelines.

(d) For each fiscal year in which funds are appropriated for the purposes of this section, OES shall issue a notice of funding availability no later than October 1.

(e) No later than December 1, of each fiscal year in which the notice in subdivision (d) is issued, eligible transit agencies may submit project nominations for funding to OES for its review and consideration. Project nominations shall include all of the following:

(1) A description of the project, which shall illustrate the physical components of the project and the security or emergency response benefit to be achieved by the completion of the project.

(2) Identification of all nonbond sources of funding committed to the project.

(3) An estimate of the project's full cost and the proposed schedule for the project's completion.

(f) No later than February 1, OES shall select eligible projects to receive grants under this section. Grants awarded to eligible transit agencies pursuant to subdivision (b) of Section 8879.57 shall be for eligible capital expenditures, as described in paragraph (2) of subdivision (b) of that section.

8879.60. (a) For funds appropriated from the Transit System Safety, Security, and Disaster Response Account for allocation to intercity and commuter rail operators eligible to receive funds pursuant to subdivision (c) of Section 8879.57, OHS shall administer a grant application and award program for those intercity and commuter rail operators.

(b) Funds awarded to intercity and commuter rail operators pursuant to this section shall be for eligible capital expenditures as described in subdivision (c) of Section 8879.57.

(c) Prior to allocating funds to projects pursuant to this section, OHS shall adopt guidelines to establish the criteria and process for the distribution of funds described in this section. Prior to adopting the guidelines, OHS shall hold a public hearing on the proposed guidelines.

(d) For each fiscal year in which funds are appropriated for the purposes of this section, OHS shall issue a notice of funding availability no later than October 1.

(e) No later than December 1, of each fiscal year in which the notice in subdivision (d) is issued, eligible intercity and commuter rail operators may submit project nominations for funding to OHS for its review and consideration. Project nominations shall include all of the following:

(1) A description of the project, which shall illustrate the physical components of the project and the security or emergency response benefit to be achieved by the completion of the project.

(2) Identification of all nonbond sources of funding committed to the project.

(3) An estimate of the project's full cost and the proposed schedule for the project's completion.

(f) No later than February 1, OHS shall select eligible projects to receive grants under this section. Grants awarded to intercity and commuter rail operators pursuant to subdivision (c) of Section 8879.57 shall be for eligible capital expenditures, as described in subparagraphs (A) and (B) of paragraph (2) of subdivision (c) of that section.

8879.61. (a) Entities described in subdivisions (a), (b), and (c) of Section 8879.57 receiving an allocation of funds pursuant to this article shall expend those funds within three fiscal years of the fiscal year in which the funds were allocated. Funds remaining unexpended thereafter shall revert to OHS or OES, as applicable, for reallocation in subsequent fiscal years.

(b) Entities that receive grant awards from funds allocated pursuant to subdivisions (b) or (c) of Section 8879.57 are not eligible to receive awards from the funds allocated pursuant to subdivision (a) of Section 8879.57.

(c) On or before May 1 of each year, OHS and OES shall report to the Legislature on their activities under this article. The report shall include a summary of the projects selected for funding during the fiscal year in which awards were made, as well as the status of projects selected for funding in prior fiscal years.

(d) Funds appropriated for the program established by this article in the Budget Act of 2007 shall be allocated consistent with the allocation schedule established in Section 8879.57.

Article 7. Local Bridge Seismic Retrofit Account

8879.62. (a) Funds deposited in the Local Bridge Seismic Retrofit Account established pursuant to subdivision (i) of Section 8879.23 shall be appropriated to the department to provide the required match for federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the department.

(b) The commission shall allocate funds to the department based upon an annual request for funding submitted to the commission by the department on or before September 30 of each year and the level of appropriation provided by the Legislature to the program. The department may suballocate the funds to local agencies for project implementation, where appropriate.

(c) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the

amount of funds allocated to each project, the status of each project, and a description of the improvements the program is achieving.

Article 8. Highway-Railroad Crossing Safety Account

8879.63. (a) Prior to allocating funds appropriated from the Highway-Railroad Crossing Safety Account established pursuant to subdivision (j) of Section 8879.23, the commission, in cooperation with the Public Utilities Commission, the department, and the High-Speed Rail Authority, shall adopt guidelines to establish the criteria and process to allocate funds to an eligible project in the program. The guidelines shall be adopted no later than February 15, 2008, and only after the commission holds a public hearing in northern California and a public hearing in southern California to review and to receive public comment on the proposed guidelines. The commission may incorporate the hearings on the proposed guidelines into its regularly scheduled hearings.

(b) Funds available under this section shall be used to provide the state match for local, federal, or private funds for high-priority grade separation and railroad crossing safety improvements in California. The commission shall adopt strategies to invest these funds in a manner to make railroad crossing safety improvements at any of the following:

(1) Crossings where freight rail and passenger rail share the affected guideway.

(2) Crossings with high incidents of motor vehicle-rail or pedestrian-rail accidents.

(3) Crossings with high vehicle-hours of delay.

(4) Crossings where an improvement will result in quantifiable emission benefits.

(5) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

(c) The guidelines adopted by the commission pursuant to subdivision (a) shall articulate the amount of funds appropriated to the account that will be expended for purposes of paragraph (1) of subdivision (j) of Section 8879.23 and for purposes of paragraph (2) of subdivision (j) of Section 8879.23.

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

Article 9. Highway Safety, Rehabilitation, and Preservation Account

8879.64. (a) Funds appropriated from the Highway Safety, Rehabilitation, and Preservation Account established in paragraph (1) of

subdivision (k) of Section 8879.23 shall be available to the department, upon allocation by the commission, for improvements to the state highway system that are consistent with the 10-year State Highway Operation and Preservation Program (SHOPP) Plan prepared pursuant to Section 14526.5.

(b) As part of the program required to be developed for distribution of funds identified in paragraph (2) of subdivision (k) of Section 8879.23, one hundred fifty million dollars (\$150,000,000) of the amount appropriated for this purpose shall be allocated to any city in the state with a population of over 3.5 million persons as of January 1, 2007, as determined by the Population Research Unit of the Department of Finance pursuant to Section 13073, that has a program for systemwide installation and upgrade of traffic signals within its jurisdiction. Funds shall be used for the purpose of upgrading and installing traffic signal synchronization and completing systemwide installation within its jurisdiction.

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

Article 10. Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006

8879.65. (a) Funds appropriated from the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, established by subdivision (l) of Section 8879.23, shall be made available to the Controller for allocation to cities, counties, and a city and county. The list of projects expected to be funded with bond funds shall include a description and the location of the proposed project, a proposed schedule for the project's completion, and the estimated useful life of the capital improvement. From bond funds appropriated in the 2007–08 fiscal year for cities, including a city and county, each city, and city and county, shall receive at least its minimum allocation of four hundred thousand dollars (\$400,000), as described in subparagraph (B) of paragraph (1) of subdivision (l) of Section 8879.23. The remainder of the funds appropriated for cities, including a city and county, shall be allocated in the proportion described in subparagraph (B) of paragraph (1) of subdivision (l) of Section 8879.23. In no case shall a city, or a city and county, receive an allocation in excess of its total share, as described in subdivision (l) of Section 8879.23.

(b) Prior to receiving an allocation of funds from the Controller in a fiscal year, an eligible local agency shall submit to the Department of Finance a list of projects expected to be funded with bond funds pursuant to an adopted city, county, or city and county budget. All projects proposed to be funded with funds from the account shall be included in a city, county, or city and

county budget that is adopted by the applicable city council or board of supervisors at a regular public meeting.

(1) The Department of Finance shall report monthly to the Controller the eligible local agencies that have submitted a list of projects as described in this subdivision.

(2) Upon receipt of the information described in paragraph (1), the Controller shall allocate funds to those agencies that have submitted a list of projects, as reported by the Department of Finance.

(c) Upon expending funds from the account, a city, county, or city and county shall submit documentation to the Department of Finance which includes a description and location of each project, the amount of funds expended on the project, the completion date, and the project's estimated useful life. The documentation shall be forwarded to the department, in a manner and form approved by the department, at the end of each fiscal year until the funds in the account are exhausted. The department may post the information contained in the documentation on the department's official Web site.

(d) A city, county, or city and county receiving funds pursuant to this section shall have three fiscal years to expend the funds from the date that the funds are allocated to it by the Controller, and any funds not expended within that period shall be returned to the Controller and be reallocated to other cities, counties, or a city and county, as applicable, pursuant to the allocation formulas set forth in subparagraph (A) or (B) of paragraph (1) of subdivision (I) of Section 8879.23, but excluding the requirement for a minimum city allocation as described in subparagraph (B) of paragraph (1) of that subdivision and section.

(e) Subject to the requirements and conditions of this section, it is the intent of the Legislature to appropriate funds from the account so that the Controller may allocate funds to eligible local agencies in two cycles that cover four years, and so that the Controller may allocate at least one-half of each local agency's allocation amount in the first cycle of payments.

(f) The sum of three hundred fifty million dollars (\$350,000,000) is hereby appropriated from funds in the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006 created pursuant to subdivision (I) of Section 8879.23, for allocation pursuant to this article, as an augmentation to the amount appropriated in Item 9350-104-6065 of the Budget Act of 2007.

SEC. 2. Chapter 3.2 (commencing with Section 39625) is added to Part 2 of Division 26 of the Health and Safety Code, to read:

CHAPTER 3.2. GOODS MOVEMENT EMISSION REDUCTION PROGRAM

39625. The Legislature finds and declares as follows:

(a) In November 2006, the voters approved the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, also known as Proposition 1B, that, among other things, provided one billion dollars

(\$1,000,000,000) to reduce emissions associated with the movement of freight along California's trade corridors.

(b) Proposition 1B requires these funds to be made available, upon appropriation by the Legislature and subject to the conditions and criteria provided by the Legislature, to the State Air Resources Board in order to reduce the emissions associated with goods movement.

(c) Proposition 1B further required these funds to be made available for emission reductions not otherwise required by law or regulation. These funds are intended to supplement existing funds used to finance strategies that reduce emissions and public health risk associated with the movement of freight commencing at the state's seaports and land ports of entry and transported through California's trade corridors.

(d) Tremendous growth in goods movement activity has created a public health crisis in communities located adjacent to ports and along trade corridors. It is the intent of the Legislature that these funds be expended in a manner that reduces the health risk associated with the movement of freight along California's trade corridors.

(e) It is the intent of the Legislature that the state board maximize the emission reduction benefits, achieve the earliest possible health risk reduction in heavily impacted communities, and provide incentives for the control of emission sources that contribute to increased health risk in the future.

(f) It is the intent of the Legislature that the state board develop partnerships between federal, state, and private entities involved in goods movement to reduce emissions.

(g) The purpose of this chapter is to establish standards and procedures for the expenditure of these funds.

39625.01. This chapter shall be known, and may be cited, as the Goods Movement Emission Reduction Program.

39265.02. (a) As used in this chapter and in Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code, the following terms have the following meanings:

(1) "Administrative agency" means the state agency responsible for programming bond funds made available by Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code, as specified in subdivision (c).

(2) Unless otherwise specified in this chapter, "project" includes equipment purchase, right-of-way acquisition, and project delivery costs.

(3) "Recipient agency" means the recipient of bond funds made available by Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code that is responsible for implementation of an approved project.

(4) "Fund" shall have the meaning as defined in subdivision (c) of Section 8879.20 of the Government Code.

(b) Administrative costs, including audit and program oversight costs for the agency administering the program funded pursuant to this chapter, recoverable by bond funds shall not exceed 5 percent of the program's costs.

(c) The State Air Resources Board is the administrative agency for the Goods Movement Emission Reduction Program pursuant to paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code.

(d) The administrative agency may not approve project fund allocations for any project until the recipient agency provides a project funding plan that demonstrates that the funds are expected to be reasonably available and sufficient to complete the project. The administrative agency may approve funding for useable project segments only if the benefits associated with each individual segment are sufficient to meet the objectives of the program from which the individual segment is funded.

(e) Guidelines adopted by the administrative agency pursuant to this chapter and Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code are intended to provide internal guidance for the agency and shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of the Government Code), and shall do all of the following:

(1) Provide for audit of project expenditures and outcomes.

(2) Require that the useful life of the project be identified as part of the project nomination process.

(3) Require that project nominations have project delivery milestones, including, but not limited to, start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout, as applicable.

(f) (1) As a condition for allocation of funds to a specific project under Chapter 12.49 (commencing with Section 8879.20), the administrative agency shall require the recipient agency to report, on a semiannual basis, on the activities and progress made toward implementation of the project. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance. The purpose of the report is to ensure that the project is being executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the recipient agency shall provide a plan to the administrative agency for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The administrative agency may either approve the corrective plan or direct the recipient agency to modify its plan.

(2) Within six months of the project becoming operable, the recipient agency shall provide a report to the administrative agency on the final costs of the project as compared to the approved project budget, the project duration as compared to the original project schedule as of the date of allocation, and performance outcomes derived from the project compared to those described in the original application for funding. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance.

39625.1. As used in this chapter, the following terms have the following meanings:

(a) "Applicant" means any local public entity involved in the movement of freight through trade corridors of the state or involved in air quality improvements associated with goods movement.

(b) "Emission" or "emissions" means emissions including, but not limited to, diesel particulate matter, oxides of nitrogen, oxides of sulfur, and reactive organic gases.

(c) "Emission sources" means one of the following categories of sources of air pollution associated with the movement of freight through California's trade corridors: heavy-duty trucks, locomotives, commercial harbor craft, ocean-going vessels related to freight, and cargo-handling equipment.

(d) "Goods movement facility" means airports, seaports, land ports of entry, freight distribution warehouses and logistic centers, freight rail systems, and highways that have a high volume of truck traffic related to the movement of goods, as determined by the state board.

(e) "Trade corridors" means any of the following areas: the Los Angeles/Inland Empire region, the Central Valley region, the Bay Area region, and the San Diego/border region.

39625.3. Funding pursuant to this chapter may include grants, loans, and loan guarantees.

39625.5. (a) (1) Upon appropriation by the Legislature from the funds made available by paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code, the state board shall allocate funds on a competitive basis for projects that are shown to achieve the greatest emission reductions from each emission source identified in subdivision (c) of Section 39625.1, not otherwise required by law or regulation, or by a memorandum of understanding or any other agreement executed between a railroad company and a state or federal agency, a local air quality management district, or a local air pollution control district, including, but not limited to, the ARB/Railroad Statewide Agreement Particulate Emissions Reductions Program at California Rail Yards, dated June 2005, from activities related to the movement of freight along California's trade corridors, commencing at the state's airports, seaports, and land ports of entry.

(2) Projects eligible for funding pursuant to paragraph (1) shall include, but are not limited to, the following:

(A) The replacement, repower, or retrofit of heavy-duty diesel trucks.

(B) The replacement, repower, or retrofit of diesel locomotive engines, with priority given to switching locomotive engines.

(C) The replacement, repower, or retrofit of harbor craft that operates at the state's seaports.

(D) The provision of on-shore electrical power for ocean freight carriers calling at the state's seaports to reduce the use of auxiliary and main engine ship power.

(E) Mobile or portable shoreside distributed power generation projects that eliminate the need to use the electricity grid.

(F) The replacement, repower, or retrofit of cargo handling equipment that operates at the state's seaports and rail yards.

(G) Electrification infrastructure to reduce engine idling and use of internal combustion auxiliary power systems at truck stops, intermodal facilities, distribution centers, and other places where trucks congregate.

(b) (1) The state board shall allocate funds in a manner that gives priority to emission reduction projects that achieve the earliest possible reduction of health risk in communities with the highest health risks from goods movement facilities.

(2) In evaluating which projects to fund, the state board shall at a minimum consider all of the following criteria:

(A) The magnitude of the emission reduction.

(B) The public health benefits of the emission reduction.

(C) The cost-effectiveness and sustainability of the emissions reductions.

(D) The severity and magnitude of the emission source's contributions to emissions.

(E) Regulatory and State Implementation Plan requirements, and the degree of surplus emissions to be reduced.

(F) The reduction in greenhouse gases, consistent with and supportive of emission reduction goals, consistent with existing law.

(G) The extent to which advanced emission reduction technologies are to be used.

(H) The degree to which funds are leveraged from other sources.

(I) The degree to which the project reduces air pollutants or air contaminants in furtherance of achieving state and federal ambient air quality standards and reducing toxic air contaminants.

(J) The total emission reductions a project would achieve over its lifetime per state dollar invested.

(K) Whether an emissions reduction is likely to occur in a location where emissions sources in the area expose individuals and population groups to elevated emissions that result in adverse health effects and contribute to cumulative human exposures to pollution.

(c) The state board shall ensure that state bond funds are supplemented and matched with funds from federal, local, and private sources to the maximum extent feasible.

39626. (a) (1) The state board shall develop guidelines by December 31, 2007, consistent with the requirements of this chapter, to implement Section 39625.5, in consultation with stakeholders, including, but not limited to, local air quality management and air pollution control districts, metropolitan planning organizations, port authorities, shipping lines, railroad companies, trucking companies, harbor craft owners, freight distributors, terminal operators, local port community advisory groups, community interest groups, and airports. The guidelines shall, at a minimum, include all of the following:

(A) An application process for the funds, and any limits on administrative costs, including a local administrative cost limit of up to 5 percent.

(B) A requirement for a contribution of a specified percentage of funds leveraged from other sources or in-kind contributions toward the project.

(C) Project selection criteria.

(D) The method by which the state board will consider the air basin's status in maintaining and achieving state and federal ambient air quality standards and the public health risk associated with goods movement-related emissions and toxic air contaminants.

(E) Accountability and auditing requirements to ensure that expenditure of bond proceeds, less administrative costs, meets quantifiable emission reduction objectives in a timely manner, and to ensure that the emission reductions will continue in California for the project lifetime.

(F) Requirements for agreements between applicants and recipients of funds executed by the state board related to the identification of project implementation milestones and project completion that ensure that if a recipient fails to accomplish project milestones within a specified time period, the state board may modify or terminate the agreement and seek other remedies as it deems necessary.

(2) Prior to the adoption of the guidelines, the state board shall hold no less than one public workshop in northern California, one public workshop in the Central Valley, and one public workshop in southern California.

(b) For each fiscal year in which funds are appropriated for the purposes of this chapter, the state board shall issue a notice of funding availability no later than November 30. For the 2007–08 fiscal year, if funds are appropriated for the purposes of this chapter, the state board shall issue a notice of funding upon adoption of the guidelines described in subdivision (a).

(c) (1) After applications have been submitted and reviewed for consistency with the requirements of this chapter and the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, the state board shall compile and release to the public a preliminary list of all projects that the state board is considering for funding and provide adequate opportunity for public input and comment.

(2) The state board shall hold no less than one public workshop in northern California, one public workshop in the Central Valley, and one public workshop in southern California to discuss the preliminary list. This requirement shall not apply to the funds appropriated in the 2007–08 fiscal year.

(3) After the requirements of paragraphs (1) and (2) are met, the state board shall adopt a final list of projects that will receive funding at a regularly scheduled public hearing.

(d) Nothing in this chapter authorizes the state board to program funds not appropriated by the Legislature.

39626.5. (a) A project shall not be funded pursuant to this chapter unless both of the following requirements are met:

(1) The project is sponsored by an applicant.

(2) The project is consistent with any comprehensive local or regional plans or strategies to reduce emissions from goods movement activities in its jurisdiction.

(b) Notwithstanding Section 16304.1 of the Government Code, an applicant receiving funds pursuant to this chapter shall have up to two years from the date that the funds are allocated to the applicant to award the contract for implementation of the project, or the funds shall revert to the California Ports Infrastructure, Security, and Air Quality Improvement Account for allocation as provided in paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code upon appropriation by the Legislature. Funds not liquidated within four years of the date of the award of the contract between the applicant and the contractor shall revert to the California Ports Infrastructure, Security, and Air Quality Improvement Account for allocation as provided in paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code upon appropriation by the Legislature. Returned funds or unspent funds from obligated contracts received by the applicant prior to the end of the liquidation period shall revert to the California Ports Infrastructure, Security, and Air Quality Improvement Account for allocation provided in paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code upon appropriation by the Legislature.

(c) Of the amount appropriated in Item 3900-001-6054 of the Budget Act of 2007, not more than twenty-five million dollars (\$25,000,000) shall be available to the state board for the purpose of executing grant agreements directly with ports, railroads, or local air districts for eligible projects to achieve the earliest possible health risk reduction from the emission sources identified in subdivision (c) of Section 39625.1. It is the intent of the Legislature that funds allocated pursuant to this subdivision be distributed pursuant to the guidelines adopted by the state board under Section 39626, and that the board provide sufficient opportunity for the public to review and comment on any projects proposed to be funded pursuant to this subdivision.

39627. The state board may seek reimbursement for program administration costs annually through an appropriation in the Budget Act from funds available pursuant to paragraph (2) of subdivision (c) of Section 8879.23 of the Government Code.

39627.5. The state board shall submit an annual report to the Legislature summarizing its activities related to the administration of this chapter with the Governor's proposed budget, on January 10, for the ensuing fiscal year. The summary shall, at a minimum, include a description of projects funded pursuant to this chapter, the amount of funds allocated for each project, the location of each project, the status of each project, and a quantitative description of the emissions reductions achieved through the project or program.

SEC. 3. Chapter 10 (commencing with Section 44299.90) is added to Part 5 of Division 26 of the Health and Safety Code, to read:

CHAPTER 10. CALIFORNIA CLEAN SCHOOLBUS PROGRAM

44299.90. The Legislature finds and declares as follows:

(a) Diesel emissions from schoolbuses contribute to significant health and safety risk to children, cause air pollution, and contribute to greenhouse gas emissions.

(b) The intent of this chapter is to ensure funds made available by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 are equitably distributed among geographic regions to retrofit and replace older and higher polluting schoolbuses in furtherance of improving air quality and protecting public health.

44299.901. (a) As used in this chapter and in Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code, the following terms have the following meanings:

(1) "Administrative agency" means the state agency responsible for programming bond funds made available by Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code, as specified in subdivision (c).

(2) Unless otherwise specified in this chapter, "project" includes equipment purchase, right-of-way acquisition, and project delivery costs.

(3) "Recipient agency" means the recipient of bond funds made available by Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code that is responsible for implementation of an approved project.

(4) "Fund" shall have the meaning as defined in subdivision (c) of Section 8879.20 of the Government Code.

(b) Administrative costs, including audit and program oversight costs for the agency administering the program funded pursuant to this chapter, recoverable by bond funds shall not exceed 5 percent of the program's costs.

(c) The State Air Resources Board is the administrative agency for the schoolbus retrofit and replacement allocation pursuant to subdivision (d) of Section 8879.23 of the Government Code.

(d) The administrative agency may not approve project fund allocations for any project until the recipient agency provides a project funding plan that demonstrates that the funds are expected to be reasonably available and sufficient to complete the project. The administrative agency may approve funding for useable project segments only if the benefits associated with each individual segment are sufficient to meet the objectives of the program from which the individual segment is funded.

(e) Guidelines adopted by the administrative agency pursuant to this chapter and Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code are intended to provide internal guidance for the agency and shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of the Government Code), and shall do all of the following:

(1) Provide for audit of project expenditures and outcomes.

(2) Require that the useful life of the project be identified as part of the project nomination process.

(3) Require that project nominations have project delivery milestones, including, but not limited to, start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout, as applicable.

(f) (1) As a condition for allocation of funds to a specific project under Chapter 12.49 (commencing with Section 8879.20), the administrative agency shall require the recipient agency to report, on a semiannual basis, on the activities and progress made toward implementation of the project. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance. The purpose of the report is to ensure that the project is being executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the recipient agency shall provide a plan to the administrative agency for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The administrative agency may either approve the corrective plan or direct the recipient agency to modify its plan.

(2) Within six months of the project becoming operable, the recipient agency shall provide a report to the administrative agency on the final costs of the project as compared to the approved project budget, the project duration as compared to the original project schedule as of the date of allocation, and performance outcomes derived from the project compared to those described in the original application for funding. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance.

44299.91. Of the funds appropriated pursuant to Item 3900-001-6053 of Section 2.00 of the Budget Act of 2007, the State Air Resources Board shall allocate the funds in accordance with all of the following:

(a) All schoolbuses in operation in the state of model year 1976 or earlier shall be replaced.

(b) (1) The funds remaining after the allocation made pursuant to subdivision (a) shall be apportioned to local air quality management districts and air pollution control districts based on the number of schoolbuses of model years 1977 to 1986, inclusive, that are in operation within each district.

(2) Each district shall determine the percentage of its allocation to spend between replacement of schoolbuses of model years 1977 to 1986, inclusive, and retrofit of schoolbuses of any model year. Of the funds spent by a district for replacement of schoolbuses pursuant to this paragraph, a district shall replace the oldest schoolbuses of model years 1977 to 1986, inclusive, within the district. Of the funds spent by a district for retrofit of schoolbuses pursuant to this paragraph, a district shall retrofit the most polluting schoolbuses within the district.

(c) All schoolbuses replaced pursuant to this section shall be scrapped.

(d) These funds shall be administered by either the California Energy Commission or the local air district.

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

In order to implement the transportation programs funded by voter-approved bonds as efficiently and expeditiously as possible, it is necessary that this act take effect immediately.

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DATE: August 30, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Eastern Solano Congestion Mitigation and Air Quality (ECMAQ)
Improvement Program: Alternative Fuels Program

Background:

On March 8, 2006, the Solano Transportation Authority (STA) Board adopted the STA Alternative Modes Funding Strategy. The purpose of the strategy was to create a dedicated funding source for three categories of projects, including a category to fund alternative fuels/vehicles and the Solano Napa Commuter Information's (SNCI) ridesharing activities. The strategy dedicated a portion of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funds for the alternative fuels/vehicles and ridesharing activities category. Although alternative fuels/vehicles and ridesharing activities have been funded in the past with ECMAQ and other funding sources, this is the first time the STA is recommending to set aside a dedicated funding source for these types of projects.

As described in the June 13th, 2007 STA Board Agenda Item IX.H, \$390,000 of the ECMAQ is dedicated to SNCI's ridesharing activities through the Alternative Modes Funding Strategy. The STA Board issued a call for projects for \$200,000 available for alternative fuels/vehicles. Two applications have since been submitted:

- City of Rio Vista- Hybrid Vehicles to Support Administrative Staff (request: \$66,375)
- City of Vacaville- Alternative Fuel Vehicles and Incentive Program (request: \$200,000)

Copies of the applications have been included as Attachment A.

Discussion:

City of Rio Vista- Purchase Hybrid Vehicles to Support Administrative Staff

The City of Rio Vista requested \$66,375 to purchase three (3) gasoline-hybrid Ford Escape vehicles. A total of \$8,625 was identified as a local match from the city's Transportation Development Act (TDA) and general funds. The city proposes to purchase the vehicles to use as staff vehicles for Administration/Recreation, Community Development and Public Works Departments. Currently, the City does not have staff vehicles and requires the use of personal vehicles for City Business.

City of Vacaville- Alternative Fuel Incentive Program

The Alternative Fuel Vehicle (AFV) Incentive Program will provide purchase buy-down incentives for new fully functional, freeway capable, all-battery electric vehicles, new Compressed Natural Gas (CNG) vehicles (i.e. Honda Civic GX) and associated refueling

infrastructure. The program will also provide incentives for qualifying vehicles for Vacaville, Dixon, Rio Vista, and the County of Solano municipal fleet vehicles that operate predominately in the northeastern portion of Solano County. In addition to City and County municipal fleet vehicles, the incentive program will also be available to residents and employees within those eligible jurisdictions. Lastly, the program will provide incentives to help offset some of the incremental cost of extending the leases of the 25 existing Toyota RAV4 Electric Vehicles for the City of Vacaville. A total of \$200,000 is provided as local match through the Yolo Solano Air Quality Management District Clean Air Fund.

STA Staff Evaluation

The City of Rio Vista's request to fund Ford Escape hybrid vehicles with ECMAQ funds is not eligible. Only certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investments. Hybrid passenger vehicles must meet Environmental Protection Agency's (EPA) low emissions and energy efficiency requirements for certification under the High Occupancy Vehicle (HOV) exception provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act- Legacy for Users (SAFETEA-LU) to be eligible for ECMAQ funding. One key criterion to qualify for the HOV exception for hybrid vehicles is to have a certified miles per gallon consumption rate equal to or above 45 miles per gallon. The Ford Escape hybrid vehicles do not meet that criterion. Furthermore, the TDA local match identified for this request is not eligible. TDA funding can purchase vehicles, however, the vehicles have to be specifically related to transit activities.

The City of Vacaville's project application benefits the employees and residents of Dixon, Rio Vista and portions of unincorporated Solano County in the Yolo Solano Air Basin. The incentive program has a 100% match commitment from the YSAQMD. This would provide a total of \$400,000 over the next two years to implement the program if the ECMAQ funding request is approved by the STA. The City of Vacaville's total amount requested is below what the program has operated under in the past; however, if approved, it will allow the City of Vacaville to continue providing funding incentives to residents for purchasing alternative fueled vehicles and home refueling stations.

STA staff is recommending \$200,000 to match the YSAQMD's Clean Air Program commitment to the City of Vacaville's program. The City of Rio Vista is encouraged to work with the City of Vacaville to obtain funding incentives to purchase eligible vehicles for their City Departments. STA staff is also recommending STA Board approval of SNCI's ridesharing activities in the amount previously determined. These funds for the SNCI Program funds activities such as Bike to Work Week, the Employer Commute Challenge, Vanpools, and other incentives. This action is necessary to include SNCI's program into the Metropolitan Transportation Commission's (MTC) Fiscal Year (FY) 2007-08 Transportation Improvement Program (TIP). Once SNCI's program is included in the TIP, they will be eligible to request ECMAQ reimbursement for their ridesharing program.

The STA Technical Advisory Committee (TAC) unanimously supported staff's recommendation at their August 29, 2007 meeting.

Fiscal Impact:

Of the \$590,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funding available, \$390,000 is recommended to be dedicated to SNCI's Ridesharing Activities and \$200,000 is dedicated to Alternative Fuels projects. ECMAQ funding is federal transportation funding provided by the Metropolitan Transportation Commission (MTC) to Solano County.

Recommendation:

Approve the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:

1. City of Vacaville's Alternative Fuel Vehicle Incentive Program: \$200,000
2. Solano Napa Commuter Information's Ridesharing Activities: \$390,000

Attachment:

- A. Applications for the ECMAQ Alternative Fuels Grant Program.

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**Copies of the
Applications for the ECMAQ Alternative Fuels Grant
Program have been provided to the
STA Board members
under separate enclosure.**

**You may obtain copies of the
Applications for the ECMAQ Alternative Fuels Grant
Program by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: August 31, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Phase I and Phase II Status

Background:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

Over the past several years, the issue of consolidating some or all of the 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). Subsequently, STA issued a Request for Proposal (RFP) and DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. The first major endeavor was to conduct an extensive outreach ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews began with STA Board members and Board alternates in March 2007 and with local staff and funding partners in April and continued into May and June. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted. Based on initial public official input, outreach to transit users was added at this point in the study process. To address this, the consultants held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May. In addition, two focus group sessions with transit users were held in June.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews completed by that point. It was a broad-based summary of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6th) alternative was requested. The added alternative is to consider consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

Subsequent to the TAC and Consortium, the STA Executive Committee discussed the Transit Consolidation study progress. The Executive Committee recommended that a Transit Consolidation Steering Committee be created consisting of the Mayors and City Managers of the Cities of Benicia, Fairfield, Suisun City, and Vallejo. This group would guide the study effort after all local jurisdictions' staff have reviewed and commented on the initial documents.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings report and the Options report once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions (Board member and City Manager/County Administrator).

Discussion:

The Consortium and TAC submitted comments on the draft documents discussed by July 20, 2007 and this was followed by a joint meeting of TAC and Consortium staff to discuss comments. Further refinements were requested and the Findings and Options Reports were updated. Both reports are scheduled for public release the week of September 3-7th.

Many of the comments received on the Findings and Options Reports will be addressed in Phase II. The purpose of Phase II is to more deeply analyze the potential impacts of the various options presented and evaluate and compare the options to one another and the status quo. A draft scope for Phase II was presented to the TAC and Consortium for information in August and will be presented to the Transit Consolidation Steering Committee for review and approval at their initial meeting (see Attachment B). Staff comments were requested by September 14th. The first Transit Consolidation Steering Committee meeting is planned to be held in early October.

Fiscal Impact:

Phase I of the Transit Consolidation is being funded by STAF funds included in the STA budget for FY 2006-07 and FY 2007-08. Approximately \$30,000 remains from Phase I that will be used to partially fund Phase II. Additional funds are recommended to be allocated from FY 2007-08 Northern County/Solano STAF funds along with this proposed request to MTC for \$60,000 of regional STAF funds.

Recommendation:

Authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.

Attachments:

- A. STA Transit Consolidation Goals and Criteria
- B. Draft Phase II Scope of Work

SOLANO TRANSPORTATION AUTHORITY

TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

- All public transit services – local and inter-city fixed route services, local and inter-city paratransit transit, Dial-A-Ride

Potential Goals of Consolidation:

- To streamline transit service, simplifying and improving access to transit use for riders
- To achieve service efficiencies and economies
- To provide a central focus on transit service for the County
- To create a robust transit service to meet the growing transit needs of the County

Potential Criteria for Evaluating Consolidation Options:

- Cost effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance -- Accountability to the public and the community
- Streamline decision-making
- Ridership and productivity impacts
- Service coordination
- Recognize local community needs and priorities
- Protect local transit service as requested by local jurisdiction
- Flexibility to meet local changing needs
- Capacity to deliver new service while maintaining existing service
- Ability to leverage additional funding
- Implementation needs/requirements (e.g., legal, financial)

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Draft Scope of Work
Solano Transit Consolidation Study
Phase 2 Scope of Services

Task 1: Evaluation of Current Operations

- **Financial Analysis.** The consultant will evaluate operational financial condition of each transit operation in several areas. The consultant will:
 - Review past year and current budgets for assessing overall financial condition. This includes examining measures to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses. Specifically, a review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be made.
 - Project current five-year financial projection for each operator based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize costs, terms and conditions of each operational service contract of the current transit operators.
 - Finally, summarize financial trends and issues for each operator based on current level of service.

- **Facilities Analysis.** The consultant will review the current facilities and facilities needs of each operator. This will be done as follows:
 - Perform on-site visit with each operator to review all current capital facilities to assess how much of each facility is used for transit, and whether or not there are any economies of scale that can be achieved.
 - Review status of all current transit capital projects and proposals for each operator.
 - Review projected capital needs of each operator for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements etc.
 - Identify current capital resources and capital plans that could be blended into the potential consolidation options.

- **Support Staff Analysis.** The Consultant will examine the organizational systems (staffing) assessment of each transit operator. This will entail the following tasks:
 - Review the current staffing levels of each operation by cost, FTE, fund source and function.
 - Identify the functional responsibilities and associated staff levels with each service contract.
 - Identify possible issues or deficiencies with the current structures.
 - Develop proposed org charts, job descriptions and financial summary of the current operations.
 - comparisons to the status quo, for each of the potential consolidation options

- **Service Evaluation.** The consultant would evaluate current transit service by examining the following elements:
 - Review current levels of service and accessibility offered with those services.
 - Review performance standards and performance.
 - Review fare structure and criteria.
 - Review SRTPs to identify service plan changes projected by each operator.
 - Review history of service and fare changes.

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems
 - Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.

- **Governance Summary.** The consultant would summarize the way that each transit operation is governed, examining these areas:
 - Board representation and meeting setting
 - Recent participation by decision-makers on transit operations
 - Public access and input to staff and decision makers
 - Ways in which cooperation occurs when transit services in a jurisdiction are governed by another jurisdiction

Task 2: Evaluation of Proposal Consolidation Options.

Each option will be evaluated in terms of these key areas of study. The alternatives would be fully detailed in finance, facilities, support staff and service evaluation.

- **Financial Comparison.** The consultant will evaluate operational financial condition of each option. The consultant will:
 - Develop concept budgets for each option.. The resulting budgets would also be structured to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses anticipate for each option. Specifically, the review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be assessed.
 - Project current five-year financial projection for each option based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize implementation issues associated with the transfer of each operational service contract in each option, as needed.
 - Finally, summarize financial outlook for each option based on current level of service.
 - Compare each option to the status quo.

- **Facilities Comparison.** The consultant will elaborate on the facilities and facilities needs of each option. This will be done as follows:
 - Determine the required facilities of each option.

- Determine if shared facilities currently in use can be used in the proposed option.
 - Determine how to create a shared-use facility or obtain “credit” for FTA funded facilities that would no longer be used for transit purposes.
 - Determine if current transit capital projects and proposals for each operator should be modified based on the option.
 - Project capital needs of a consolidated operation for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements, etc.
 - Compare each option to the status quo.
- **Support Staff Comparison.** The Consultant will develop and assess the needed organizational systems (staffing) assessment of each option. This will entail the following tasks:
 - Forecast staffing levels of each option by cost, FTE, fund source and function.
 - Identify the functional responsibilities of each staff person.
 - Develop proposed org charts, job descriptions and financial summary of the proposed options.
 - Compare each option to the status quo.
- **Service Comparison.** The consultant would compare each option in the ability to provide service as follows:
 - Review service levels in each option, and what common service policies should be assumed in each option.
 - Identify potential service enhancements and cost savings through possible route optimization (such as route interlining, reduced deadhead hours, vehicle assignments and improved service contracts) for each of the consolidation options.
 - Compare each option to the status quo.
- **Governance Comparisons.** The consultant would develop options to govern the transit facilities in each option. This would include:
 - Summarize alternative governance structures (JPAs, districts, MOUs) to identify which are the most appropriate for each alternative.
 - Specifically propose and define possible governance structures for each of the potential consolidation options.
- **Summary Report of Comparisons.** Summarize an evaluation of each consolidation option based on the findings of Task 2 with a:
 - Primary focus on governance issues, financial status and service quality.
 - Evaluative response to the pros and cons identified in Phase 1.

Task 3: Guidance and Implementation Documentation

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems

- Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.
- **Steering Committee Support.** The consultant would support Steering Committee activities by assisting on these elements:
 - Identify non-technical “fatal flaws” of a consolidation option and determining if alternatives can be developed.
 - Participate in periodic one-on-one conversations about study findings.
 - Participate in steering committee meetings.
 - Develop press releases.
- **Focus Group Feedback.** The study would have a Focus Group designated for the study to assist elected officials in guiding the study concepts. The consultant would support Focus Group activities by assisting on these elements:
 - Prepare and coordinate Focus Group meetings as needed.
 - Determine the level of interest by the group towards a consolidation option.
 - Present study findings in draft form to obtain feedback.
- **Study Consensus-Building and Presentations.** Choosing and implementing a particular option will require that a level of consensus at the decision-making level. To do this, the consultant will need to provide information and assistance as needed. Specific efforts are anticipated to include:
 - Prepare and coordinate local Council and Board of Supervisor presentations.
 - Prepare and coordinate discussions with key regional agencies and potentially state legislative contacts.
 - Present study findings in draft form to obtain feedback.
 - Research and answer questions about consolidation option details if needed.
- **Final Consolidation Plan (if needed).** A final document describing the preferred option should be prepared, regardless of the outcome. Even if no consolidation is ultimately recommended, this document should consider strategies to achieve a more coordinated system for the users of the fixed-route and paratransit services in Solano County. Specific tasks are to:
 - Prepare a detailed explanation of the proposed organization from the preferred option.
 - Prepare informational materials (such as a four page Summary) about the preferred recommendation.
 - Prepare a strategic plan of actions to achieve the preferred option.



DATE: September 4, 2007
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Appointment of Paratransit Coordinating Council (PCC) Members

Background:

The Paratransit Coordinating Council (PCC) currently has four (4) vacancies: two (2) for Transit Users, one (1) for a Social Service Provider and one (1) for County Health and Social Services. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

Discussion:

Kim Barkus is currently employed with Solano County Health and Social Services, Adult Mental Health Outpatient Clinic. She supports the Older Adult Unit, 65 and older population. She has seen firsthand the need for public transportation for the under-served population who receive services from the clinic. Her clients rely on public transportation for a variety of reasons that ranges from physical/mental disability to financial issues. Ms. Barkus attended a PCC meeting and submitted a letter of interest (Attachment A). The PCC members have endorsed her and recommend to the STA Board to appoint Kim Barkus to the PCC as the Public Agency, Department of Health and Human Services representative.

Susan Rotchy is the Program Manager at the Independent Living Resource (ILR) located in the City of Fairfield, which is referred to as the Independent Living Center. Historically this position has been a member of the PCC. ILR, which serves all of Solano County, promotes the full participation and inclusion of disabled persons in community life. ILR services include accessibility education, surveys and consultations regarding compliance with the Americans with Disabilities Act and other legislation, as well as advocacy services. Ms. Rotchy attended a PCC meeting and submitted a letter of interest (Attachment B). The PCC members have endorsed her and recommend to the STA Board to appoint Susan Rotchy to the PCC as a Social Services Agency representative.

Fiscal Impact:

None.

Recommendation:

Appoint Kim Barkus as the Public Agency – Department of Health and Human Services representative and Susan Rotchy as the Social Service Provider representative to the PCC for a 3-year term.

Attachments:

- A. Kim Barkus' Letter of Interest (To be provided under separate cover.)
- B. Susan Rotchy's Letter of Interest (To be provided under separate cover.)

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DATE: August 31, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Establishment of State Route (SR) 113 Steering Committee

Background:

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. The study will allow the STA to form a partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The total budget for the SR 113 Major Investment and Corridor Study is \$312,500, including local match from STA, the City of Dixon and Solano County.

STA has contracted with the engineering firm of Kimley Horn to develop the SR 113 Major Investment and Corridor Study. Kimley Horn's work has been guided to date by a working group made up of staff from STA, the City Dixon, Solano County, MTC and Caltrans District 4. Partnering agencies that also attend the working group meetings are Caltrans District 3, the Cities of Davis and Rio Vista, the Yolo County Transportation District, UC Davis and SACOG.

Discussion:

The project consultant has produced draft Existing Conditions and Future Conditions reports, and is preparing a study on the numerous options that exist for realignment or relocation of portions of SR 113. Preparation of these reports has been guided so far by the staff working group. STA staff has also prepared a preliminary public outreach plan.

The staff working group needs guidance from a Steering Committee made up of public officials in order to review the work completed to date, to narrow the realignment/relocation options, and to finalize the public outreach plan. As with other STA-sponsored steering committees, the membership is recommended to be from the directly participating agencies – the City of Dixon, Solano County and MTC. In addition, because of the importance to Yolo County and the City of Davis, it is recommended that the Yolo County Transportation District Board, which includes both Yolo County and the City of Davis, also be asked to appoint a member.

The first Steering Committee meeting is planned for October 24, 2007. A subsequent meeting to look at the draft recommendations report would be scheduled for the spring of 2008.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Establish the SR 113 Steering Committee, with the following membership:
 - City of Dixon – Mayor or designee
 - Solano County Board of Supervisors – District 5 Supervisor
 - Solano County Representative to MTC
 - Yolo County Transportation District – Chairman or designee; and
2. Set the first meeting of the SR 113 Steering Committee as October 24, 2007, at a time and place to be determined.



DATE: August 31, 2007
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP)
Application

Background:

In June 2007, the California Department of Transportation (Caltrans) Audits and Investigations Division audited the Solano Transportation Authority (STA) Indirect Cost Allocation Plans for Fiscal Year (FY) 2002-03, FY 2003-04, FY 2004-05, FY 2005-06, and FY 2006-07. Caltrans approved the final ICAPs for (FY) FY 2002-03, FY 2003-04, FY 2004-05, FY 2005-06 and the provisional rate for FY 2006-07.

The application and approval of STA's ICAP is in accordance with the Office of Management and Budget (OMB) Circular A-87 - Cost Principles for State, Local, and Indian Tribal Governments to establish principles and standards for determining costs for Federal awards carried out through grants, cost reimbursement contracts, and other agreements with State and local governments, also known as a Indirect Cost Rate Plan. This cost allocation plan allows STA to seek reimbursement for indirect costs that is related to the management of various State and Federal grants, such as the staff time for financial operation and personnel management and record keeping, annual audit, general liability insurance, costs of office space, furniture, supplies and equipment.

In accordance with the OMB Circular A-87, the personnel cost of the Executive Director and STA Board expenses activities are unallowable in the Indirect Cost Allocation and are excluded in ICAP Rate calculations.

Discussion:

STA is required to submit an annual ICAP application in accordance with the OMB Circular A-87. Therefore, an ICAP application is being submitted for FY 2007-08 using the STA Board approved budget. The calculated ICAP Rate for FY 2007-08 is 75.73% (Attachment A). With the approval of this ICAP, STA will be able to charge Indirect Cost Rate for the current fiscal year for the Transportation Congestion Relief Program (TCRP) funds and other on-going project funds that requires the use of the ICAP Rate.

The approved provisional ICAP Rate of 80.35% for FY 2006-07 will be submitted to Caltrans for approval of the final ICAP Rate using the audited financial reports for FY 2006-07 sometime in December 2007.

Fiscal Impact:

The proposed ICAP Rate of 75.73% for FY 2007-08 will allow approximately \$40,350 of indirect cost to be reimbursed by the I-80/I-680/SR12 Interchange Project from the TCRP funds.

Recommendation:

Approve the ICAP Rate for FY 2007-08 and authorize the Executive Director to submit the ICAP application to Caltrans.

Attachment:

- A. Indirect Cost Allocation Plan for FY 2007-08 (To be provided under separate enclosure.)

**A copy of the
Indirect cost Allocation Plan for FY 2007-08
has been provided to the
STA Board members
Under separate enclosure.**

**You may obtain a copy of the above by
contacting the STA at (707) 424-6075.**

Thank you.

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DATE: August 31, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for Mark Thomas & Co. (MTCO)/Nolte Joint Venture
for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document

Background:

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex since January 2000. The Mark Thomas & Co./Nolte Joint Venture (JV) team was brought on board in the fall of 2002 for this work. In order to advance improvements to the Interchange in a timely fashion, three environmental documents were identified for concurrent preparation, one for the I-80 High Occupancy Vehicle (HOV) Lanes Project, one for the North Connector Project, and one for the balance of the Interchange Complex (I-80/I-680/SR 12 Interchange). The I-80 HOV Lanes Project environmental document, Initial Study/Mitigated Negative Declaration (IS/MND), was approved in March 2007. The North Connector environmental document, Environmental Impact Report (EIR), is scheduled for approval in December 2007 or January 2008. The environmental document, Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the balance of the Interchange Complex (I-80/I-680/SR 12 Interchange) is the largest and most complex effort of the three and is the subject of this staff report.

Discussion:

The MTCO/Nolte JV was brought on board in fall 2002 to prepare the EIR/EIS for the I-80/I-680/SR12 Interchange Project and have been working on this effort for almost 5 years. The original schedule for this work was to complete the environmental document in March 2007, but several events/items have occurred over the past five years that have delayed the overall schedule. As the environmental document preparation effort was initiated in fall 2002, it was recognized that three major tasks needed to be completed before the environmental document preparation could start in earnest. These were to determine the disposition of the existing Cordelia Truck Scales, the development of the new Solano-Napa Travel Demand Model, and the completion of the I-80/I-680/I-780 Major Investment and Corridor Study.

A comprehensive study and outreach effort was conducted to evaluate the potential for relocating the Cordelia Truck Scales outside the I-80/I-680/SR 12 Interchange area. The Truck Scales Relocation Study, which required approximately 2.5 years to complete, was adopted by the Board in February 2005. Through this effort, it was determined the Cordelia Truck Scales were to remain within the I-80/I-680/SR12 Interchange due the strategic location within the I-80, I-680, and SR 12 enforcement areas. The second major task, development of the new Solano-Napa Travel Demand Model, took longer than anticipated and was completed in early 2005 as well. In order to ensure that the traffic model was well founded, a comprehensive land use development analysis was completed.

The I-80/I-780/I-680 Major Investment and Corridor Study was adopted by the Board in July 2004. The Study identified a prioritized list of 50 projects that would need to be completed over time to address expected traffic growth throughout Solano County. Completion of this Study was required by Caltrans so that it would identify improvements along the corridor that would need to occur in conjunction with the I-80/I-680/ SR 12 Interchange work. One of the top priority projects identified in the Study was the I-80 High Occupancy Vehicle (HOV) Lanes Project from Red Top Road to Airbase Parkway. In recognizing that the I-80 HOV Lanes extended completely through the I-80/I-680/SR12 Interchange, it was determined that the most efficient approach would be to add the I-80 HOV Lanes to the Interchange Project and to evaluate it in the Interchange EIR/EIS. The I-80 HOV Lanes were added to the Interchange Project in the fall 2004.

In spring 2005, Regional Measure 2 (RM 2) was passed by the voters, and \$100 million in funding was secured for the I-80/I-680/SR12 Interchange Project. In fall 2005, the STA Board adopted an implementation strategy that included moving the I-80 HOV Lanes Project forward as an independent project with a separate environmental document. An aggressive schedule was prepared in October 2005, which included completing the environmental document and detailed preliminary engineering by February 2007, with Final Design being completed by February 2008. The environmental document was approved by STA in March 2007 and Final Design was completed in early September 2007, six months ahead of schedule. In addition, the MTCO/Nolte team prepared a separate construction package for the I-80 HOV Lanes - Green Valley Creek Bridge Widening Project to save a year on the overall project construction. This project is currently under construction.

Although significant accomplishments have been achieved over the past few years with respect to the I-80/I-680/SR12 Interchange Complex, several of the items have delayed the preparation of the environmental document (EIR/EIS) for the I-80/I-680/SR12 Interchange. With respect to the preparation of the EIR/EIS for the I-80/I-680/SR12 Interchange, it was finally possible to proceed in earnest as of February 2005. STA staff worked with the MTCO/Nolte team at that time to develop a revised schedule for completion of the EIR/EIS. The revised schedule included a completion date in late summer 2009. The project is still on schedule for completion at that time.

Over the past few years, a number of alternatives have been evaluated and withdrawn and an additional alternative that connects I-680 with SR12 West has been developed, which has increased the overall effort for this phase of the project. At this point, it has been determined that two alternatives will be carried forward into the Draft EIR/EIS. In reaching this significant milestone in the preparation of the EIR/EIS and recognizing that the schedule for preparation of the EIR/EIS has been extended approximately 2.5 years from the original schedule (September 2009 vs. March 2007), staff has determined it is the appropriate time to evaluate the work remaining and to determine what budget is required to complete preparation of the EIR/EIS. The attached MTCO/Nolte letter dated August 30, 2007 (Attachment A) discusses the tasks that have changed or are now required that were not anticipated when the effort was scoped in 2002. It should also be noted that escalation of 5% alone (associated with the change in schedule of 2.5 years) would account for an increased cost of approximately \$1,000,000 in and of itself.

The environmental document is funded with \$8.1 million Traffic Congestion Relief Program (TCRP) funds dedicated to the project. This proposed amendment will be funded with the remaining TCRP funds dedicated to the project and with Regional Measure 2 (RM 2) funds

dedicated to the I-80/I-680/SR 12 Interchange Complex. An allocation request from the Metropolitan Transportation Commission (MTC) will be a required follow-up action.

Based on the previous discussion, staff recommends the STA Board approve a contract amendment for MTCo/Nolte JV in the amount of \$2,230,055, to complete the EIR/EIS for the I-80/I-680/SR12 Interchange. This amendment would bring the total cost for preparation of the EIR/EIS to \$9,639,112, which is approximately 1% of the estimated construction costs. Typically, the cost of the preparation of an environmental document is 3-5% of the estimated construction costs, depending on the size of the project. Since this is a large and complex project, the estimated costs for this phase fall below the norm.

Fiscal Impact:

The I-80/I-680/SR12 Interchange project EIR/EIS amendment would be funded with Traffic Congestion Relief Program (TCRP) and Regional Measure 2 (RM2) funds dedicated to this Project.

Recommendation:

Authorize the Executive Director to approve a contract amendment with MTCo/Nolte JV in the amount of \$2,230,055 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange for a contract term through December 2009.

Attachment:

- A. Letter from Mark Thomas & Company dated August 30, 2007.

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August 30, 2007

81-52008-B (202)

Ms. Janet Adams
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: I-80/I-680/SR-12 INTERCHANGE PROJECT BUDGET AMENDMENT REQUEST, NO. 4

Dear Ms. Adams:

The I-80/I-680/SR-12 project was initiated in October 2002, with the intent that the CEQA Notice of Determination would be signed in March of 2007. Since that time there have been several unavoidable delays in the progress of the environmental effort, numerous changes in environmental documentation requirements for technical studies, and additional unforeseeable effort required with the engineering and traffic studies.

The initial strategies for developing and analyzing alternatives assumed passage of a local sales tax measure. When the measure failed, it was determined that the project needed to include modifications to SR 12 E in the environmental document for the interchange. While options for SR 12 E had been considered all along, the development of options that are agreeable to the local jurisdictions has been a labor- and time-intensive effort. Considerable engineering and traffic analysis effort has been expended to identify one or two alternatives that are effective and have the buy-in of stakeholders. The time required to develop and perform preliminary analysis on over a dozen alternatives delayed initiation of the NEPA 404 process by over six months. This was only one of the unforeseeable issues that contributed to overall project delay.

Another issue that generated a delay in progress was the significant change between the original traffic forecasts and the forecasts that are in use today. At the outset of the project, the Napa-Solano Travel Demand Model included growth and land use assumptions that were significantly changed later. As a result, some of the early alternatives that appeared to meet the project purpose and need were discarded and new alternatives were developed to better address the anticipated travel demand and traffic patterns.

It is also worth noting that with the current high demand for engineering design and environmental planning services, the transportation industry has experienced unprecedented salary rate increases over the past three years. The Joint Venture firms have had to raise our rates to remain competitive and be able to retain our well-qualified staff. As such, there are costs associated with both the overall time extension of the project, as well as with escalation of labor rates to perform services that were scheduled to occur several years earlier.

The Joint Venture requests consideration of this Budget Amendment Request for the following items:

ADDITIONAL PROJECT MANAGEMENT

The original schedule for this project anticipated that the bulk of the effort related to preparation of the environmental document and project report would be expended from early 2005 through mid 2006. The current schedule, reflecting delays due to the Cordelia Truck Scale Relocation Study, the development and refining of the Napa-Solano Travel Demand Model, and delays in approaching consensus on SR 12 E

alignment alternatives, anticipates the bulk of this effort starting in mid 2007 through late 2008—over two years later than originally scheduled. Although significant effort on the environmental document and project report preparation did not get under way until early 2007, this important and politically significant project has required a high level of engagement from the team since the outset. This has resulted in additional budget being expended by the entire team to attend meetings, monitor progress, update schedules, review changing requirements, manage the team, prepare and present information about the project to a broad range of stakeholders and interested parties, as well as many other critical activities.

Further, the STA—in its effort to set and maintain an advanced state of project readiness to qualify for any potential funding opportunities—has established an aggressive schedule that requires a high level of coordination within the project team, with the client, and with Caltrans. There are several unanticipated standing meetings that have been established to help maintain progress and facilitate the close coordination that is required for such a significant project, including:

- Weekly conference calls to monitor project progress and to discuss environmental document clearance strategy.
- Concept Agreement Report coordination meetings.
- Management of additional scope items.
- Advance Planning Structure conference calls.
- Environmental Technical Meetings.

ADDITIONAL PROJECT MANAGEMENT	
Joint Venture	\$260,000
Jones & Stokes	\$75,000
Fehr & Peers	\$20,000
<i>Total Additional Project Management</i>	<i>\$355,000</i>

ENVIRONMENTAL STUDIES EFFORT

NEPA/404 Coordination

New NEPA/404 Guidelines have been issued during the course of the project that require additional coordination with the signatory resource agencies. Based on the effort required on the recent I-80 HOV project and effort required to prepare for, and hold the initial NEPA/404 Coordination meeting for this project, additional effort will be required beyond what was originally scoped. **The additional budget requested is \$12,000.**

Noise Impact Report

FHWA has changed the noise impact modeling requirements and in response Caltrans has changed the protocol for applying the new federal regulations, rendering much of the prior completed work void. A more detailed noise model will be required than was originally scoped. **The additional budget requested is \$69,000.**

Air Quality Report

Recent changes in air quality modeling/impacts assessments will require additional air quality analyses be conducted for the interchange project. The changes will require that a mobile source air toxics (MSAT)

analysis using FHWA's 2006 MSAT guidance and evaluate whether the project would cause health risks from MSAT using the FHWA's new MSAT evaluation methodology. Additionally, the project's contribution to greenhouse gases and the project's consistency with Caltrans' new Climate Action strategies will also need to be evaluated. **The additional budget requested is \$55,000.**

Biological Analyses for Natural Environmental Study

Recent changes to regulations regarding wetland delineations, new legislative requirements for conducting fish passage assessments, changing trends in resource agency requirements for surveying species and an expansion of the alternative project footprints in the SR 12 West area require additional analysis be conducted. The following studies are required:

- *Updated wetland delineation* – In February 2007 the Arid West Supplement to the delineation manual became required for use in Wetland Delineation. It is necessary to revisit the prior delineation previously conducted and to compile new data forms for the new supplement. *The additional budget requested is \$25,000.*
- *Additional Floristic Surveys* – Previous floristic surveys were conducted in 2005, which determined a lack of presences of special-status species in the previously defined project area. Expansion of the project area on both SR 12 W and E will require supplemental summer surveys for late-blooming species for the expanded areas only. It is assumed that the most recent spring surveys conducted in 2005 will be adequate for the compliance document and the NES). *The additional budget requested is \$13,500.*
- *Vernal Pool Branchiopod Assessment* – Recent changes in resource agency expectations for the presence of species will likely affect habitat considered suitable for vernal pool branchiopods (fairy shrimp). A costs analysis will be prepared comparing the relative costs of conducting protocol level surveys and mitigation for vernal pools that provide suitable fairy shrimp habitat. Additional habitat assessments for fairy shrimps south of SR 12 East will be conducted in the winter of 2008. *The additional budget requested is \$8,500.*
- *Site Assessment for Biological Assessment* – Recent changing trends in assessing botanical and wildlife species that could occur in the project area require that additional levels of analysis be conducted for wildlife species to prepare a site assessment and subsequent biological assessment for the project. *The additional budget requested is \$25,000.*
- *Fish Passage Assessment* – State Senate Bill 857, which amended Section 5901 of the Fish and Game Code requires that any project using state or federal funds and which affect a stream crossing where anadromous fish are, or historically were found, an assessment of potential barriers to fish passage prior to project design. This assessment, which includes field visits, hydraulic modeling, etc. will need to be completed for six creeks including: Green Valley, Dan Wilson, Suisun, Ledge wood, American Canyon and Jameson Canyon. *The additional budget requested is \$72,000.*

Biological Analyses for the Natural Environmental Study	
Updated Wetland Delineation	\$25,000
Additional Floristic Surveys	\$13,500
Vernal Pool Branchiopod Assessment	\$8,500
Site Assessment for Biological Assessment	\$25,000
Fish Passage Assessment	\$72,000
<i>Total Biological Analyses for the Natural Environmental Study</i>	<i>\$144,000</i>

Cultural Resource Reports

Changes in the procedures for complying with Section 106 of the NHPA, and recent discoveries of archeological resources in the project area will require that additional work be completed for the cultural resources reports. The work requires additional background research, additional effort for the Area of Potential Effects Map, the Historic Properties Survey Report, Archaeological Survey Report, Historic Resources Evaluation Report, and the preparation of a Deferred Identification and Archaeological Treatment Plan and the preparation of a Programmatic Document that formalizes STA's commitment to implement the Plan and represents the completion of the Section 106 process. **The additional budget requested is \$46,000.**

Visual Impact Coordination

Recent policy interpretations for the development of Visual Impact Assessments (VIA) enacted by Caltrans require that a licensed landscape architect be involved in the development and oversight of the report, to make determinations on the value of existing landscaping and identify opportunities for future landscaping. CirclePoint does not have a licensed landscape architect on staff. The JV proposes to retain Vallier Associates, a landscape architecture firm to coordinate with and provide direction as necessary.

Visual Impact Coordination	
Vallier Associates	\$35,000
Joint Venture	\$10,000
Total Visual Impact Coordination	\$45,000

Additional Environmental Coordination

With FHWA having assigned Caltrans the authority for NEPA compliances as of July 1, 2007, this will be one of the first major environmental documents in District 4 to go through the new process. Based on discussion with Caltrans, it is expected that the JV will spend additional effort coordinating and overseeing the preparation and review of the environmental technical reports and the Environmental Document itself. With the tight schedule for this project, it will be important to take a very proactive approach to shepherding deliverables through the process. This will require frequent and specific communication between technical staff and Caltrans, which the JV will facilitate and coordinate.

The additional budget requested is \$25,000.

ENVIRONMENTAL STUDIES EFFORT	
NEPA/404 Coordination	\$12,000
Noise Impact Report	\$69,000
Air Quality Report	\$55,000
Biological Analyses for Natural Environmental Study	\$144,000
Cultural Resources Report	\$46,000
Visual Impact Coordination	\$45,000
Additional Environmental Coordination	\$25,000
Total Environmental Studies Effort	\$396,000

NORTH CONNECTOR VALUE ANALYSIS EFFORT

The STA requested that the consultant team provide traffic, roadway and structure experts to participate in the Value Analysis (VA) effort for the STA's North Connector Project. The VA effort, which was a Caltrans' and FHWA requirement in order to receive project funding was conducted over a three day period.

NORTH CONNECTOR VALUE ANALYSIS EFFORT	
Joint Venture	\$11,180
Fehr & Peers	\$3,875
<i>Total North Connector Value Analysis Effort</i>	<i>\$15,055</i>

TRAFFIC FORECASTING AND ANALYSIS EFFORT

Early Development of Alternative A

The STA directed the consultant team to refine Alternative A with the then existing travel demand model while waiting for a decision on the Cordelia Truck Scale Relocation Study and the completion of the new Napa-Solano Travel Demand Model. A VISSIM model was developed during that time to test Alternative A together with an iterative process refining the Alternative. Once the new model was made operational, substantial changes to the VISSIM model were required with the new forecast inputs. **The additional effort expended was \$33,000.**

Testing New Napa-Solano Travel Demand Model

The STA requested support from Fehr & Peers to review and test the new Napa-Solano Travel Demand Model after it had already been released for use on the I-80/I-680/SR-12 Interchange Project to ensure that the model was making reasonable forecasts. Staff spent substantial time in correspondence with City of Fairfield Traffic staff and other consultants resolving the City's concerns and refining the model for use on the Interchange project. **The additional effort expended was \$10,000.**

Extend the SR 12 East Traffic Study Limits to the Civic Center Interchange

The original project limits for the traffic study on SR 12 East extended from the I-80 interchange east to the Pennsylvania Avenue intersection. Option 1 as now developed proposes access modifications to the SR 12/Webster - Jackson interchange and includes a bridge crossing of the UPRR, south of SR 12, that connects to Main Street in Suisun City. As a result the traffic study limits need to be extended to cover the limits of the proposed improvements. Additional effort is required to perform traffic counts at SR 12 ramp connections to Jackson, Webster, Civic Center and Main Street, to extend the existing conditions operations model, to produce forecasts and to analyze future conditions within the extended project limits. **The additional budget requested is \$43,000.**

TRAFFIC FORECASTING AND ANALYSIS EFFORT	
Early Development of Alternative A	\$33,000
Testing New Napa-Solano Travel Demand Model	\$10,000
Extend the SR12(E) Traffic Study Limits to the Civic Center Interchange	\$43,000
<i>Total Traffic Forecasting and Analysis Effort</i>	<i>\$86,000</i>

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) SUPPORT

The STA requested the consultant team’s support in the preparation of applications to the California Transportation Commission (CTC) for funding for the I-80/I-680/SR-12 Interchange Project and for the Cordelia Truck Scale Relocation Study. The effort consisted of evaluating application requirements; determining and quantifying various operational benefits of the projects; preparing project narratives that described the proposed purpose, improvements, benefits, risks and costs; preparing traffic fact sheets; and preparing various exhibits and attachments necessary to support the application. Effort required coordination with Caltrans, MTC staff and others to complete and submit the applications first to MTC, then to Caltrans and ultimately to the CTC. Subsequently to the submittal of the initial applications the Interchange application was split into two applications—one for the I-80 HOV project and one for the Interchange project, which resulted in securing \$56 million of CMIA funds for the HOV project.

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) SUPPORT	
Joint Venture	\$40,000
Fehr & Peers	\$8,000
<i>Total CMIA Support</i>	<i>\$48,000</i>

SUISUN OVERHEAD RENDERING

Option 1 for the SR 12 East corridor includes a proposed local roadway bridge over the UPRR in between SR 12 and Cordelia Road. The roadway would extend from a proposed SR 12/Pennsylvania Road Interchange east and connect to Main Street in Suisun City. Suisun City has requested preparation of visual simulations and renderings of the proposed connection to understand potential visual opportunities, connections to the historic downtown area and to confirm compatibility with other downtown planning efforts. The JV is proposing to use one of the originally scoped viewpoints in the environmental document for this area. Additionally the firm of Vallier Design Associates will be retained to coordinate with CirclePoint to provide input on concepts for potential aesthetic treatments and potential opportunities to incorporate bicycle and pedestrian facilities.

SUISUN OVERHEAD RENDERING	
Joint Venture	\$20,000
Fehr & Peers	\$10,000
<i>Total Suisun Overhead Rendering</i>	<i>\$30,000</i>

ADDITIONAL GEOTECHNICAL STUDY EFFORT

Green Valley Fault Study

Both Alternatives B and C cross through—and propose bridges within—the limits of the Green Valley Fault Zone. The location of the fault trace(s) in the vicinity of I-80 and SR-12 is poorly understood at this time. Caltrans has indicated that a fault study, including trenching, must be conducted to determine the location of the fault traces to determine the potential impact on ramp geometry and bridge locations. The JV has retained William Lettis and Associates (WLA) to review previous fault studies in the area and to conduct field investigations consisting of geophysical exploration, borings, and trenching to determine fault location, geomorphology, topography, etc. We anticipate that this effort will require four to five months of work to accurately determine the location of the fault. The JV’s geotechnical subconsultant, Parikh Consultants, will

coordinate and review the fault study findings as they relate to geotechnical recommendations for the proposed geometry and structures. At this time we recommend the following budget augmentations:

Green Valley Fault Study	
William Lettis and Associates	\$250,000
Parikh Consultants	\$20,000
Joint Venture	\$35,000
Jones & Stokes	\$20,000
Total Green Valley Fault Study	\$325,000

Preliminary Geotechnical Impact Report

The development of Alternative C, which entails a completely new footprint for the I-680/I-80 interchange, Caltrans' direction to shift the SR 12 W/Red Top Road connection to the west approximately ½ mile, and the addition of the Suisun Overhead has resulted in additional effort needed to complete the Preliminary Geotechnical Impact Report. The additional budget requested to complete the Preliminary Geotechnical Impact Report is \$15,000.

ADDITIONAL GEOTECHNICAL IMPACT STUDY EFFORT	
Green Valley Fault Study	\$325,000
Preliminary Geotechnical Impact Report	\$15,000
Total Additional Geotechnical Impact Study Effort	\$340,000

RISK MANAGEMENT PLAN

Caltrans' recently began to require that a Risk Management Plan be prepared during the Project Initiation Document (PID) phase (generally the Project Study Report phase) for all projects utilizing state or federal funding. Although this project is beyond the PID phase a Risk Management Plan must still be prepared in order for the project to be approved. The Risk Management Plan is intended to facilitate identification and effective management of potential project risks and opportunities in order to minimize adverse impacts to project scope, cost and schedule. The process in general consists of risk identification, qualitative risk analysis, quantitative risk analysis, development of a risk response plan and then risk monitoring and control effort. The additional budget requested to prepare and monitor the Risk Management Plan is \$50,000.

RED TOP ROAD ALIGNMENT SHIFT

Alternatives B and C horizontal geometry and profiles were originally developed with the assumption that the existing SR 12/Red Top Road intersection would be the location of the future SR 12/Red Top Road Interchange (this is also the location that the North Connector alignment was to conform to), recognizing that it did not meet the 2 mile spacing requirement from the existing SR 12/I-80 Interchange. Subsequent to the development of the alignments and profiles, Caltrans directed that the proposed SR 12/Red Top Road interchange be relocated approximately ½ mile further west, increasing its distance from the SR 12/I-80 interchange (though still not making it standard, which is not feasible). This change required new alignments to be generated for several ramps and elements of both Alternatives B and C—as well as new profiles, additional structures, and new local road connections to maintain existing residences along SR 12. The additional budget requested to incorporate the changes on SR 12 W and redesign the alternatives to accommodate the changes is \$50,000.

ADDITIONAL COST ESTIMATING

A much higher than expected number of cost estimates has been required on this project to date, due in part to the effort to secure funding for it and due to the politics surrounding the STA's efforts to pass a sales tax measure. Several interim cost estimates have been prepared—both for the entire project, as well as for a first fundable phase. It is anticipated that at least two more rounds of cost estimating will occur, separate from the requirement of the Project Report. **The additional budget requested for Cost Estimating is \$40,000.**

ADVANCE PLANNING STUDIES

Caltrans and FHWA require the submittal of Advance Planning Studies (APS) for all bridges in a proposed project. The total number of bridges included in both Alternatives B and C is nearly 80. While every effort was made at the outset of the project to accurately estimate the level of effort that would be required to prepare each element of the PA/ED, it was not anticipated that there would be 80 bridges to prepare APS's for. Each APS consists of a bridge general plan, a cost estimate, and foundation data. The original budget of \$140,000 is enough to cover preparation of APS's for approximately 26 bridges. **Therefore, to prepare APS's for the additional bridges, the JV is requesting additional budget of \$280,000.**

PROJECT DELAY AND SCHEDULE EXTENSION

As mentioned earlier, the timeline for this project has been extended due to a number of unforeseeable and understandable circumstances. The JV has continued to assist the STA in moving the project forward even while progress on the environmental document was delayed. Because of the significance of this important regional project—as well as its political sensitivity and the need to begin securing funding—the team has been called upon to provide a variety of unanticipated support services on an as-needed basis. These range from preparation of graphic presentation materials to attending sensitive political meetings, as well as continual coordination and advocating for the project. In addition to the effort expended during periods of delay, there is also significant additional cost due to escalation of salary rates. Because of the current high demand for engineering and planning services—and especially the demand for well-qualified staff—the JV has experienced a significant increase in rates since the outset of the project. Thus, the extension in the project delivery schedule has resulted in considerable cost escalation. **The total Project Delay and Schedule Extension budget requested is \$250,000**

ADDITIONAL MAPPING

Several areas have been incorporated into the project footprint that were not in the original scope. The realignment of the Red Top Road/SR 12 interchange to the west of its current location will require additional mapping. It will have to include a wide swath in order to properly quantify the earthwork that will be required to realign Red Top Road and the North Connector. Alternative C is proposed for an area that was not included in the original project mapping and would contain a number of structures and ramps. It must therefore be mapped. And finally, the new overhead proposed for Suisun City can not be accurately laid out and estimated without proper mapping. None of these items could have been foreseen at the outset of the project. **The Additional Mapping budget requested is \$40,000.**

ADDITIONAL COSTS FOR DESIGN EXCEPTION FACT SHEETS

At the outset of the project, it was anticipated that design exceptions would only be prepared for one alternative. Additionally, the level of detail that must be included in order to get design exception fact sheets approved has become more significant over time. Based on the level of effort that was required to get the

design exceptions signed by Caltrans on the STA's HOV project, it is clear that the original budget is insufficient. **The Additional Costs for Design Exception Fact Sheets budget requested is \$35,000.**

ADDITIONAL PHASE 1 ALTERNATIVES DEVELOPMENT

Because both of the interchange alternatives to be studied in the Environmental Document are estimated to cost well over \$1 billion and because the project remains largely unfunded to date, the project will be built – and funded – in phases. The STA directed that the Environmental Document consider two different Phase 1 scenarios for Alternative C to provide flexibility in matching available funds to improvements. Additionally the STA directed that the Phase 1 scenario originally conceived for Alternative B be expanded to incorporate additional improvements. These two new Phase 1 scenarios, together with the originally conceived Alternative C low-cost Phase 1 scenario, will be studied as stand-alone alternatives in the Environmental Document and Project Report. Currently, the scope includes the development of one Phase 1 scenario for each of the two interchange alternatives. The strategy of adding a second Phase 1 scenario for Alternative C, results in the addition of one alternative. The effort will include calculating new alignments, creating cross sections, determining footprints, R/W requirements, design exceptions, cost estimates, additional discussion in all technical reports and the EIR/EIS and Project Report.

ADDITIONAL PHASE 1 SCENARIO DEVELOPMENT

The STA has directed that the JV prepare an engineering study to develop and analyze a third Phase 1 scenario for Alternative C that would incorporate more improvements and require an even a higher funding level than the two scenarios that will be studied in the Environmental Document. This engineering study will be focused on alignment identification (calculating alignments, traffic operations analysis, review of construction staging/traffic handling issues, cost estimates, etc.) While this third Phase 1 scenario for Alternative C will not be included in the Environmental Document, the information will be presented to the STA in a memorandum as input for their use in developing their long range funding strategies.

ADDITIONAL PHASE I ALTERNATIVES DEVELOPMENT	
Joint Venture	\$120,000
Jones & Stokes	\$35,000
Fehr & Peers	\$50,000
CirclePoint	\$10,000
<i>Total Additional Phase I Alternatives Development</i>	<i>\$215,000</i>

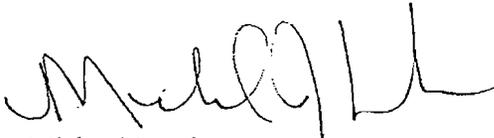
The total cost of all additional budget requested for this project is: **\$2,270,055**. The breakdown is as follows:

TOTAL ADDITIONAL BUDGET REQUESTED	
Additional Project Management	\$315,000
Environmental Studies Effort	\$396,000
North Connector Value Analysis Effort	\$15,055
Traffic Forecasting and Analysis Effort	\$86,000
Corridor Mobility Improvement Account Support	\$48,000
Suisun Overhead Rendering	\$30,000
Additional Geotechnical Impact Study Effort	\$340,000
Risk Management Plan	\$50,000
Red Top Road Alignment Shift	\$50,000
Additional Cost Estimating	\$40,000
Advance Planning Studies	\$280,000
Project Delay and Schedule Extension	\$250,000
Additional Mapping	\$40,000
Additional Costs for Design Exception Fact Sheets	\$35,000
Additional Phase I Alternatives Development	\$255,000
<i>Total Additional Geotechnical Impact Study Effort</i>	<i>\$2,230,055</i>

We look forward to delivering this important regional project and to continuing with our successful track record of meeting our commitments to the Authority. Please call me at (925) 938-0383 if you have any questions or need additional information.

Sincerely,

MARK THOMAS & COMPANY, INC. ♦ NOLTE ASSOCIATES, INC.



Michael J. Lohman
Principal

c: Dale Dennis, PDMG, STA Project Manager



DATE: August 30, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Contract Amendment for the Mark Thomas & Co. (MTCO)/Nolte Joint Venture for Design Services for the I-80 High Occupancy Vehicle (HOV) Lanes – Ramp Metering Project

Background:

The Joint Venture of Mark Thomas & Co. (MTCO)/Nolte has been working on the I-80/I-680/State Route (SR) 12 Interchange Project for the past five years. In October 2005, the STA Board approved a contract amendment for MTCO/Nolte to prepare the environmental document and design for the I-80 HOV Lanes.

An aggressive schedule was prepared in October 2005, which included completing the environmental document and detailed preliminary engineering by February 2007, with Final Design being completed by February 2008. The environmental document was approved by STA in March 2007 and Final Design was completed in early September 2007, six months ahead of schedule. In addition, the MTCO/Nolte team prepared a separate construction package for the I-80 HOV Lanes - Green Valley Creek Bridge Widening project to save a year on the overall project construction. This project is currently under construction.

Discussion:

During the completion of the design of the I-80 HOV Lanes, Caltrans informed STA staff that based on the Department's policies, the installation of ramp metering infrastructure through the corridor would be required. Based on a recent analysis of Project funding, staff has determined that approximately \$9 million would be available for constructing ramp metering infrastructure in the I-80 Corridor. This funding is from Proposition 1B Corridor Mobility Improvement Account (CMIA) element of the funds dedicated to the Project.

Based on discussions with Caltrans staff, the completion of the design and awarding of the construction contract would need to be completed this fiscal year to comply with CMIA allocation guidelines, i.e., all of the CMIA funding for a project needs to be allocated in the same fiscal year. As such, STA staff is recommending the Board approve a contract amendment with the MTCO/Nolte Joint Venture to provide final design services for the I-80 HOV Lanes – Ramp Metering Project. The Final Design Services are discussed in the attached letter from MTCO dated August 30, 2007 (Attachment A). In addition, in order to meet the schedule for awarding the construction contract this fiscal year, staff is recommending that the Board approve having STA administer the construction for the I-80 HOV Lanes – Ramp Metering Project, similar to the approach that has been used with the I-80 HOV Lanes - Green Valley Bridge Widening project.

Components of this Ramp Metering work include:

- HOV by-pass lanes and California Highway Patrol (CHP) enforcement areas at select on-ramps
- Underground electrical ramp-metering equipment
- Detection looks on I-80 and ramps

Fiscal Impact:

The design of the I-80 HOV Lanes – Ramp Metering Project would be funded with Regional Measure 2 (RM 2) funds, which have already been allocated by Metropolitan Transportation Commission. Construction for this Project would be funded with CMLA funds allocated by the California Transportation Commission (CTC).

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with MTCo/Nolte JV in the amount of \$1,300,000 for Final Design Services of the I-80 HOV Lanes – Ramp Metering Project for a contract term through October 2008; and
2. STA to administer the construction contract for the I-80 HOV Lanes – Ramp Metering Project.

Attachment:

- A. Letter from the MTCo dated August 30, 2007.



August 30, 2007

55-0311B (060)

Ms. Janet Adams
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: I-80 HOV RAMP METERING – RED TOP ROAD TO AIR BASE PARKWAY

Dear Ms. Adams:

We are pleased to submit this proposal to provide environmental clearance and final design services for ramp metering improvements along the I-80 corridor. It is understood that the STA wishes to have this project be awarded for construction next spring, which requires a very aggressive schedule. Our proposal makes several key assumptions related to schedule:

- The project impacts areas outside of the areas reviewed for the I-80 HOV lane project. Consequently we feel that Caltrans may require that this project be cleared with a stand-alone Initial Study / Mitigated Negative Declaration (IS/MND) in lieu of an addendum to the I-80 HOV environmental clearance. A separate IS/MND will take longer to environmentally clear than an addendum.
- Due to the tight schedule constraints there will be no right of way acquired for any improvements. We will investigate the use of Caltrans' standard plan retaining walls to reduce the likelihood of right of way impact; otherwise the amount of improvements constructed at several ramp locations may be reduced.

We look forward to working with the STA and Caltrans to make this project as quick and cost-effective as possible. Please call me at (925) 938-0383 if you have any questions or need additional information.

Sincerely,

MARK THOMAS & COMPANY, INC. ♦ NOLTE ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Michael J. Lohman', written in a cursive style.

Michael J. Lohman
Principal

c: Dale Dennis, PDMG, STA Project Manager
Andrea Glerum, Nolte Associates

Mark Thomas & Company, Inc. ♦ Nolte Associates, Inc.
1243 Alpine Road, Suite 222, Walnut Creek, CA 94596-4431
ph. 925/938-0383 ♦ fx. 925/938-0389

**I-80 Ramp Metering Improvements
Red Top Road to Air Base Parkway
Environmental Clearance and Final Design Services**

INTRODUCTION

The I-80 HOV project extends through the City of Fairfield from the Red Top Road interchange to approximately one mile east of the Air Base Parkway interchange a distance of 8.5 miles, crossing through 11 interchanges (including the Cordelia Truck Scales). The I-80 HOV project focused almost exclusively on median improvements where the HOV lanes are to be located. No ramp metering improvements were included.

The focus of this scope of services is to provide environmental clearance and final design to construct ramp metering improvements at the local road interchanges within the limits of the I-80 HOV lane project.

The project will be designed in metric units consistent with the I-80 HOV lane project.

The Solano Transportation Authority (STA) will administer the project construction. It is understood then that although CADD files will be required to be provided to the State, the CADD files will need to be readable in Microstation format but not need to conform to Caltrans CADD standards.

SCOPE OF THE AGREEMENT

Project Elements to be Designed

The scope of the construction package consists of the project elements and includes the following.

Ramp metering improvements will be designed at the following 14 locations:

EASTBOUND		
Ramp Number	Location	Proposed Improvements
1	Red Top Road	HOV Bypass lane, CHP Enforcement Area, Maintenance Vehicles Pullout (MVP) and ramp metering equipment
2	Green Valley Road	Signal Head and advance warning signs
3	Suisun Valley Road	Additional mixed flow (MF) lane and HOV Bypass lane, CHP, MVP areas and ramp metering equipment, potential retaining wall to avoid right of way acquisition
4	Abernathy Road	HOV Bypass lane, CHP Enforcement Area, MVP and ramp metering equipment
5	Auto Mall Parkway	Ramp metering equipment only; no widening
6	Beck / W. Texas St	HOV Bypass lane, CHP Enforcement Area, MVP and ramp metering equipment
7	Travis Blvd.	HOV Bypass lane, CHP Enforcement Area, MVP and ramp metering equipment
8	Air Base Parkway	MVP and Ramp metering equipment only; no ramp widening

WESTBOUND

Ramp Number	Location	Proposed Improvements
1	Waterman Blvd	Additional mixed flow (MF) lane and HOV Bypass lane, CHP, MVP areas and ramp metering equipment, potential retaining wall to avoid right of way acquisition
2	Travis Blvd (Diagonal on ramp)	MVP and Ramp metering equipment only; no ramp widening
3	Travis Blvd (Loop on ramp)	HOV Bypass lane, CHP Enforcement Area, MVP and ramp metering equipment
4	Rockville / W. Texas	MVP and Ramp metering equipment only; no ramp widening
5	Abernathy Road	MVP and Ramp metering equipment only; no ramp widening
6	Green Valley Road	HOV Bypass lane, CHP Enforcement Area, MVP and ramp metering equipment

No ramp metering improvements are proposed at either of the SR 12 connection points, the Cordelia Truck Scales or the NB 680 to EB I-80 connection. All improvements are proposed to be constructed within existing public right of way; there will be no right of way acquisition (fee or easement).

The ramp metering components may include:

- Ramp widening to provide HOV Bypass or additional storage for mixed flow lanes;
- Miscellaneous widening for CHP enforcement areas
- Miscellaneous widening for Maintenance Vehicle Pullouts (MVPs)
- Installation of roadside signs on local roadways
- Minor intersection modifications (not including signal modifications)
- Ramp metering, mainline detectors ramp demand and passage detectors, ramp queue detectors, controller cabinets
- Connections for power and communication

Services to be performed include:

- Prepare environmental clearance documentation – it is presumed to require a separate IS/ND due to additional areas of impact to studied;
- Preparation of Project Report;
- Preparation of Exception to utilize metric units;
- Preparation of additional design level digital aerial mapping as necessary cover the limits of the proposed ramp metering improvements;
- Design level field surveying as to necessary to confirm horizontal and vertical information;
- Complete supplementary engineering design surveys, prepare survey engineer's file and provide monumentation layout;
- Conduct geotechnical investigations as required for ramp widening;
- Design grading and paving;
- Prepare utility sheets, identify obstructions and specify relocations;
- Design new drainage system and modifications to existing drainage systems;
- Design freeway lighting, ramp metering, traffic operations system (TOS) field elements (e.g., dynamic message signs, data monitoring stations, and closed circuit television camera installations), and CHP enforcement areas;

- Design roadway pavement delineation and signage;
- Design stage construction and traffic handling;
- Design of two Caltrans' standard plan retaining walls, one wall each is anticipated at EB Suisun Valley Road and WB Air Base Parkway;
- Coordinate Project design with the Solano Transportation Authority staff, its consultants and construction manager;
- Coordinate Project design with Caltrans Project Development (CTPD) and other Caltrans units as required.
- Coordinate Project design with City of Fairfield as necessary.
- All construction drawings will be prepared in AutoCAD 2007 format, which is readable in Microstation format. Translation of electronic files to Microstation format and Caltrans CADD standards is not included in this scope of work.

Services not included:

- Right of Way Acquisition;
- Right of Way Mapping (Hard Copy, R/W Record Map, Record of Survey, etc.);
- Design Exceptions (other than exception to use metric units);
- Longitudinal Encroachment Policy Exceptions;
- Design of Landscape and Irrigation;
- Design of Sound Walls ;
- No reconstruction of ramp gore areas;
- No service point connection fees;
- No public information activities;
- No public hearing;
- No separate Value Analysis Effort;
- No separate Traffic Analysis / Operations Analysis

Applicable Standards

The plans, specifications and estimates will be prepared in accordance with Caltrans' regulations, policies, procedures, manuals and standards. Items A through F are not all-inclusive, but are intended only to illustrate types of sources.

- A. Roadway design will be in accordance with the current edition of the Caltrans Highway Design Manual, the Caltrans Standard Plans, Caltrans Standard Specifications, MUTCD and California Supplement.
- B. Roadway plans will be prepared in conformance with the current editions of the Caltrans Drafting and Plans Manual and the Caltrans CADD Users Manual.
- C. Plans, specifications and estimates will be prepared in conformance with the current editions of the Caltrans Plans, Specifications and Estimates Guide.
- D. Design elements outside of State right of way and within the City of Fairfield will be designed in accordance with the City of Fairfield standard plans and specifications.
- E. Field and laboratory testing for geotechnical investigations will be performed and the Materials Report will be prepared in conformance with current editions of the Guidelines for Geotechnical Design Reports.
- F. Surveys will conform to the current Caltrans Surveys Manual.

SCOPE OF SERVICES - PHASE I ENVIRONMENTAL DOCUMENT AND PROJECT APPROVAL REPORT

The Scope of Services for Phase I is divided into seven tasks, numbered 1 through 7, which are summarized below. Submittals will be made in the number and type specified in the current edition of the Caltrans publication entitled, Guide for the Submittal of Plans, Specifications and Estimates, and, where applicable, EFPB Information and Procedures Guide of the Division of Structures, unless noted otherwise in the contract documents.

- TASK 1. Project Management
- TASK 2. Preliminary Engineering
- TASK 3. Environmental Clearance and Project Report
- TASK 4. Final Design (35%)
- TASK 5. Final Design (Unchecked 65%)
- TASK 6. Final PS&E (Checked 95%)
- TASK 7. Final PS&E (100%) with Cost Estimate
- TASK 8. District 4 Final Review
- TASK 9. Construction Bidding Services

TASK 1 PROJECT MANAGEMENT

The Joint Venture (JV), under this Phase of the Agreement, will provide project management for each task for the duration of the Agreement schedule. The design documents will be bid-ready, and constructible in accordance with Caltrans' approved standards.

The management functions are described in detail below:

1.1 Project Management

Management activities will consist of administration, coordination, meeting attendance and quality control as stated in the following:

- Supervise, coordinate and monitor design for conformance with Caltrans' standards and policies.
- Prior to start of any effort, the JV will interface with Caltrans' Project Development and the Division of Structures to assure format consistency of deliverables.
- Coordinate with the other design consultants to assure free and timely flow of information for each task activity.

- Compliance with other codes and standards as acceptable to Caltrans and approved by the STA. An example would be the use of City standards for arterials and local roads outside Caltrans' right of way.
- Maintain Project files in accordance with Caltrans' Uniform Filing System and, when applicable, to Caltrans' Bridge Memo to Designers.
- JV will not perform any additional work without prior written authorization from the STA.
- Assure that documents requiring Caltrans' oversight review are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- Coordinate design effort with team members, subconsultants and the following:
 - STA and its consultants
 - Caltrans (offices, departments, divisions and groups as directed by Caltrans Project Development and, if applicable, by Caltrans Division of Structures)
 - City of Fairfield
 - Utility companies
 - Regulatory agencies
- Prepare an initial Project CPM. Update the Project CPM schedule regularly and submit an electronic file as necessary for the STA.
- Attend meetings such as:
 - Regular monthly design coordination meetings (PDT Meetings); The JV will prepare and distribute agenda and minutes for the PDT meetings
 - Workshop meetings with Caltrans to resolve issues.
 - Safety review meetings.
 - Utility coordination meetings with PG&E, AT&T, City and other affected utility companies.
- Prepare and submit budgets, monthly progress and performance reports and invoices.
- Prepare and submit correspondence and memos.
- Establish and implement a quality control procedure for design activities, perform in-house quality control reviews for each task and submit PS&Q Design deliverables to STA for review in accordance with the approved schedule.
- Coordinate work to assure quality, accuracy and consistency of documents.

TASK 2 PRELIMINARY ENGINEERING

Determine right of way, utilities easements, construction quantities, cost estimates and permit requirements for the Project, including highway and structures. JV will study various design elements for value engineering opportunities, addressing those elements where it may appear that significant cost savings or other advantages can be realized. JV activities will include the following:

2.1 Data Gathering

Gather applicable As-built information, record information from Caltrans, the City of Fairfield and utility agencies as necessary beyond that obtained for the I-80 HOV project.

2.2 Supplemental Aerial Mapping

The JV will review existing mapping obtained for the 80/680/12 project and the I-80 HOV project to determine ramp termini locations where additional planimetric mapping is required. Supplemental aerial mapping for the Project will be obtained as necessary to show the ramp metering improvements adjacent to the local road connections. Units will be metric, consistent with the I-80 HOV project. Mapping will be completed with the same accuracy, contour interval and symbols used for the I-80 HOV project. This supplemental mapping will not utilize the formal Caltrans A-B-C process due to schedule constraints.

2.3 Field Surveys

Field surveys for design necessary to confirm mapping accuracy, topographic surveys necessary to complete design, including but not limited to cross sectioning at 15 meter intervals, verifying drainage facilities, pavement elevations and locations, potholing, conforms, obstructions, tree survey locations, lighting fixtures, fences, retaining walls, sound walls, drainage swales and ditches and any other features necessary to complete the design.

2.4 Utility Potholing

Accomplish potholing and verifications, including providing horizontal and vertical survey referencing and plotting.

Perform potholing and physical identification of utility facilities in conformance with Caltrans' utility requirements.

2.5 Geotechnical Design and Materials Report

Our approach to preparing an addendum to the GDMR is to submit a brief report summarizing the supplemental work. We are not planning to prepare a new separate GDMR for the limited scope of work. As noted above, out of the 14 ramp metering locations, 6 locations will require sliver fill and widening. Out of these two locations will require new retaining walls. Based on this we have developed a scope of work as discussed below:

Detail scope for preparing this supplemental report is as follows:

2.5.1 Permits/USA Clearances

Comply with Caltrans permit requirements and field locate the borings and call for USA clearance.

2.5.2 Field Exploration

Because of high costs associated with performing field borings we will plan the borings in a judicious manner at locations that makes most logical sense. The boring program is provided in the table below.

Project Element	Number of Borings	Approximate Depths
Ramp widening	4	15 feet
Ramps retaining walls	2	30-40 feet

These explorations will provide an evaluation of subsurface conditions for the proposed project. The boring locations will depend upon the available access and any boring data from previous studies. We anticipate using a truck mounted drill rig for our work. We have assumed two days of traffic control at this time.

Classify and continuously log subsurface soil conditions encountered in each test boring at the time of drilling. Obtain "relatively undisturbed" and bulk samples of substrata from test borings. The borings will be drilled and capped in accordance with the permit requirements. Generally the borings are required to be backfilled with cement grout.

2.5.3 Laboratory Testing

Perform laboratory tests on representative soil samples such as moisture density, unconfined compression, gradation analyses, R-value tests, corrosion tests and Plasticity Index test, as necessary.

2.5.4 Soils Analysis/Evaluation

Perform engineering analyses and develop design recommendations for the embankments, and pavement design. Slope stability and settlement evaluation of proposed embankments (if necessary) will also be considered if the embankment heights require.

2.5.5 Draft Addendum Memo to the Geotechnical Design and Materials Report

Prepare draft addendum memo to the Geotechnical Design and Materials Report: Prepare preliminary recommendations for embankments, retaining walls and pavement design.

2.5.6 Final Addendum Memo to the Geotechnical Design and Materials Report

Prepare Final addendum memo to the Geotechnical Design and Materials Report: Prepare detail report including design recommendations for embankment foundation, retaining walls and pavement sections. Also specified in the report will be information on recommended slopes, groundwater conditions, etc.

Using the general plan as a base map, we will provide boring logs. Unless otherwise specified standard LOTB will be provided.

2.5.7 Design Review Consultation through Final Design

Assist design team during design review process and attend meetings (if necessary).

2.6 Drainage Report

Prepare Supplemental Drainage Report documenting drainage facilities adjacent to on ramps to be modified. Drainage report will include pipe and ditch data, detailed subbasins area, and pipe layout and networks.

2.7 Initial Site Assessment – Phase 2

Prepare Workplan for Client and Caltrans approval.

Field Activities:

Advance 80 hand-auger borings to 2.5 ft bgs.

Collect 3 soil samples per boring (total 240 samples)

Laboratory Analyses:

240 soil samples for Total Lead

120 soil samples for Soluble (WET, WET-DI, or TCLP) Lead

24 soil samples for pH

Prepare Draft Site Investigation Report for Client and Caltrans review.

Prepare Final Site Investigation Report.

2.8 Storm Water Data Report

The JV will prepare a design-level Supplemental Storm Water Data Report (SWDR) in accordance with the Caltrans Storm Water Project Planning and Design Guide. It is anticipated that the design-level report will also suffice for the documentation necessary for the Supplemental Project Report. The SWDR will summarize how storm water is handled during and after construction. The SWDR will be reviewed and approved by Caltrans. The JV will incorporate appropriate comments into the final report and will provide written response to all comments. The final report will be submitted to Caltrans for signature.

2.9 Traffic Management Plan

Prepare Traffic Management Plan in accordance with Caltrans District 04 requirements, determining lane closure hours, involvement required by CHP and local law enforcement staff, and identification of appropriate public outreach methods.

2.10 Preliminary Geometrics

Develop preliminary geometrics to determine limit of impacts for environmental, mapping, drainage and utility impacts and to confirm no right of way acquisition or improvements on local streets are required. These preliminary plans would be the basis for the exhibits included in the Draft and Final Project Reports, preliminary cost estimates and the initiation of final design activities.

2.11 Utility Notices

The JV will be responsible for interfacing utility design coordination with the utility companies and the cities. Prepare Notice to Owners for all potential utility conflicts. Based on the information collected from affected utilities including utility potholing information assessments will be made as to whether the utilities can be left in place as is, special protection needs to be provided or if the utility is in conflict with the project and will need to be relocated. The JV will prepare Notices to Relocate as necessary.

2.12 R/W and Utility Certifications

Prepare R/W Data Sheet, R/W Certification and Utility Certifications for the project. The R/W Data Sheet will be incorporated into the Draft and Final Project Reports and the R/W and Utility Certifications will be completed to gain encroachment permit approval.

TASK 3 ENVIRONMENTAL CLEARANCE AND PROJECT REPORT

3.1 Approach and Assumptions

The ramp metering will require that the project limits be extended from the mainline to include the on-ramps and that potential impacts associated with the expanded project area be assessed. Because the project limits would be expanded, additional technical memoranda and a subsequent IS/MND would need to be prepared and circulated to address the potential for any new or worsened impacts in the additional project area. If no new or worsened impacts beyond those identified in the adopted mitigated negative declaration would occur, then it is possible that an addendum to the IS/MND could be the appropriate CEQA document. For purposes of this scope of work, we assume that a subsequent IS/MND will be prepared. The following scope of work addresses the additional tasks that would be necessary.

3.2 Environmental Clearance Addendum

3.2.1 Initiate Project and Attend Project Meetings

Coordinate with the JV, STA, and Caltrans to confirm the approach to environmental compliance. We will secure and review copies of the existing relevant documents to initiate appropriate agency contact for purposes of gathering information. This task includes attendance by the Jones & Stokes' project manager and one additional key staff person at up to 6 separate meetings, two public meetings, and two STA Board meetings.

3.2.2 Prepare Project Description

Prepare a detailed project description describing the ramp metering, construction equipment that may be used, a logical termini/independent utility discussion, the timing of construction, and the geographical limits of construction activities. Once the project description is finalized, we will initiate the technical studies.

Deliverable:

- 5 copies of up to two revisions of the Project Description.

3.2.3 Prepare Technical Reports

Prepare one review draft of each technical study for the STA and one review draft for Caltrans' review. All technical studies will be prepared in accordance with Caltrans guidance for consultants, Caltrans' Standard Environmental Reference, and the FHWA Technical Advisory. Jones & Stokes management staff will coordinate studies and provide support for technical staff.

3.2.3.1 Air Quality

Prepare a Caltrans Air Quality Technical Memo and a modified IS/MND air quality section for the proposed project. The impacts discussion will focus on the following additional or worsened impacts.

Short-Term Construction Emissions. Evaluate construction emissions using procedures recommended by the BAAQMD. The BAAQMD's approach focuses on mitigating construction dust instead of attempting to estimate air emissions.

Long-Term Mobile Source Emissions. Although the improvements would not generate new vehicle trips, some traffic currently using other area roadways may be enticed to use the improved roads. Also, the proposed improvements will likely affect vehicle idling. We assume that the traffic study prepared for this project will include the information needed to estimate project-related changes in vehicle miles traveled and vehicle idling. We will combine the project's traffic data with output from CARB's EMFAC2007 air quality model to estimate changes in ozone precursor and particulate emissions in the project vicinity.

Long-Term CO Hot Spot Impact Analysis. The proposed road improvements would affect traffic volumes and levels of service in the project vicinity. We will conduct a carbon monoxide (CO) hot spot analysis using Caltrans' CO modeling protocol. We will use the Protocol's screening methodology to determine whether significant effects are likely. If necessary, we will also conduct CO modeling using peak traffic-hour volumes and levels of service at key intersections and road links in the project vicinity. We will estimate whether the project would cause or contribute to violations of the CO standards at sensitive receptors in the vicinity of the project.

Project Conformity Evaluation. Determine whether the proposed ramp metering is included in the Metropolitan Transportation Commission's most recently approved regional transportation plan (RTP). Our evaluation will ensure that the project is included in the most recent RTP that has been found by FHWA to meet conformity requirements.

In addition, the transportation conformity analysis must show that the project does not cause or contribute to one or more carbon monoxide hot-spot violations. The evaluation of CO violations will be addressed in the CO modeling analysis (previous task). Finally, we will evaluate the project's potential to generate substantial levels of mobile source air toxics (MSATs). We will use FHWA's MSAT guidance to conduct this evaluation.

Mitigation Measures. If additional mitigation is required to address new or worsened impacts, Jones & Stokes will work with the Solano County, the BAAQMD, and Caltrans to identify feasible mitigation measures (if needed).

Deliverable:

- 5 copies of draft Air Quality Memo; 5 copies of draft Air Quality Memo

3.2.3.2 Noise Study

Prepare a technical memo summarizing the evaluation of noise impacts associated with the proposed ramp widening/metering project in accordance with the requirements of 23CFR772 and the Caltrans

Traffic Noise Analysis Protocol. No new field studies will be conducted as part of this effort. Information contained in the I-80HOV Noise Study Report will be used to describe existing conditions. Review of the project area indicates that 4 of the 16 ramps being evaluated are adjacent to noise sensitive uses (residences, hotels, etc). The remaining ramps are adjacent to undeveloped land or non-sensitive commercial uses (parking lots, office buildings, retail buildings). It is anticipated the screening procedure specified in the Protocol will be used and that detailed evaluation of noise abatement will not be required.

Deliverable:

- 5 copies of draft Noise memo; 5 copies of final Noise memo.

3.2.3.3 Cultural Resources Report

It is assumed that this project will fall within the parameters of a screened undertaking (minor modifications of interchanges and realignments of on/off ramps) as described in Attachment 2 of the 2004 Programmatic Agreement. Based on this assumption, Jones & Stokes will prepare a map showing the Area of Potential Effect (APE) in consultation with Caltrans and conduct a records search of portions of the project area not addressed in previous studies associated with this project. It is assumed that the Caltrans archaeologist will draft the appropriate memo documenting the screening process.

Deliverable:

- APE map; records search summary

3.2.3.4 Natural Environmental Study

Before environmental studies begin, Jones & Stokes will coordinate with the Caltrans biologist assigned to this project to establish the details of the studies, coordination, permits, and documentation that would be required. This scope of work assumes preparation of an addendum to the Natural Environmental Study (NES) report prepared for the I-80 HOV Lanes project to identify sensitive biological resources in the project area and document project effects on those resources. Based on previous experience in the study area, we assume that some wetlands will exist within the project area and a wetland delineation will be necessary. We also assume that impacts to any sensitive habitat or species will be avoided and therefore it will not be necessary to amend the BA produced for the I-80 HOV Lanes project.

Survey for Special-Status Wildlife. Jones & Stokes biologists previously conducted surveys of much of the project area and assessed habitat conditions for wildlife. The biologists will conduct surveys and habitat assessments of areas previously not examined. We will follow the FHWA's recommendations for inferring presence or absence of special-status species. The survey methods and results will be documented in the NES report.

Survey for Special-Status Plants. Jones & Stokes biologists have completed spring and summer floristic survey for much of the project area under a separate contract that follows the CNPS Botanical Survey Guidelines (revised Nelson 1987 surveys; approved by the CNPS Board on June 2, 2001). Areas not previously examined will be surveyed. The survey methods and results for previous and current surveys will be documented in the NES report.

Complete Wetland Study. Jones & Stokes biologists have conducted a wetland delineation using the Corps' Wetlands Delineation Manual (Environmental Laboratory 1987) and Corp-approved GPS units for data points for much of the project area. Areas that have not been previously examined (east of Abernathy Road) will be examined and wetlands will be delineated. This information will be combined in a report and submitted to the Corps. Previously unverified wetlands will be verified. In the event that jurisdictional wetlands are located within the project area, authorization under Sections 401 and 404 of the Clean Water Act would be required. Mitigation for direct impacts on wetlands would include avoidance, minimization, and compensatory mitigation. The survey methods and results will be documented in the NES report.

Invasive Pest Plant Species. The project area is heavily disturbed and has the potential to support a variety of invasive species. As part of the surveys described previously under "Biological Resources", invasive species will be identified and documented in the NES report.

Water Quality and Erosion. The project would have short-term effects on surface water quality associated with project construction, equipment and material sites, staging areas, disposal sites, and potentially drainage retention or detention areas; however, implementation of standard water quality control measures during construction would ensure that construction activities would not result in adverse effects on water quality. Water quality issues will be discussed in the NES report.

Deliverable:

- 5 copies of draft NES; 5 copies of final NES

3.2.3.5 Visual Impacts/Landscaping

Conduct Field Visit. Consultant's visual resource specialist will conduct a site visit of the project site to include all locations of proposed ramp widening and meter installation and assess existing visual resource conditions in the project area. The field visit will include an inventory, including photo documentation, of the following existing conditions: viewpoints; notable visual resources; the vividness, intactness, and unity of the project area; and the site's landscape units. Photographs will be taken at this time to be used in the analysis and for graphics. This scope assumes that all necessary field investigations can be conducted by 1 Consultant staff person in 1 day (including travel time).

Analysis of Potential Impacts. The analysis will be performed using methods and protocol developed by the Federal Highway Administration (FHWA) and adopted by the California Department of Transportation (Caltrans), in combination with elements of other visual resources assessment methods (including U.S. Forest Service and Bureau of Land Management). Pre-project conditions will include a definition of landscape units within the project corridor, a regulatory setting, and explanation of the methodology used. The analysis will define visual resources within landscape units and will evaluate and describe visual quality and character, viewer groups and viewer responses, viewpoints, and changes in vividness, intactness, and unity. The Jones & Stokes Landscape Architect will coordinate with Caltrans throughout the preparation of the environmental document. Conversations regarding methods and results will ensure that Caltrans requirements are met.

Prepare Photo Exhibits and Graphics. The following graphics will be included in the environmental document: a vicinity map, the landscape units, representative photographs, and map of representative photograph locations. The graphics will be submitted to Caltrans for review prior to their inclusion in the environmental document.

This scope of work assumes that the appropriate entity will provide the following:

- Plans showing existing landscaping, including proposed landscaping removal;
- Site design plans that include layout mapping that provides topographical lines; the location and elevation of the existing and future roadway lanes; the location and elevation of existing structures, roadway, and bridge profiles for existing and future conditions at cross sections within 500 feet of the roadway; and stockpile and staging areas at a scale of 1:2,000 or less;
- Site design landscaping and lighting plans; and
- Aerial photographs showing land uses and environmental concerns within 500 feet of the project site at a scale of 1:2,000 or less.

Jones & Stokes will prepare an administrative draft Subsequent IS to address CEQA requirements. We will use the current IS/EA template and instructions available on the Caltrans Standard Environmental Reference website. To ensure that the final product is acceptable to all agencies, an outline of the document will be submitted to STA, and Caltrans for review before preparation begins. We will prepare the admin draft IS for concurrent review by the JV and STA.

Deliverable:

- 5 copies of the IS outline, 5 copies of the Administrative Draft Initial Study

Jones & Stokes will review all comments received from STA and make revisions or additions to the IS in response to those comments. We assume that no new analysis will need to be conducted as a result of the comments. We will submit the revised IS for review by Caltrans.

Deliverable:

- 10 copies of the 2nd draft Initial Study

Jones & Stokes will review comments received from Caltrans and make revisions or additions to the document in response to those comments. We assume that no new analysis will need to be conducted as a result of Caltrans' comments. Jones & Stokes will prepare the IS for public circulation and review. We assume that the public review document will contain a proposed negative declaration for compliance with CEQA.

Deliverable:

- Up to 50 copies of the IS/MND for public review

Jones & Stokes will review comments received from the public and prepare responses in consultation with the JV, STA, and Caltrans. We assume that no new technical analyses will need to be prepared. We will prepare a final IS/MND based on comments received during the public review period and a draft finding of no significant impact for review/completion by Caltrans.

Deliverable:

- 10 copies of the administrative final IS/MND

Jones & Stokes will review all comments received from STA and make revisions or additions to the IS/MND in response to those comments. We assume that no new analysis will need to be conducted as a result of the comments. We will submit the revised IS for review by Caltrans.

Deliverable:

- 10 copies of the final IS/MND

3.3 Traffic Operations Analysis

Working with the original I-80 HOV Lane Project 2010 and 2030 AM and PM peak period VISSUM/VISSIM models, we will modify the local ramps to include meters, additional mixed-flow lanes and HOV bypass lanes where appropriate, using the preliminary ramp assumptions table prepared by the Joint Venture.

We will use the models to project revised 2010 and 2030 AM and PM peak period traffic volumes and operations data for the freeway system, incorporating traffic routing changes based on the new ramp configurations and meters. Ramp terminal intersections were not included in the original HOV Lane project modeling, and are not proposed for analysis with this addendum. However, we will check all metered ramps to assess the adequacy of queue storage using both low-end and high-end assumed metering rates. If locations with inadequate queue storage are identified, we will identify the locations and discuss with the Joint Venture and the STA whether further work to identify physical or operational mitigations should be provided. One mitigation option could be to use the queue detector loops on the ramps to detect excessive queues and to turn off the meters when queuing back to the terminal intersections occurs.

3.4 Supplemental Project Report

The JV shall prepare a Draft and Final Supplemental Project Report (PR) for the ramp metering project, based on the recently approved I-80 HOV Project Report. The report shall follow the guidelines as identified in the Caltrans Project Development Procedures Manual (PDPM), Appendix K. This effort will also require completion of a Storm Water Data Report and Right of Way Data Sheet.

A Traffic Operations Report will be prepared that references the original I-80 HOV Lane Report and provides the updated forecasts and operations results for the ramp meter project. Updated freeway and ramp traffic volumes, freeway and ramp merge/diverge operations, and system-wide measures of effectiveness will be reported. Queues at all metered on-ramps will be reported along with the available storage at each ramp under the varying metering rates evaluated. The results will be summarized in the report, and the detailed calculations included in the technical appendices. We will respond to comments from the JV team, STA, Caltrans and the public at each stage of the review process.

Deliverables:

- 45 copies (35 + for Caltrans) of the draft Project Report (expect two iterations)
- 50 copies (40 for Caltrans) of the Final Project Report (expect two iterations)

TASK 4 FINAL DESIGN

4.1 Highway Plan Sheets

JV will prepare, coordinate and submit Design Plan Sheets in English units for highway design. JV will prepare the following Design Plan materials:

4.1.1 Title Sheet and Key Map

Prepare a title sheet and key map for the project.

4.1.2 Typical Cross Sections

Typical cross sections for the highway will be based on the approved standard sections, including pavement structural sections.

4.1.3 Layout

Prepare roadway layout at 1:500 scale showing proposed improvements required.

4.1.4 Profile and Superelevation

Prepare profile/superelevation diagram or grade sheets as required to show design intent.

4.1.5 Drainage Layout

Prepare drainage layout sheet at 1:500 scale.

4.1.6 Utility Layout

Prepare utility layout sheet at 1:500 scale.

4.1.7 Stage Construction

Prepare stage construction layout sheet at 1:5000 scale.

4.1.8 Pavement Delineation

Prepare pavement delineation at 1:500 scale.

4.1.9 Signing

Prepare existing sign layout to show major sign structure locations to be included with the project at 1:1000 scale.

4.1.10 Cost Estimate and Specification Outline

Prepare BEES level cost estimate including technical specification outline.

JV will prepare Preliminary Construction Quantity Estimates for the Project, including highways and structures. Estimates will be prepared in accordance with Article 3, Project Estimate of Cost, of the

PS&E Guide, latest revision. These will be based upon the Caltrans' Standard Items of Work, with items added as necessary.

JV will prepare a list of construction work items required for the Project and a quantity estimate for each. Codes for additional items will be based upon Caltrans' Standard Items of Work Codes.

The cost estimate will identify construction work items, quantities and unit costs and summarize the estimated total Project cost, including allowances for supplemental work, State-furnished materials, mobilization and contingencies.

TASK 5 FINAL DESIGN - UNCHECKED (65%)

Task 5 develops draft plans, specifications and quantities for Final PS&Q-checked (100%) design completion, and includes responding to comments received from the agencies reviewing Task 3 submittals and identifying and resolving conflicts. JV will provide written response to Preliminary Design (35%) review comments received for documents and provide justification for each comment that is not incorporated. JV will hold meetings with Caltrans and other agencies to resolve issues from Preliminary Design (35%) review. JV will incorporate the agreed upon comments received from the STA, Caltrans and other agencies; perform final design and prepare Final Design Unchecked (65%) documents. JV's submittal will include the following:

5.1 Design Plan Sheets

JV will prepare final Design Plan Sheets. Plans will be prepared in accordance with requirements stated in CALTRANS' July 2004 Metric Units Publication, Plans, Specifications and Estimates Guide and, where applicable, to the EFPB Information and Procedures Guide and the Drafting and Plans Manual.

5.1.1 Highway Design Plans

A set of highway design plans will contain the following sheets. JV will use the following code letters and sheet names and arrange sheets in the order shown.

ID Code	
Letter	Sheet Name
--	Title Sheet
X	Typical Cross Section
CCS	Construction Staking Survey Control Data
K	Key Map and Line Index
L	Layout
P	Profile and Superelevation Diagram
C	Construction Details
G	Contour Grading
WPCD	Temporary Water Pollution Control Details
EC	Erosion Control Plan
ECD	Erosion Control Details
D	Drainage Plan, Profiles, Details and Quantities
U	Utility Plan and Details
SC	Stage Construction
TH	Traffic Handling Plan and Quantities
CS	Construction Area Signs
PD	Pavement Delineation Plan, Details and Quantities
Q	Summary of Quantities
S	Sign Plan, Details and Quantities
R	Retaining Wall Plan, Details and Quantities
LTB	Log of Test Borings
E	Signal and Lighting, Ramp Metering, Electrical Detail, Traffic Operation Systems, and Temporary Lighting due to Stage Construction

5.2 Standard Special Provisions

JV will review Caltrans' English Standard Specifications, dated July 2004, and Caltrans' Standard Special Provisions applicable thereto.

For work items necessary for construction of the Project, JV will assemble data and prepare drafts of (1) necessary modifications to the Standard Special Provisions, and (2) additional specifications which may be necessary. Detailed information is provided in Article 4, entitled "Special Provisions," of the Caltrans PS&E Guide. JV will follow instructions contained in the latest edition of that publication. JV will prepare the equivalent of Caltrans SSP for Sections 8 (Materials), Section 9 (Description of work) and Section 10 (Construction details). The STA will furnish the front "boiler plate" special provisions for consultant's use in preparation of the project specifications, if the project is to be advertised and constructed by the STA through an encroachment permit process.

JV will coordinate specifications with other design consultants to assist design interface activities. SSP will be submitted in MS Word format.

5.3 Construction Quantities and Cost Estimate

JV will update the estimate of Construction Quantities and Cost Estimates to reflect design development from Preliminary Design (35%) to Final Design Unchecked (65%).

5.4 Submittals

JV will perform in-house quality control review and submit the following Project documents in accordance with the approved schedule:

- Design Plan Sheets
- Reports including Geotechnical Report
- Standard Special Provisions
- Right of way Certification Drafts
- Quantity estimate
- Cost estimate
- Completed Design Checklist (DIB78)

TASK 6 FINAL PS&Q - CHECKED (95%)

Task 6 consists of the preparation and submittal of design documents.

Prior to making submittals of the PS&Q-checked (95%) documents, JV will incorporate and resolve comments with Caltrans and its units as well as other reviewing agencies, and gaining structural approval from Caltrans' DOS. JV will provide written response to Task 4, Final Design - Unchecked (65%) review comments, with justification noted for each comment not incorporated. JV will attend comment resolution meetings with the STA, Caltrans and other agencies to resolve issues.

The submittal will be a complete, bid-ready set of documents, checked, and stamped. JV will perform the following activities:

6.1 Design Plan Sheets

JV will incorporate agreed-upon comments received from Caltrans, STA and other agencies into the design plan sheets submitted as directed in Task 4.1.1 and prepare complete highway and structure construction plans.

6.2 Standard Special Provisions

JV will incorporate agreed-upon comments into the Special Provisions submitted as directed in Task 4.1.2 and prepare Special Provisions that are specific to the Project for use with Caltrans' July 2004 Standard Specifications. SSP will be submitted in MS Word format.

Every construction work item for the Project will have a method of payment stated in the Specifications and is accounted for in the Construction Cost Estimate.

6.3 Permits

After Caltrans' receipt of permits from the permitting agencies, JV will review conditions of Project permits with Caltrans, determine if conditions can be accommodated in the Project and update the design documents accordingly, if necessary.

6.4 Right of Way Certification

JV will prepare, sign and submit Project Draft Right of way Certification documents to the STA for review.

6.5 Construction Quantities and Cost Estimate

JV will update the Construction Quantity and Cost Estimate. JV will prepare quantity calculations showing sketches, diagrams and dimensions. Quantity calculations will be independently checked.

6.6 Submittals

JV will perform in-house quality control review and submit the following Project documents:

- Design Plan Sheets
- Standard Special Provisions
- Right of way Certification Documents
- Quantity Estimate
- Cost Estimate
- Sample Survey File (updated with actual design data)
- Quantity Calculations
- Materials Report

TASK 7 FINAL PS&E (100%) WITH COST ESTIMATE

Task 7 incorporates comments from Task 5 and produces Final PS&E (100%) documents ready for Caltrans' District 4 and STA advertisement. JV will review comments received from the reviewing agencies on the Task 5 submittals and attend comment resolution meetings with STA, Caltrans' and other agencies to resolve issues. JV will incorporate agreed-upon comments and assist the STA in preparing Bid Documents for advertisement.

The following services and submittals are required from JV:

7.1 Plans, Specifications and Estimates

JV will update and incorporate into the Design Sheets, Special Provisions and Quantity Estimates submitted for Task 5 the comments received from STA, Caltrans' and its units, and other agencies.

JV will submit to STA and Caltrans the revised Quantities and Cost Estimate.

7.2 Construction Bid Documents

JV will prepare and submit the preliminary construction bid documents for highway and structures design to the STA's staff for their review prior to STA advertisement.

The Bid Documents will be prepared in accordance with the latest editions of the Caltrans' manual, Guide For the Submittal of Plans, Specifications and Estimates, and the EFPB Information and Procedures Guide. JV will perform in-house quality control review and submit the following documents:

- Final Design Plan Sheets
- Standard Special Provisions
- Cost Estimate
- Materials Information Handout
- Updated Quantities including a Marginal Estimate for structures with “USE” column completed
- Quantity Summary forms for structures.
- Final Design Check Calculations (if revised)

JV will incorporate into the bid documents comments received from BPA, Caltrans and other reviews.

7.3 Resident Engineer's File

JV will prepare and submit a Resident Engineer's file in accordance with Caltrans' Project Development Activities Guide and include Project-relevant items identified in the Resident Engineer's File check-off list.

7.4 Submittals

JV will perform in-house quality control review and submit the following documents:

- Bid documents
- Resident Engineer's file
- Standard Special Provisions Appendix

TASK 8 DISTRICT 4 FINAL REVIEW

Task 7 consists of incorporating comments received from Caltrans' District 4 Final Review on the Task 6 submittals and updating the Resident Engineer's file.

JV will coordinate with other design consultants and update Project documents as required.

8.1 Bid Documents

JV will incorporate into the Bid Documents submitted for Task 6 the comments received from the STA and Caltrans' District 4 Final Review submittal.

8.2 Resident Engineer's File

JV will update the Resident Engineer's File, if required.

8.3 Survey File

JV will update and complete the sample Survey File submitted in Task 4 and Task 5 and submit it to Caltrans Project Development and STA. The Survey File submittal will conform to Caltrans' Project Development Activities Guide and include:

- Control traverses and bench circuits used to design the project

- Alignment traverses of center lines
- Grid grades with data for:
 - Slope stakes
 - Finish grade stakes
 - Contour grading stakes
- Drainage Notes with:
 - Coordinates of intersection of center of drainage structure and curb flowline
 - Drainage structure system number, item letter, station and offset

8.4 Caltrans Construction Encroachment Permit

Prepare signature ready Caltrans encroachment permit application for construction. Prepare separate 10 copies of the plans and specifications along with the signed encroachment permit. Merge roadway and bridge plans for permit applications. Submit to Caltrans, monitor and assist STA in securing the permit.

8.5 Submittals

Submittals for Task 7 are as follows:

- Bid document revisions
- Resident Engineer's File updates
- Survey File

TASK 9 CONSTRUCTION BIDDING SERVICES

Construction bidding procedures are the responsibility of STA. JV will provide engineering services to support the construction bidding phase of the Project as described herein.

The following types of services are anticipated under this task:

- Minor clarification of existing design.
- Providing information in response to bidders' questions regarding the bid documents.
- Attendance at the Pre-Bid Meeting, and other meetings as requested.
- Preparation of addenda to the bid documents.
- Revision of bid documents as may be necessary to achieve an acceptable bid.



DATE: August 31, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP) Fund Estimate
and Planning, Programming and Monitoring (PPM) Commitment

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP) with projects decided by regional agencies and 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans. The STIP cycle is programmed every two years and covers a five-year period.

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate but is expected to do so at the September 2007 meeting as the State Budget is now approved. In advance of the CTC adopting the fund estimate, the Metropolitan Transportation Commission (MTCs) staff has completed a preliminary fund estimate based on the current provisions in the state budget. This estimate provides a total of \$22.32 million for Solano County. The components of this estimate from MTC is; \$12.53 million in Highway Funds, \$8.96 million in Public Transportation Account (PTA) Funds and \$0.84 million in Transportation Enhancement Funds.

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

Discussion:

Although the CTC has not yet adopted the 2008 STIP Fund Estimate, the amount estimated to be available for Solano County to program is generally known. The estimate from MTC staff is not expected to dramatically shift as there has not been a proposal in the state legislature to utilize the State Highway Account for general fund purposes.

In December 2006, the STA Board approved the programming of the full 5% of the STIP for PPM activities. This action provided for STIP funding for PPM funds for FY 2007-08 through FY 2010-11 is as follows:

07/08= \$814,000
08/09= \$673,000
09/10= \$673,000
10/11= \$673,000
Total = \$2.833 M

The 2008 STIP provides for funding in the outer two-years of the STIP cycle, this is the 2011-12 and 2012-13 fiscal years. As a result, the PPM funding for these outer years has not yet been programmed to the full 5%. The PPM funds are programmed from the Highway Funds element of the overall STIP. The estimated PPM share from the 2008 STIP would be:

11/12 = \$771,000
12/13 = \$771,000
Total = \$1.542 M

PPM funds provides the STA Board with resources to advance project development for priority projects the transportation needs as well as having the flexibility to respond to changing needs. This flexibility was provided to the Board as recent as the spring of 2007 by the ability to do the State Route (SR) 12 Median Barrier Project Study Report. Programming of the remaining 2008 STIP is expected to occur in October or December 2007.

At the August 29, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the recommendation as shown below for the STIP PPM.

Recommendation:

Authorize the Executive Director to program 5% of the 2008 STIP Highway Funds to PPM activities for Fiscal Year (FY) 2011-12 and FY 2012-13 as specified in the Attachment A Workplan.

Attachment:

A. STIP PPM Workplan



**Solano Transportation Authority (STA)
Planning, Programming and Monitoring (PPM) 4-Year Work Plan**

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

2. **State Route (SR) 12 East Median Barrier Project Study Report (PSR):** The SR 12 East Median Barrier PSR would be completed over a 2-year period to consider, if a median barrier were warranted, what would be the required improvements. The study will consider not only the geometric requirements but also identify the environmental impacts and costs of the proposed improvements. (Estimated Cost \$700,000)

3. **SR 12/113 Intersection Improvements PSR**
 With the completion of the updated SR 12 MIS starting FY 2007-08, STA would move toward completing an identified PSR for a priority safety project. The original SR 12 MIS identified improvements needed at the SR 12/113 intersection. These improvements would include consideration of a signal, sight distance improvements and geometric improvements required to accommodate a new signal. (Estimated Cost \$250,000 to \$300,000)

4. **SR 12 PSR identified by the update SR 12 MIS**
 With the completion of the updated SR 12 MIS starting FY 2007-08, STA would move toward completing an identified PSR for a priority project. This work would likely be the consideration of additional capacity on SR 12 between Rio Vista and Suisun City. (Estimated Cost \$500,000 to \$750,000)

5. **I-80 East & Westbound Auxiliary Lanes (Travis Blvd to Airbase Parkway) PSR**
 The I-80 Auxiliary Lane project is on the STA 2-year PSR priority list and on the STA Board adopted two-tier funding project priority list that was adopted in December 2006. This project is a Tier One project which means once a PSR is completed; it could be programmed for funding and improvements on I-80 completed for an approximate cost of \$5 to \$10 million. (Estimated Cost \$300,000 to \$500,000)

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DATE: August 31, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP) Swap

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP) with projects decided by regional agencies and 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans. The STIP cycle is programmed every two years and covers a five-year period.

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate but is expected to do so at the September 2007 meeting as the State Budget is now approved. In advance of the CTC adopting the fund estimate, the Metropolitan Transportation Commission (MTCs) staff has completed a preliminary fund estimate based on the current provisions in the not yet approved state budget. This estimate provides a total of \$22.32 million for Solano County. The components of this estimate from MTC is; \$12.53 million in Highway Funds, \$8.96 million in Public Transportation Account (PTA) Funds and \$0.84 million in Transportation Enhancement Funds.

In June 2001, the STA Board approved a \$320,000 STIP swap with Surface Transportation Program (STP) to support STA's planning and project delivery activities (essential to operations). This swap was used for, updating the Congestion Management Program (CMP) and Capital Improvement Program (CIP).

In September 2004, the STA Board approved a \$2 million swap of Congestion Management and Air Quality Improvement Program (CMAQ) funds for STP funds. This swap was used for updating projects for the Transportation 2030, providing input into the Regional Operational Strategies, development of performance measures, update the travel model for smart growth and transit orientated development, and assist in project delivery (Jepson Parkway).

Discussion:

The previous STIP swap provided the STA's Strategic Planning and Project Delivery Departments' resources to shape the county's transportation vision and implement projects to address critical mobility and safety needs. The resources provided from the 2004 swap will end after the 2007-08 fiscal year. It is recommended to again swap funds. This recommendation is to swap \$1.9 million in 2008 STIP funds for STP funds. These funds would be for work completed over the next three years. The draft STIP Workplan is shown in Attachment A. This draft Workplan also provides the estimated costs of each

deliverable. Follow-up actions for this request would be to have MTC facilitate this request and for STA to prioritize the work plan with the Board and the Technical Advisory Committee (TAC). This action would result in the fully funding of STA's forty (40) item Overall Work Plan.

The STIP swap provides the STA Board with resources to advance the transportation needs of the county as well as having the flexibility to respond to changing needs. This flexibility was provided to the Board as part of the previous STIP swap which was dedicated to keeping the Jepson Parkway Project moving forward with a new Project Manager. Programming of the remaining 2008 STIP is expected to occur in October or December 2007.

At the August 29, 2007 TAC meeting, this proposed action received unanimous support to send a recommendation to the STA Board to approve the recommendation as shown below for the STIP swap.

Recommendation:

Authorize the Executive Director to swap \$1.9 million of the 2008 STIP Funds for STA planning purposes as specified in the Attachment A Workplan.

Attachment:

- A. Draft STIP Swap Workplan

STIP Swap Work Plan

Project Name	Description	Estimated Cost
State Route 12 MIS/ Corridor Study	Work with MTC, Caltrans, SJCOG and SACOG to update and coordinate the 2001 STA SR 12 MIS, the 2006 SR 12 MIS Implementation Plan and the Caltrans D10 2006 Comprehensive Transportation Corridor Study; use the Napa-Solano Travel Demand Model (<i>Phase 2</i>) to project future traffic volumes, the location and timing of needed improvements, coordination of improvements amongst the involved jurisdictions, and options for funding improvements. Develop implementation plan. FY 07-08, 08-09, 09-10. Supports STA Overall Work Plan item 6.	\$350,000
State Route 29 MIS/ Corridor Study	Prepare MIS for SR 29 corridor from SR 37 in Vallejo to Napa County line. Coordinate roadway, traffic timing signalization and transit projects with Napa County's South County SR 29 Corridor Study. FY 08-09. STA Overall Work Plan item 21.	\$300,000
Napa/Solano Travel Demand Model 2035 Projections and Freeway & Highway Traffic Counts	Upon completion of current Napa-Solano Travel Demand Model with 2030 projections, conduct land use and network analysis and create 2035 projections. Establish locations and schedule for STA to conduct traffic counts of freeway and highway traffic; conduct initial counts. FY 08-09. STA Overall Work Plan item 24.	\$175,000
I-80/I-680/I-780 Corridor Study Update	Revise the 2004 MIS to include updated modeling information and revised prioritized projects and account for observed impacts of the opening of completed projects including initial HOV lane segment, the new Carquinez (Al Zampa) and Benicia/Martinez bridges. Augment work done as part of the \$250,000 SP&R operations grant. FY 08-09, 09-10.	\$300,000
Solano HOV Lane Extension Study – Fairfield to Vacaville	Conduct new HOV counts along I-80/I-680/780 Corridor; prepare report on future segments of HOV Lane system in Solano County, based on Napa-Solano Travel Demand model and local traffic counts. Determine need and timing. FY 08-09, 09-10, 10-11. Supports STA Overall Work Plan item 3.	\$500,000
Environmental Mitigation Programs and Solano Habitat Conservation Plan	Participate in the preparation of large-scale plans to avoid or mitigate impacts to endangered species and their habitat. Projects include: estimating potential future impacts (nature and	\$75,000

Participation	extent) of STA transportation projects; review proposed mitigation banks for usefulness to STA projects or possible restrictions on STA projects; participate as an observer in preparation of the Solano County Habitat Conservation Plan. FY 08-09, 09-10, 10-11. Not in STA Overall Work Plan.	
Project Funding Options Study	Conduct study on funding options for current and future transportation projects in Solano County such as SR 12 and SR 113. Not in STA's Overall Work Plan. FY 08-09.	\$75,000
Solano Pedestrian Plan Update	Update 2004 Solano Countywide Pedestrian Plan; identify projects that have been constructed, new project needs. Coordinate Pedestrian Plan projects with regional trail plans (Bay Trail, Bay Ridge Trail, Delta trails). Develop Implementation Plan. FY 08-09. STA Overall Work Plan item 28.	\$25,000
Solano Bicycle Plan Update	Update 2004 Solano Countywide Bicycle Plan; update the Bikelinks Map (Yolo, Solano and southern Napa counties); identify projects that have been constructed, new project needs. Coordinate Bicycle Plan projects with regional trail plans (Bay Trail, Bay Ridge Trail, Delta trails). FY 08-09. STA Overall Work Plan item 27.	\$25,000
Transportation for Livable Communities Plan Update	Update 2004 Transportation for Livable Communities Plan; include information from 2007 MTC Parking Study; include Jepson Parkway, North Connector and Rio Vista SR 12 plans and update other candidate projects; create Alternative Fuels and Funding strategies. FY 08-09, 09-10. STA Overall Work Plan item 26.	\$25,000
Safety Plan Update, including new Disaster Mitigation and Response element	Update the 2005 Travel Safety Plan. Include new accident data and mapping. Include new Disaster Mitigation and Response element. FY 08-09.	\$50,000



DATE: August 31, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

Background:

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

Until FY 2006-07, Solano County had typically received between \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF for both the Northern Counties and the Regional Paratransit. Metropolitan Transportation Commission (MTC)'s February 2007 Northern County-Solano STAF estimate included the FY 2006-07 carryover of \$2,098,608 and new funds in the amount of \$750,387 for a total of \$2,848,995. Most of the \$2 million in carryover resulted from one-time monies that were preliminarily programmed in FY 2007 for FY 2008. The list of projects and programs approved by the STA Board in June and July, 2007 is outlined on Attachment A which resulted in a balance of \$428,223.

Discussion:

The July 2007 Fund Estimate for STAF provided by MTC includes slightly higher revenue estimates than the original fund estimate. After honoring all the projects and programs preliminarily approved by the STA Board, the balance of funds available for programming increased from \$807,495 to \$1,023,442. The STA Board has already approved \$379,272 in projects and programs.

Three new requests for funding are being presented at this time. To continue into Phase II of the countywide Transit Consolidation Study, additional funding from STAF is

proposed. Given the issues raised during Phase I by transit and other local jurisdictions' staff, an extensive analysis is expected to be needed on governance, financial, operational, and other issues; this is more fully outlined in the separate Transit Consolidation Board report. Therefore, an estimated \$130,000 is expected to be needed for Phase II. Staff is recommending funds be requested from MTC in addition to the \$60,000 of Solano STAF recommended to be locally programmed. There is also \$30,000 in STAF available from the recently completed Phase I.

Vallejo Transit has requested funds to evaluate consolidation with Benicia Transit from a near-term, operational point of view (see Attachment C). This will be conducted in conjunction with the implementation of the transfer of Rt. 70 from Benicia Transit to Vallejo Transit as well as with other operational assessment efforts underway. To complete this analysis, \$30,000 is recommended to be allocated to Vallejo Transit.

Dixon Redit-Ride has requested funds to complete a study to evaluate current operating practices in order to address cost efficiency as well as to develop new performance indicators and tracking methods (see Attachment D). Dixon Redit-Ride has experienced a nearly doubling of ridership in the past six years and currently utilizes all Transportation Development Act (TDA) funds for transit. The findings of this study will help guide how future transit is delivered in Dixon. To conduct this study, \$30,000 is recommended to be allocated to Dixon Redit-Ride.

With approval of the three items recommended above, a total of \$2,260,772 of the \$2,784,942 of the total STAF funds will be allocated and leave a balance of \$524,170. With the State Budget that was recently approved, staff recommends waiting until after MTC's next revised fund estimate before programming additional STAF funds.

The STA's Intercity Transit Consortium and TAC have both reviewed and recommended approval of this item.

Fiscal Impact:

Along with the MTC Regional STAF to be requested from MTC, the approval of STAF funds for Transit Consolidation Study would allow the STA to complete Phase II of the Transit Consolidation Study and fund two related local transit operational studies.

Recommendation:

Approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. Transit Consolidation Phase II (\$60,000);
2. Vallejo Transit Consolidation/Implementation Study (\$30,000); and
3. Dixon Redit-Ride Performance and Operating Study (\$30,000).

Attachments:

- A. Approved FY 2007-08 STAF project list
- B. Proposed amended FY 2007-08 STAF project list
- C. Vallejo Letter of Request
- D. Dixon Letter of Request
- E. Draft Phase 2 Scope of Work for Transit Consolidation Study

Approved¹
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates²</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY2006-07 Carryover ³	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
Total:	\$2,568,995

FY2007-08 Projects/Programs Preliminarily Approved

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	\$ 504,000
	<u>\$1,000,000</u>

Fairfield/Suisun Transit Rt. 40/90 Operations ⁴	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁵	\$ 65,000
Intercity SolanoExpress Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
Fairfield Transit Study ⁴	\$ 60,000
Preliminarily Approved Subtotal:	\$1,761,500

FY 2006-07 Carryover not Preliminary Approved	\$ 57,108
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
TOTAL:	\$ 807,495

Draft Projects/Programs

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) ⁶	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
TOTAL:	\$ 379,272

Balance **\$ 428,223**

¹ STA Board Approved 07/11/07

² Based upon MTC Reso 3793 (Feb 2007)

³ Excludes FY2006-07 funds (\$280,000) not allocated at time carryover was estimated, but claimed later in FY2006-07.

⁴ Approved as part of the two-year RM2 agreement (12/06)

⁵ Unclaimed balance of FY2006-07 approval

⁶ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from the Vista TDA.

Proposed Amendment No. 2¹
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates²</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$1,948,796
FY 2007-08 STAF Estimate	\$ 476,944
<u>Prop 42 Increment</u>	<u>\$ 359,202</u>
Total:	\$2,784,942

FY2007-08 Projects/Programs Preliminarily Approved	
Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	<u>\$ 504,000</u>
	\$1,000,000

Fairfield/Suisun Transit Rt. 40/90 Operations ³	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁴	\$ 65,000
Intercity SolanoExpress Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
<u>Fairfield Transit Study⁴</u>	<u>\$ 60,000</u>
Preliminarily Approved Subtotal:	\$1,761,500

FY 2006-07 Carryover not Preliminarily Approved	\$ 187,296
FY 2007-08 STAF Estimate	\$ 476,944
Prop 42 Increment	\$ 359,202
TOTAL:	\$1,023,442

Projects/Programs	
Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) ⁵	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
Transit Consolidation Phase II	\$ 60,000
Vallejo Transit Consolidation/Implementation Study	\$ 30,000
Dixon Redit-Ride Performance and Operating Study	\$ 30,000
TOTAL:	\$ 499,272
 Balance	 \$ 524,170

¹ STA Board Approved 07/11/07² Based upon MTC Reso 3793 (July 2007)³ Approved as part of the two-year RM2 agreement (12/06)⁴ Unclaimed balance of FY2006-07 approval⁵ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Transportation Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
FAX (707) 648-4691

August 23, 2007

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

SUBJECT: Funding Request – Consolidation Implementation Study

Dear Mr. Halls:

The City of Vallejo is requesting \$30,000 from the Solano Transportation Authority's STA(F) funds to cover the costs of a Consolidation Implementation Study.

The City anticipates that the findings and recommendations from this study will result in significant improvements to the transit system as a whole.

Your favorable consideration of this request is greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Crystal Odum Ford".

Crystal Odum Ford
Transportation Superintendent

COF:spb

Cc: Gary A. Leach
Edwin Gato



ATTACHMENT D

MAYOR MARY ANN COURVILLE
VICE MAYOR MICHAEL C. SMITH
COUNCILMEMBER STEVE ALEXANDER

COUNCILMEMBER JACK BATCHELOR, JR.
COUNCILMEMBER MICHAEL G. GOMEZ
CITY TREASURER DAVID DINGMAN

August 16, 2007

Elizabeth Richards
Director of Transit and Rideshare Services
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RECEIVED

AUG 20 2007

SOLANO TRANSPORTATION
AUTHORITY

Re: STAF Funding Support to Complete Evaluation of the City of Dixon's
Dial A Ride Transit Service

Dear Elizabeth,

Over the past six years the City of Dixon's Dial A Ride service, known as Read-i-Ride, has experienced nearly a 100% increase in ridership. Vehicle service hours, staffing, and rolling stock as also more than doubled. Toward the end of the 2006-07 fiscal year, Read-i-Ride began to offer Saturday service. Through all this tremendous growth the system has experienced an even more rapid growth in the cost to operate the system on an annual basis. Beginning in 2005-06 the City has used 100% of available resources from its Transportation Development Act Allocation for transit operations.

The last two Triennial Performance Audits completed by MTC noted the rapid growth in operating costs outpacing the growth in service. A recommendation from the audits was for the city to take steps to monitor and control operating costs. The audits also recommended the city evaluate current performance indicators and implement a system of new monitoring standards to better track performance trends. In the city's 2006-07 TDA application the city committed to address these two issues by hiring a consultant to help evaluate current operating practices in order to address cost efficiency as well as to develop new performance indicators and tracking methods.

As costs have again continued to rise the city has reached the ceiling of its TDA allocation. In order to cover the cost of a consultant the city is requesting STAF funding support in the amount of \$30,000. The City is proposing to complete this study during the 2007-08 fiscal year.

Thanks for your attention and consideration of this request. If you should have any questions please give me a call at 707 678-7000 x 107.

Jeff Matheson
Recreation & Community Services Director

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

Draft Scope of Work
Solano Transit Consolidation Study
Phase 2 Scope of Services

Task 1: Evaluation of Current Operations

- **Financial Analysis.** The consultant will evaluate operational financial condition of each transit operation in several areas. The consultant will:
 - Review past year and current budgets for assessing overall financial condition. This includes examining measures to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses. Specifically, a review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be made.
 - Project current five-year financial projection for each operator based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize costs, terms and conditions of each operational service contract of the current transit operators.
 - Finally, summarize financial trends and issues for each operator based on current level of service.
- **Facilities Analysis.** The consultant will review the current facilities and facilities needs of each operator. This will be done as follows:
 - Perform on-site visit with each operator to review all current capital facilities to assess how much of each facility is used for transit, and whether or not there are any economies of scale that can be achieved.
 - Review status of all current transit capital projects and proposals for each operator.
 - Review projected capital needs of each operator for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements etc.
 - Identify current capital resources and capital plans that could be blended into the potential consolidation options.
- **Support Staff Analysis.** The Consultant will examine the organizational systems (staffing) assessment of each transit operator. This will entail the following tasks:
 - Review the current staffing levels of each operation by cost, FTE, fund source and function.
 - Identify the functional responsibilities and associated staff levels with each service contract.
 - Identify possible issues or deficiencies with the current structures.
 - Develop proposed org charts, job descriptions and financial summary of the current operations.
 - comparisons to the status quo, for each of the potential consolidation options

- **Service Evaluation.** The consultant would evaluate current transit service by examining the following elements:
 - Review current levels of service and accessibility offered with those services.
 - Review performance standards and performance.
 - Review fare structure and criteria.
 - Review SRTPs to identify service plan changes projected by each operator.
 - Review history of service and fare changes.

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems
 - Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.

- **Governance Summary.** The consultant would summarize the way that each transit operation is governed, examining these areas:
 - Board representation and meeting setting
 - Recent participation by decision-makers on transit operations
 - Public access and input to staff and decision makers
 - Ways in which cooperation occurs when transit services in a jurisdiction are governed by another jurisdiction

Task 2: Evaluation of Proposal Consolidation Options.

Each option will be evaluated in terms of these key areas of study. The alternatives would be fully detailed in finance, facilities, support staff and service evaluation.

- **Financial Comparison.** The consultant will evaluate operational financial condition of each option. The consultant will:
 - Develop concept budgets for each option.. The resulting budgets would also be structured to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses anticipate for each option. Specifically, the review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be assessed.
 - Project current five-year financial projection for each option based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize implementation issues associated with the transfer of each operational service contract in each option, as needed.
 - Finally, summarize financial outlook for each option based on current level of service.
 - Compare each option to the status quo.

- **Facilities Comparison.** The consultant will elaborate on the facilities and facilities needs of each option. This will be done as follows:
 - Determine the required facilities of each option.

- Determine if shared facilities currently in use can be used in the proposed option.
 - Determine how to create a shared-use facility or obtain “credit” for FTA funded facilities that would no longer be used for transit purposes.
 - Determine if current transit capital projects and proposals for each operator should be modified based on the option.
 - Project capital needs of a consolidated operation for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements, etc.
 - Compare each option to the status quo.
- **Support Staff Comparison.** The Consultant will develop and assess the needed organizational systems (staffing) assessment of each option. This will entail the following tasks:
 - Forecast staffing levels of each option by cost, FTE, fund source and function.
 - Identify the functional responsibilities of each staff person.
 - Develop proposed org charts, job descriptions and financial summary of the proposed options.
 - Compare each option to the status quo.
- **Service Comparison.** The consultant would compare each option in the ability to provide service as follows:
 - Review service levels in each option and what common service policies should be assumed in each option.
 - Identify potential service enhancements and cost savings through possible route optimization (such as route interlining, reduced deadhead hours, vehicle assignments and improved service contracts) for each of the consolidation options.
 - Compare each option to the status quo.
- **Governance Comparisons.** The consultant would develop options to govern the transit facilities in each option. This would include:
 - Summarize alternative governance structures (JPAs, districts, MOUs) to identify which are the most appropriate for each alternative.
 - Specifically propose and define possible governance structures for each of the potential consolidation options.
- **Summary Report of Comparisons.** Summarize an evaluation of each consolidation option based on the findings of Task 2 with a:
 - Primary focus on governance issues, financial status and service quality.
 - Evaluative response to the pros and cons identified in Phase 1.

Task 3: Guidance and Implementation Documentation

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems

- Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.
- **Steering Committee Support.** The consultant would support Steering Committee activities by assisting on these elements:
 - Identify non-technical “fatal flaws” of a consolidation option and determining if alternatives can be developed.
 - Participate in periodic one-on-one conversations about study findings.
 - Participate in steering committee meetings.
 - Develop press releases.
- **Focus Group Feedback.** The study would have a Focus Group designated for the study to assist elected officials in guiding the study concepts. The consultant would support Focus Group activities by assisting on these elements:
 - Prepare and coordinate Focus Group meetings as needed.
 - Determine the level of interest by the group towards a consolidation option.
 - Present study findings in draft form to obtain feedback.
- **Study Consensus-Building and Presentations.** Choosing and implementing a particular option will require that a level of consensus at the decision-making level. To do this, the consultant will need to provide information and assistance as needed. Specific efforts are anticipated to include:
 - Prepare and coordinate local Council and Board of Supervisor presentations.
 - Prepare and coordinate discussions with key regional agencies and potentially state legislative contacts.
 - Present study findings in draft form to obtain feedback.
 - Research and answer questions about consolidation option details if needed.
- **Final Consolidation Plan (if needed).** A final document describing the preferred option should be prepared, regardless of the outcome. Even if no consolidation is ultimately recommended, this document should consider strategies to achieve a more coordinated system for the users of the fixed-route and paratransit services in Solano County. Specific tasks are to:
 - Prepare a detailed explanation of the proposed organization from the preferred option.
 - Prepare informational materials (such as a four page Summary) about the preferred recommendation.
 - Prepare a strategic plan of actions to achieve the preferred option.



DATE: August 30, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano Transportation for Livable Communities (TLC) Capital Grants

Background:

Solano Transportation for Livable Communities (TLC) Capital grants are funded by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program and Transportation Enhancements (TE) Program funds. ECMAQ funds can only be allocated to projects in eastern Solano County (Dixon, Rio Vista, Vacaville and portions of Solano County).

On December 13, 2006, the STA Board approved the following three projects for a total of \$1,872,000 in Solano TLC capital funds (utilizing \$1.332 million in TE funds and \$540,000 in Bay Area CMAQ funds):

1. City of Benicia- State Park Road Bike and Pedestrian Bridge (\$1 million)
2. City of Suisun City- Driftwood Drive Waterfront Pedestrian Project (\$372,000)
3. Solano County- Old Town Cordelia Improvement Project (\$500,000)

An estimated total of \$1,034,800 of TLC capital funds remained to be programmed (\$792,000 of ECMAQ funds and \$212,000 of TE funds). The STA Board decided at that time to make available the remaining balance of TLC Funds in 2007. An important factor behind this decision was to allow additional time for project sponsors to develop eligible TLC capital projects.

On June 13, 2007, the STA Board issued a second call for TLC capital projects and received the following application submittals:

1. City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project (\$220,000 requested)
2. City of Rio Vista- Waterfront Public Access Project Phase 1 (\$1,000,000 requested)
3. City of Suisun City- Walters Road Pedestrian and Bicycle Path Improvement (\$60,000 requested)
4. City of Suisun City- McCoy Creek Pedestrian and Bicycle Bridge (\$60,000 requested)
5. City of Vacaville- Vacaville Downtown Creekwalk Extension (\$1,026,900 requested)

Copies of the submitted TLC applications are included as Attachment A to this report.

Discussion:

STA staff considered two primary factors in developing the funding recommendation for the remaining TLC capital funds: project deliverability and access to transit. Project deliverability is a major concern due to the fact that the funds will be lost if the project sponsor does not get all the necessary authorizations from Caltrans and the Federal Highway Administration to begin construction by the end of Fiscal Year (FY) 2008-09. In the past, if project sponsors had issues with getting approvals for construction by the deadline, MTC and STA had potential options to grant an extension to project sponsors. Now, however, FY 2008-09 is the end of the current Federal Transportation Bill. Therefore, there aren't any options for extensions if the project sponsor experiences delays in getting the project approved for construction. All funds that aren't obligated (or ready to be spent) by the FY 2008-09 deadline will be rescinded.

The projects submitted by the cities of Fairfield, Rio Vista and Vacaville are identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian. Suisun City's project submittals are not specifically identified Solano Countywide TLC Plan; however, they are included in the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan.

The City of Fairfield project was viewed by STA staff as the most qualified application for the TLC program since its primary purpose is to provide a safer, more attractive linkage between major employment centers, two downtown locations, and residential areas to a regionally significant multi-modal transit facility. In addition to meeting the goals of the TLC program, the project is ready to implement upon approval of funding.

In evaluating the application submittals, STA staff was notified by city staff that Suisun City's requests would not result in fully funded projects due to the uncertainty of other funding necessary to complete their projects. The TLC funds requested for Suisun's projects were a small portion of the total project cost with the remaining balance of the project left unfunded. The city is planning to apply for other grant sources to complete the project. STA staff is therefore not recommending TLC capital funds for both Suisun City projects at this time, but will continue to work with Suisun City to obtain other funding for these projects. Both the Fairfield and Suisun City projects are only eligible to receive TE funds, not ECMAQ.

Initially, Vacaville and Rio Vista's TLC project funding requests were both for \$1 million or more. STA staff considered funding each of them at approximately 50% of their request with ECMAQ funds. However, it appeared that such an approach would result in two projects that lack sufficient funds to move forward to construction. It is important to note that only these projects are eligible for ECMAQ funds. STA staff decided to recommend one of the two projects at this time for two reasons:

1. Significant construction cost savings by eliminating need to break the project into smaller phased projects.
2. The selected project will have a greater likelihood of being built as proposed.

Below is a brief description and an analysis of each application received:

City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project

The City of Fairfield requested \$220,000 of TLC capital funds to complete a pedestrian safety project that connects Fairfield's downtown, the Solano County Government Center and Courthouse along Union Avenue to downtown Suisun City's Amtrak Station, downtown and waterfront. This project is Phase 2 to an original project funded through Regional Measure 2 Safe Routes to Transit (SR2T) funds. The original project had to be broken into two phases because SR2T funds could not cover the cost of the entire project scope. Upon completion of both phases, Union Avenue will be an attractive corridor for bicycle and pedestrians to access the multi-use Class 1 bridge that crosses the Union Pacific railroad tracks. This bike/pedestrian bridge is a primary link between each city's downtowns, and serves as an important access point for transit users traveling to the employment, retail, and residential destinations. The Phase 2 project scope includes safety improvements related to traffic calming (pedestrian crossing), lighting, hardscape and landscape enhancements. A total of \$124,630 of local match is dedicated to this project. The local match equals 55% of the total amount requested.

At the August TAC meeting, STA staff recommended \$212,000 for this project for the following reasons:

- The project is ready for implementation by Fall of 2007.
- The project is within the city's right-of-way (ROW).
- The project has environmental clearance.
- The project is within a ¼ mile of an existing transit facility (Suisun City Rail Station).

The City of Fairfield submitted a separate funding request for Transportation Fund for Clean Air (TFCA) to augment this TLC request (see TFCA staff report under separate cover of this agenda).

City of Vacaville- Vacaville Downtown Creekwalk Extension

The City of Vacaville requested \$1,026,900 to extend the Downtown Creekwalk along Ulatis Creek from the current terminus east to McClellan Street along the north side of Ulatis Creek. The project provides for pedestrian connections between recreation, retail, restaurant, office, and residential uses in the historic eastern section of downtown Vacaville. In addition to being an important connection to the downtown services and employment, the creekwalk extension project will be part of a much longer Class 1 multi-use path connection along the Ulatis Creek between east and west Vacaville currently bisected by I-80. Similar to Rio Vista's Waterfront Project, Vacaville's Downtown Creekwalk Extension concept was developed as part of a TLC planning effort. A total of \$133,000 of local match is dedicated to this project. The local match equals 17.5% of the total amount requested.

STA staff is recommending \$822,000 for this project for the following reasons:

- The project is within the city's right-of-way (ROW).
- Although environmental clearance is necessary, the city has identified all environmental issues and mitigation needed.
- The project is within a ½ mile of two existing transit facilities (Davis Street Park and Ride Lot and the New Vacaville Transit Center).

City of Rio Vista- Waterfront Public Access Project Phase I

The City of Rio Vista requested \$1,000,000 to improve the public access and amenities available in the waterfront area of downtown Rio Vista. Phase 1 of the project consists of construction of a pedestrian/bicycle pathway network, public facility repair and replacement, flood control engineering (design) and improvements from the Rio Vista Bridge to City Hall. This project was a direct result of the Rio Vista Waterfront TLC Plan currently being finalized by the city. A total of \$175,000 of local match is dedicated to this project. The local match equals 17.5% of the total amount requested.

Rio Vista's Waterfront Public Access application submittal was well written in terms of its description of the project and its goals. The application demonstrated the project's potential to be an important element in revitalizing the Rio Vista downtown area. It also demonstrated how the pedestrian access to the Waterfront linked to future planned residential, employment and retail areas as developed in draft TLC Waterfront Plan. This project is identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian.

However, STA staff is not recommending funding for this project as part of this funding allocation for the following reasons:

- Project does not have environmental clearance- environmental concerns are unknown- high potential of project delay and loss of federal funds
- Project area includes private properties that are not within the City's right-of-way

An important factor in developing the funding recommendation was that Rio Vista's proposed project is immediately adjacent to the Sacramento River. Development next to the river has the potential for substantial involvement of state and federal resource agencies and organized public groups. Rio Vista has not obtained project specific environmental clearance. City staff does not anticipate significant concerns from the public or resource agencies; however, until an environmental document is released, environmental concerns are an unknown factor. In addition, Rio Vista does not own all the property needed to complete the entire waterfront project. However, Rio Vista staff indicated the city does own the proposed TLC Phase I properties. The need for environmental clearance and property acquisition for the entire project have the potential to delay project completion possibly beyond the federal funding deadline.

Transit connectivity is also an issue of concern. Although there is a potential to have a transit facility at a future park and ride location just west of the project site, there are currently no existing transit facilities.

This project is still a STA priority and a quality TLC candidate. As future TLC funding sources become available, STA staff recommends Rio Vista's project receive priority for the next round of TLC funding, provided that the potential environmental and land acquisition concerns are addressed.

City of Suisun City- Walters Road Pedestrian and Bicycle Path Improvement

The City of Suisun City requested \$60,000 to replace an existing asphalt-concrete (AC) bike path located along the west side of Walters Road from Petersen Road to Bella Vista Drive. The replaced path system will feature of 10-foot wide concrete Class I bike path

that will also accommodate pedestrian movement and will be segregated from motor vehicle traffic through the use of vegetation. The bicycle/pedestrian path is surrounded by residential areas and is a direct link to the Jepson Parkway Bikeway and the Central County Bikeway, a 10-foot wide concrete Class I bicycle path located along the north side of State Route 12 from Walters Road to Marina Boulevard. A total of \$6,900 of local match is dedicated to this project.

As noted previously, this project does not have the necessary funding for a fully funded project. STA will continue to work with Suisun City to obtain other funding for this project.

City of Suisun City- McCoy Creek Pedestrian and Bicycle Bridge

The City of Suisun City made a second project request for \$60,000 to assist in the construction of a Class I bike route along McCoy Creek from Pintail St. to Blossom Ave. Specifically, the request is to fund the purchase and construction of the bicycle/pedestrian bridge to connect the southern and northern portions of the McCoy Creek Trail. A total of \$6,900 of local match is dedicated to this project.

As noted previously, this project does not have the necessary funding for a fully funded project. STA will continue to work with Suisun City to obtain other funding for this project.

The STA TAC reviewed this item at their August 29, 2007 meeting and unanimously supported staff's recommendation to approve the City of Fairfield and the City of Vacaville's project in the amounts specified. The TAC also unanimously supported Rio Vista's project as the priority project for future TLC allocations. Attachment B is a letter submitted by Rio Vista Staff just prior to the August 29th TAC meeting.

TE Funding Shortfall

After the TAC recommended approving the projects at their August 29, 2007 meeting, STA staff began preparations for the TLC funding allocations and began researching the opportunities for future TLC funds and identified a shortfall in available TE funding dedicated to Solano TLC projects. STA planning staff originally estimated a remaining balance of \$242,000 of TE funding and recommended the following TE amounts at the August 29, 2007 TAC meeting:

- \$212,000 for Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety
- \$30,000 for Vacaville's Downtown Creekwalk Extension (in addition to available ECMAQ funding)

However, in late 2006, the California Transportation Commission (CTC) had approved a revised total of TE funding total of \$1,406,000 for FY 2007-08 and FY 2008-09. After previously STA approved TLC projects were accounted for, this left a remaining balance of \$73,800 in utilizing TE funds, not \$242,000. STA planning staff had not adjusted the TE estimate to reflect the actual amount approved by the CTC. To correct this shortfall, STA staff has revised the TLC funding recommendation for Fairfield's project from \$212,000 to \$73,800. Vacaville's project can still be funded at the previous recommended amount of \$822,000 by swapping \$30,000 ECMAQ previously allocated to the future Safe Routes to School Program. As noted earlier, the Fairfield project is not eligible to receive ECMAQ funds.

STA staff has scheduled a meeting with Fairfield's Public Works staff to discuss the decrease in available TLC (TE) funds and options for revising the projects' scope or potential future funds before the STA Board meeting. A supplemental staff report or an update from staff will be provided based on the discussion with Fairfield's Public Works staff.

Fiscal Impact:

Funding for the Solano TLC Capital Grants are provided by Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program and Transportation Enhancements (TE) Program. Both funding sources are federal funds and administered by MTC and the California Transportation Commission (CTC). A total of \$895,800 is available for the STA to approve. STA staff is recommending the following funding amount breakdown for each project:

1. City of Fairfield - Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800 (TE funds)
2. City of Vacaville - Vacaville Downtown Creekwalk Extension: \$822,000 (ECMAQ).

Recommendation:

Approve the following:

1. Solano TLC Capital Grants for the following projects:
 - A. City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800; and
 - B. City of Vacaville- Vacaville Downtown Creekwalk Extension: \$822,000
2. The City of Rio Vista's Waterfront Public Access Project will receive priority for future TLC allocations, provided that the potential environmental and land acquisition issues are addressed for the project.

Attachment:

- A. TLC Application Submittals
- B. City of Rio Vista Waterfront Specific Plan Improvement Project Letter

**Copies of the
TLC Application Submittals have been provided to the
STA Board members under separate enclosure.**

**You may obtain copies of the
TLC Application Submittals
by contacting the STA at (707) 424-6075.**

Thank you.



ATTACHMENT B

Rio Vista City Hall • One Main Street • Rio Vista, CA 94571
707-374-2205 • 707-374-5063 fax • <http://www.rio-vista-ca.com/>
Community Development
Building & Safety, Planning, & Redevelopment

RECEIVED

August 29, 2007

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

AUG 29 2007

SOLANO TRANSPORTATION
AUTHORITY

RE: TLC Grant application 2007; Waterfront Specific Plan Capital Improvement Project

Dear Mr. Guerrero:

Per your suggestion, we are sending you a revised budget and scope of work for the above-referenced project to ensure that STA is able to fund as many projects as possible in this round of applications. The revised project focuses on Phase One of the project and reduces the scope of Phase One of the proposed pathway from one-half a mile to one fourth a mile. We understand that the TLC grant program funding is primarily granted for projects that are deemed ready to be implemented. This is something we are very pleased to hear because our community is ready to construct and complete the first phase of the Waterfront pathway immediately.

The last time the City applied for funds from MTC to construct the subject pathway, we were told that we would have to prepare a Specific Plan before the project would be deemed ready for capital improvement funds. We have completed the Plan, including all associated environmental review, and the item is on the October 4th City Council agenda for adoption at that time. We are one-mind with STA staff on the desire for the TLC funds to result in a successful capital improvement project to be completed in a short amount of time. As City Manager, I speak on behalf of myself and City Staff, that we are committed to implementing the project in the timeline required by the Grant program. We have received and read the staff report to the TAC committee regarding our project proposal and would like to make some clarifications:

We have specifically designed a project that is ready for immediate construction. Phase One of the waterfront promenade would be constructed completely on public property. No right-of-way acquisition is necessary. The project would be a public works project and would be set back from mean high water. Consequently, the subject application's project would not require additional environmental review or State permits, and will be ready to go out to bid within 3 months of receipt of the grant. Although the site is not within 10 miles of the Suisun transit center, we do have a well-received local transit system (the Delta Breeze) that provides service to the project site area and several destinations in Solano County as well as Sacramento and Contra Costa counties (a brochure is attached for your reference). It should also be noted that the Yolo Solano Air Quality Management District has given us a vote of confidence that the pathway project is ready to move forward and has awarded us the necessary matching funds for repair/improvement to the fishing pier area pathway, bathrooms and associated facilities that are part of the application. We are hoping that STA will agree with the Air District and help us to get this project on the ground in short-order.

Sincerely:

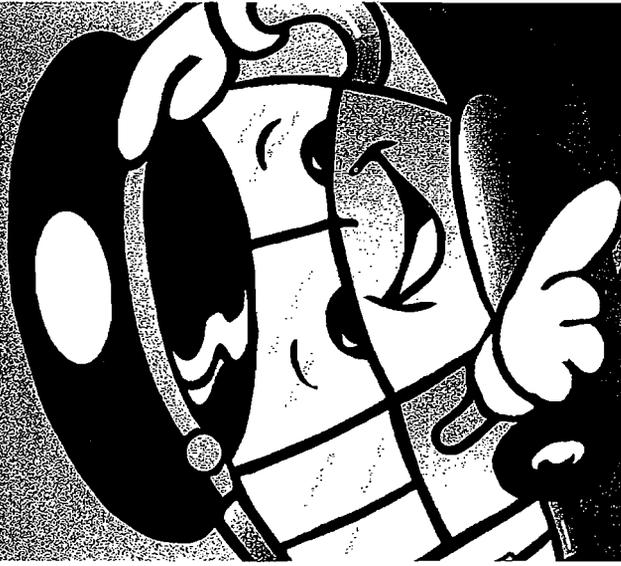

Hector De La Rosa, City Manager
City of Rio Vista

Enclosures:
Revised Budget and Scope; Delta Breeze Guide

RIO VISTA

BREZZA

RIDER'S GUIDE



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EFFECTIVE JANUARY 2, 2007

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DATE: August 30, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: 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 clean air projects. Eligible projects reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, ridesharing activities 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.

Earlier this year the STA Board issued an initial call for projects and approved a total of \$23,120 for two clean air projects: \$10,000 for City of Benicia's Diesel Retrofit Devices and \$13,120 for Fairfield Suisun Transit's Bicycle Access Improvements. This left a remaining balance of \$309,494, of which \$222,247 was dedicated to SNCI's Rideshare Activities. On June 13, 2007, the STA Board formally approved SNCI's allocation and issued a call for the remaining \$87,247. Since then STA staff received two applications:

1. City of Benicia- Bus Retrofit Devices (\$25,000 requested)
2. City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Project (\$87,247 requested)

Copies of the applications are attached (see Attachments A and B).

Discussion:

Below is a brief description and analysis of each application submitted.

City of Benicia- Bus Retrofit Devices

The City of Benicia requested \$25,000 in TFCA funds to retrofit six Benicia Breeze Cutaway buses. The retrofit devices are Cleaire Advanced Emission Controls' Horizon Electric Particulate Filter. The device is certified by the Air Resource Board (ARB) as a Level 3 emissions reduction device due to its ability to reduce particulate matter

emissions by 85% for on road heavy duty vehicles with engine model years between 1994 and 2005. Relative to this application, the Benicia Transit Fleet is currently under the ARB's Fleet Vehicle Rule. This means that at least 20% of Benicia's buses that were made in 2001 or older must reduce their air emissions at least to the ARB Level 3 standard. Also relative to this request, the City of Benicia previously was awarded \$10,000 to retrofit seven vehicles with the same control device earlier this year.

City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project

The City of Fairfield requested \$87,247 of TFCA funds to complete a pedestrian safety project that connects downtown Fairfield along Union Avenue to downtown Suisun City's Amtrak Station. This project is Phase 2 to an original project funded through Regional Measure 2 Safe Routes to Transit (SR2T) funds. The original project had to be broken into two phases because SR2T funds could not cover the cost of the entire project scope. Upon completion of both phases, Union Avenue will be an attractive corridor for bicycle and pedestrians to access the multi-use Class 1 bridge that crosses the Union Pacific railroad tracks to the Suisun's multi-modal Amtrak Station center. This bike/pedestrian bridge is the only link between each city's downtowns, and serves as an important access point for transit users traveling to the employment, retail, and residential destinations. The Phase 2 project scope includes safety improvements related to traffic calming (pedestrian crossing), lighting, hardscape and landscape enhancements.

The City of Fairfield submitted a separate funding request for Solano Transportation for Livable Communities (TLC) Capital grant to augment this TFCA request (see TLC staff report under separate cover of this agenda). A total of \$124,630 of local match is dedicated to this project and the project is scheduled to go to construction in Fall 2007.

Staff Evaluation

Benicia's Bus Retrofit Device project is an important project that reduces air emissions in Solano County. Benicia already received \$10,000 from the first call for projects earlier this year to fund seven retrofit devices. In addition, STA staff facilitated a separate allocation of approximately \$220,000 in FTA 5307 Vallejo/Benicia UZA Surplus funds provided by the Metropolitan Transportation Commission to assist Benicia in meeting ARB's Fleet Vehicle Rule. Based on the earlier TFCA allocation and the most recent MTC allocation to assist Benicia in retrofitting their buses, STA staff is not recommending additional funding for Benicia for this project as part of this call for projects.

The City of Fairfield's project is a priority project identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian. This project is significant to all three plans due to its potential to improve connections to:

- Two major city and county employment, retail, and residential centers
- Regional transit center (via the Amtrak Train Station, Park and Ride lot and regional Transit Service stop in downtown Suisun City)

STA staff is recommending the full amount of \$87,247 requested for the Union Ave./Suisun Train Station Pedestrian Safety Project.

Fiscal Impact:

No impact to the STA budget. The project is recommended to be funded with the remaining FY 2007-08 TFCA funds balance of \$87,247. If the remaining balance is not allocated by October 1, 2007, the funds will no longer be directly available to Solano County. After October 1st, the Bay Area Air Quality Management District will use the remaining balance as part of the Regional TFCA program. Solano County will need to compete at the regional level for the funds at that point.

Recommendation:

Approve \$87,247 in Fiscal Year (FY) 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project.

Attachments:

- A. City of Benicia- Bus Retrofit Devices
- B. City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Improvement Project

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CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-812

RECEIVED

JUL - 5 2007

SOLANO TRANSPORTATION
AUTHORITY

July 3, 2007

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

RE: Solano Transportation Fund for Clean Air Application

Dear Mr. Guerrero:

The City of Benicia is pleased to submit our grant for the following project:

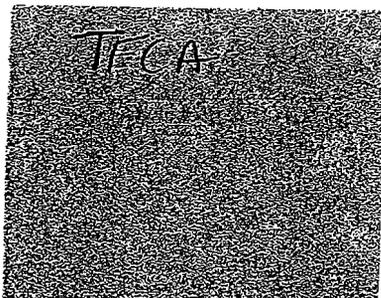
- Install Level 3 Particulate Devices on six Benicia Breeze Cutaway Buses.

These devices will help improve the air quality within the Bay Area and improve the reliability of the cutaway buses in operation today.

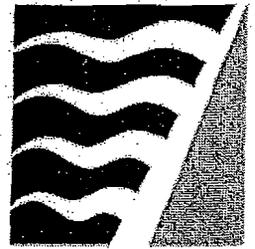
Should you have any questions regarding our grant, you can call me at (707) 746-4333, extension 107 or email at jandoh@ci.benicia.ca.us

Thank you,

John Andoh
Transit Services Manager



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Solano TFCA Application for 2007-08

Project title: Install Particulate Traps on Benicia Breeze Diesel Cutaway Buses

Project sponsor: City of Benicia

Contact person: John Andoh

Phone No: 707-746-4333, ext 107

E-Mail: jandoh@ci.benicia.ca.us

Address: 250 East L Street
Benicia, CA 94510

Total TFCA funds Requested	\$25,000	\$125,000
(\$87,247 Max.):	_____	Local match: _____
		General Fund

Total project cost: \$150,000

- 1. Project description:** Purchase Level 3 Particulate Traps for Benicia Breeze Diesel Cutaway Buses purchased in 2000 and 2001.
- 2. Describe project location** (attach map of the project area or the target population area that this project will serve):

Map is attached.

5. Type of project eligibility (see Solano TFCA Program Manager Guidelines for detailed project eligibility information):

(Mark 'X' in applicable eligibility category)

- A. Ridesharing
- B. Bicycle Project
- C. Shuttle/Feeder Bus Service
- D. Arterial Management Projects
- E. Clean Air Vehicle
 - 1. Light Duty
 - 2. Heavy Duty
- F. Smart Growth Projects/Pedestrian Project

X

3. If TFCA grant is not approved (or not approved in its entirety), describe what would be the effects on existing or planned facility/services? The City will strive to seek other funds to complete this project.

4. Describe project schedule (including project milestones) and indicate estimated project completion date:

CARB Time Line

Due Date	Task
September 1, 2007	Direct.MV Transportation, Inc to Purchase Devices For 6 Vehicles
October 15, 2007	Additional Power Source Added Outside for Cutaway Vehicles to Plug In Level 3 Devices
October 31, 2007	Installed Level 3 Devices on Bus #2201, 2005, 2006, 2007
November 30, 2007	Installed Level 3 Devices on Bus # 2004 and Bus #2003 (if not replaced by then)
December 31, 2007	All Cutaway Buses in Benicia Breeze Fleet Retrofitted with Level 3 Devices

6. Please locate the project category in the following pages and include all listed information as specified on a separate sheet of paper. Applicants may be required to submit additional information for purposes of determining air emission reductions prior to final grant approval by the Bay Area Air Quality Management District (BAAQMD).

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2, and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: The following diesel or incomplete medium-duty vehicles (MDV) with a manufacturer's GVWR from 8501 to 14000 pounds are certified as described below. Production vehicles shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE MANUFACTURER	EMISSION STD CATEGORY ²	FUEL TYPE ¹	STANDARDS & TEST PROCEDURE	ENGINE SIZES (L)	ECS & SPECIAL FEATURES ³	EF OBD	
	EXECUTIVE ORDER								
2008	A-010-1330	FORD MOTOR COMPANY	ULEV	Gasoline	Otto	6.8	TWC, 2HO2S, HO2S, SFI	OBD(P)	
Gasoline, LPG or Alcohol Vehicles Only									
VEHICLE DESCRIPTION									
EVAPORATIVE		FUEL TANK CAPACITY	VEHICLE MODEL YEAR	VEHICLE MAKE & MODELS		VEH. OBD	ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)	ENG. OBD
FAMILY	UL (K)	(gallons)							
6FMXE0209GAP	150	JT	2008	Ford E-350 Cutaway / Chassis Cab / Stripped Chassis		OBD(P)	6.8	6E41R0505 (105)	OBD(P)
6FMXE0205GAP	150	SS	2008	Ford E-350 Cutaway / Chassis Cab / Stripped Chassis		OBD(P)	6.8	6E41R0505 (105)	OBD(P)

¹ =not applicable; GVWR=gross vehicle weight rating; 13 CCR xyz=Title 13, California Code of Regulations, Section xyz; 40 CFR # abc=Title 40, Code of Federal Regulations, Section # abc; L=filter; hp=horsepower; kW=kilowatt; EF=engine family;
² CNG/LNG=compressed/natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a. BF=bi fuel; DF=dual fuel; FF=flexible fuel;
³ SULEV / ULLEV / LEV=super ultra / ultra / low emission vehicle;
 ECS=emission control system; TWCOC=three-way oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/O2S=heated/oxygen sensor; HAFSAFS=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel injection; SFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; IVDI=indirect diesel injection; TCSI=turbo/super charger; CAC=charge air cooler; EGR=exhaust gas recirculation; FAIR/AIR=purged/secondary air injection; SPL=smoke puff limiter; OBD(P) (P) (P) =full / partial / partial with a fine / on-board diagnostic; ECM/PCM=engine/powertrain control module; EM=engine modification; 2 (prefix)=parallel; (2) (suffix)=41 sockets;

Following are: 1) the FTP exhaust emission standards or family emission limit(s) as applicable under 13 CCR 1956.8; 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, in g/bhp-hr, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For dual- and flexible-fuel, the CERT values in brackets [] are those when tested on conventional test fuel.)

	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	*	*	*	*	1.5	*	14.4	*	*	*	0.05	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	*	*	*	*	0.6	*	1.5	*	*	*	0.002	*
NTE	*	*	*	*	*	*	*	*	*	*	*	*

¹ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; EURO=Euro III European Steady-State Cycle; NTE=Not-to-Exceed emission limit; STD=standard or emission test cap; FEL=family emission limit; CERT=certification level; NMHC=non-methane hydrocarbon; NOx=oxides of nitrogen; CO=carbon monoxide; PM=particulate matter; HCHO=formaldehyde;

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: The listed engine models have been certified to the optional emission standards and test procedures in 13 CCR 1956.8 applicable to diesel or incomplete MDV with a 8501-14000 pound GVWR and shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete MDV with a 8501-14000 pound GVWR).

BE IT FURTHER RESOLVED: The listed engine models have been certified to the Option 1 federal NMHC+NOx emission standard listed above pursuant to 13 CCR 1956.8.

BE IT FURTHER RESOLVED: For the listed vehicle models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1988.2 (on-board diagnostic, full or partial compliance), 13 CCR 1976(b)(1)(B)-(C) or 13 CCR 1976(b)(1)(F) (evaporative emission standards), 13 CCR 2035 et seq. (emission control warranty), and 13 CCR 2235 (fill pipes and openings of motor vehicle fuel tanks). [The braces {} are for gasoline, LPG or alcohol fueled vehicles only. The brackets [] are for gasoline or alcohol fueled vehicles only.]

Vehicles certified under this Executive Order shall conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed at El Monte, California on this 2nd day of April 2005.

Robert Lyons
 Allen Lyons, Chief
 Mobile Source Operations Division

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-05-010-02

Pursuant to the authority vested in the Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code section 39515 and 39616 and Executive Order G-02-003;

Relating to Exemptions under section 27156 of the Vehicle Code, and Verification under sections 2700 through 2710 of Title 13 of the California Code of Regulations

Cleaire Advanced Emission Controls, LLC (Cleaire)
Horizon™ Electric Particulate Filter (Horizon)

ARB staff reviewed Cleaire's request for verification of the Horizon. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the Horizon reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions) (Title 13, California Code of Regulations (CCR), sections 2702 (f) and (g) and section 2708). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the Horizon as a Level 3 system for on-road vehicles that use heavy-duty diesel engines of all model years up through and including 2006, except those belonging to engine families listed in Attachment 1.

The Horizon is compliant with the 2009 nitrogen dioxide emissions limit and as such is designated as a "Plus" system per section 2702(f).

The aforementioned verification is subject to the following terms and conditions:

- The engine must be model year 2006 or older, and not belong to any of the engine families listed in Attachment 1.
- The engine must be used by an on-road motor vehicle with a manufacturer's Gross Vehicle Weight Rating of over 14,000 pounds.
- The engine may have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is between 1994 and 2005, inclusive.
- The engine must not have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is 2006.
- The engine must not have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is 1993 or older.
- The engine must not have a pre-existing diesel particulate filter from the original equipment manufacturer.

- The engine must have a displacement no greater than 15 liters.
- The engine must be four-stroke.
- The engine can be mechanically or electronically injected.
- The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- Lube oil, or other oil, should not be mixed with the fuel.
- The product must not be operated with fuel additives, as defined in section 2701 of Title 13, of the CCR, unless explicitly verified for use with the fuel additive(s).
- The product must not be used with any other systems or engine modifications without ARB and manufacturer's approval.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the Horizon, manufactured by Cleaire Advanced Emission Controls, LLC, 14775 Wicks Boulevard, San Leandro, California 94577-6779, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Horizon is exempt from the prohibitions in section 27156 of the Vehicle Code for installation on heavy-duty on-road vehicles. This exemption is only valid provided the engines meet the aforementioned conditions.

ARB reserves the right in the future to review this Executive Order and the exemption and verification provided herein to assure that the exempted and verified add-on or modified part continues to meet the standards and procedures of CCR, Title 13, section 2222, et seq and CCR, Title 13, sections 2700 through 2710.

The Horizon consists of a non-catalyzed silicon carbide wall-flow diesel particulate filter, electric heating element, air pump, and an electronic control system. All necessary hardware and controls are installed on the vehicle, requiring only off-board electric power to supply energy to the heater. The major components of the Horizon are identified in Attachment 2.

No changes are permitted to the device. ARB must be notified, in writing, of any changes to any part of the Horizon. Any changes to the device must be evaluated and approved by ARB. Failure to do so shall invalidate this Executive Order.

Changes made to the design or operating conditions of the Horizon, as exempted by ARB, which adversely affect the performance of the vehicle's pollution control system, shall invalidate this Executive Order.

This Executive Order is valid provided that installation instructions for Horizon do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Marketing of the Horizon using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order shall not apply to any Horizon advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

ARB estimates that the Horizon has no significant effect on average fuel economy.

As specified in the Diesel Emission Control Strategy Verification Procedure (CCR, Title 13, section 2706 (g)), ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/CLE/2005/PM3+/N00/ON/DPF01.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, Cleaire is responsible for honoring the required warranty (section 2707) and conducting in-use compliance testing (section 2709).

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with Title 13, CCR, sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials (ASTM) specification D6751 applicable for 15 parts per million sulfur content;
- The diesel fuel portion of the blend complies with Title 13, CCR, sections 2281 and 2282; and
- The use of biodiesel applies to devices verified to reduce only diesel particulate matter.
-

Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations.

This Executive Order does not release Cleaire from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

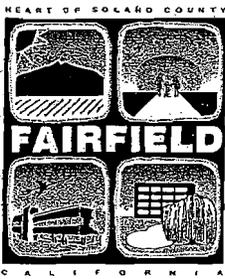
Executed at El Monte, California, this 14th day of February 2007.

/s/

Robert H. Cross, Chief
Mobile Source Control Division

Attachment 1: Excluded Engine Families for the Horizon
2: Horizon Parts List

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CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 190

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.428.7635
FAX 707.426.3298

Home of
Travis Air Force Base

COUNCIL

- Mayor
Harry T. Price
707.428.7395
- Vice-Mayor
Jack Batson
707.429.6298
- Councilmembers
707.429.6298
- Marilyn Farley
- Frank Kardos
- John Mraz
...
- City Manager
Kevin O'Rourke
707.428.7400
...
- City Attorney
Greg Stepanicich
707.428.7419
...
- City Clerk
Arletta Cortright
707.428.7384
...
- City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

July 24, 2007

Department of Public Works

Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Solano Transportation Fund for Clean Air Application – City of Fairfield

Dear Robert:

The City of Fairfield requests \$87,247 in Transportation Fund for Clean Air (TFCA) funds to partially fund Phase 2 of the Union Avenue/Suisun Train Station Streetscape Enhancement project. This request is submitted in parallel with a request for \$220,000 in Transportation for Livable Communities (TLC) funds for this project. Phase 1 of the project is funded with \$300,000 in Safe Routes to Transit funds, \$25,000 in TDA Article 3 funds and \$100,000 in local funds.

This TFCA funding and the requested TLC funds will allow the City of Fairfield to complete enhanced pedestrian facilities from the Solano County Government facilities and downtown Fairfield to the Suisun City Train Station and downtown Suisun City. The pedestrian improvements will encourage the large employee base of the Solano County Government facilities to switch from private autos to rail and bus, thus reducing congestion and improving air quality.

Thank you for your consideration.

Sincerely,

William M. Duncan, P.E.
Assistant Public Works Director - Transportation

DEPARTMENTS

- Community Services
707.428.7465
...
- Finance
707.428.7496
...
- Fire
707.428.7375
...
- Human Resources
707.428.7394
...
- Planning & Development
707.428.7461
...
- Police
707.428.7551
...
- Public Works
707.428.7485

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BAY AREA
AIR QUALITY

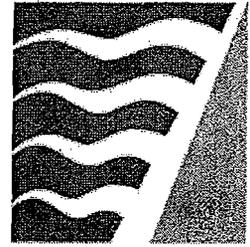


TRANSPORTATION
FUND FOR
CLEAN AIR

**Solano
Transportation Fund For Clean Air Application
Fiscal Year 07-08**

- **Submit a cover letter and 2 hard copies of the complete application to:**
Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585

- **Applications are due to the Solano Transportation Authority (STA) before 3p.m., Tuesday, July 24, 2007.**



Solano TFCA Application for 2007-08

Project title:	<u>Union Avenue/Suisun Train Station Pedestrian Safety Improvement Project</u>	
Project sponsor:	<u>City of Fairfield (co-sponsors of Suisun City and Solano County)</u>	
Contact person:	<u>Mike Duncan</u>	
Phone No:	<u>707.428.7632</u>	E-Mail: <u>mduncan@ci.fairfield.ca.us</u>
Address:	<u>Fairfield Transportation Center</u> <u>2000 Cadenasso Drive</u> <u>Fairfield CA 94533</u>	
Total TFCA funds Requested	<u>\$87,247</u> (\$87,247 Max.): _____	Local match: <u>\$37,383</u> _____
Total project cost:	<u>\$344,630</u>	

1. Project description: This is Phase 2 of a project to provide pedestrian lighting and enhanced pedestrian path-of-travel between the Solano County Government Center and the County Court House facilities to the Suisun City Train Station and Intercity Transit facility.

2. Describe project location (attach map of the project area or the target population area that this project will serve): The project is on Union Avenue from downtown Fairfield to the Suisun City Train Station. Approximately 1,500 employees of the Government facilities and downtown Fairfield will be served.

- Indicate estimated number of pedestrian users that the project will serve at any given time (include assumptions) **Assuming 50% of the employees of the Government facilities use the pedestrian facilities daily, approximately 750 people will be served daily.**
- Indicate how pedestrian project will provide access to transit, schools, shopping, or employment **The project provides direct access to the Suisun City Train Station, including Intercity and Local Bus services, the Solano County Government facilities and downtowns of Fairfield and Suisun City.**
- Indicate estimated number of auto trips, number of days/year of the reduced auto trips apply and the approximate auto trip length removed as a result of this project. Clearly define your assumptions. **Conservatively assuming the project encourages 5% of the employees of the Solano Government facilities to switch to Rail or Bus transit, 75 auto trips would be reduced daily over 250 days per year for a total reduction of 18,750 trips annually.**

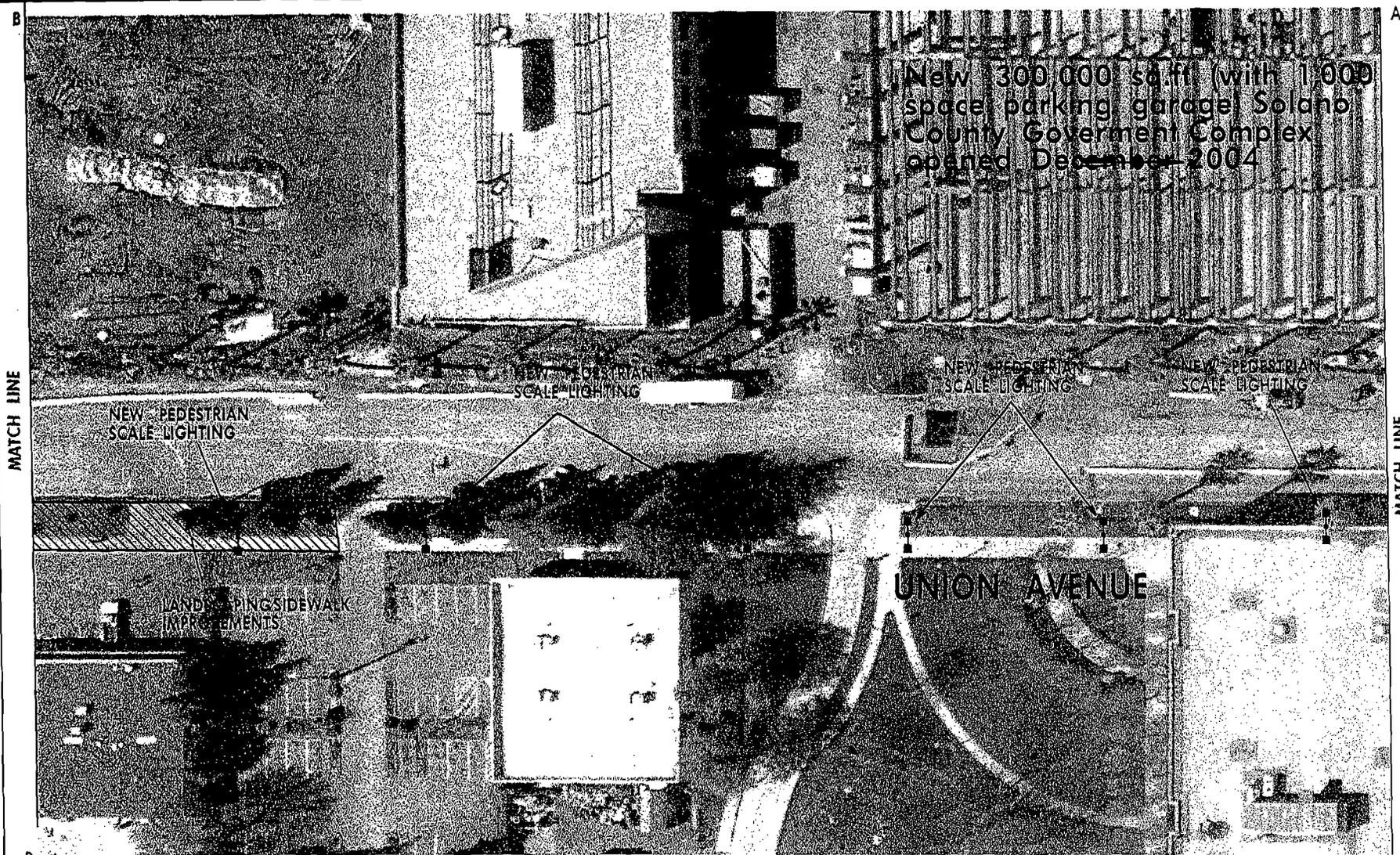


A

MATCH LINE

A

SHEET 1 OF 4 FILE NO.	
UNION AVENUE/SUISUN TRAIN STATION PEDESTRIAN IMPROVEMENTS	
CITY OF FAIRFIELD TRANSPORTATION DIVISION 1000 WEBSTER STREET, FAIRFIELD, CA 94504, 95633	
DESIGNED BY DATE	EXP. BY DATE
CHECKED BY DATE	REVISIONS DATE
SCALE HORIZONTAL VERTICAL	APPROVED BY DATE
PROJECT NO.	
DRAWING NO.	
SHEET NO.	



New 300,000 sq.ft (with 1,000 space parking garage) Solano County Government Complex opened December 2004

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

LANDSCAPING SIDEWALK IMPROVEMENTS

UNION AVENUE

DRAWN BY CHECKED BY DATE	APPROVED BY William M. Duncan Assistant Director of Public Works DATE _____ P. E. NO. _____	SCALE: HORIZONTAL 1" = 40' VERTICAL N/A	DESIGNED Ken Hays DRAWN Ken Hays CHECKED Michael Duncan DATE 7/16/2007	CITY OF FAIRFIELD TRANSPORTATION DIVISION 1000 WEBSTER STREET, FAIRFIELD, CA (94533)	UNION AVENUE/SUISUN TRAIN STATION PEDESTRIAN IMPROVEMENTS	SHEET 2 OF 4 FILE NO.
		DESCRIPTION				



REVISED BY	DESCRIPTION

APPROVED BY: William M. Duncan
Assistant Director of Public Works
 DATE: _____ P. E. NO. _____

SCALE: _____
 HORIZONTAL: 1" = 40'
 VERTICAL: N/A

DESIGNED: Ken Herna
 DRAWN: Ken Herna
 CHECKED: Michael Duncan
 DATE: 7/14/2007

CITY OF FAIRFIELD
 TRANSPORTATION DIVISION
 1000 WEBSTER STREET, FAIRFIELD, CALIFORNIA 94533

UNION AVENUE/SUISUN TRAIN STATION
 PEDESTRIAN IMPROVEMENTS

SHEET
 3
 OF 4
 P.L.C. NO.



DATE: August 30, 1007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Final 2007 Solano Congestion Management Program
(CMP)

Background:

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. This includes Level of Service (LOS) standards on the CMP network and transit performance measures. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's nine CMPs for consistency every two years.

MTC also periodically adopts a new Regional Transportation Plan (RTP), and uses CMPs as one of the sources of information for roadway networks and land uses used in the RTP update. MTC is in the process of updating the Transportation 2030 plan, and will use the 2007 Solano CMP to inform that update.

The STA Board approved the STA's current CMP in October of 2005. On May 30, 2007 the STA TAC reviewed the Draft 2007 Solano CMP and forwarded it to the STA Board for consideration. On June 27, the STA Board forwarded the Draft 2007 Solano CMP to MTC for review and comment.

Discussion:

MTC delivered comments on the Draft 2007 Solano CMP on July 30, 2007 (Attachment A). The Draft 2007 Solano CMP has been revised by staff to address the MTC comment letter, including the addition of a new Goods Movement element; and to provide any data missing from the Draft document. Attachment B is the proposed Final CMP.

The Solano Express Intercity Transit Consortium and STA Technical Advisory Committee both reviewed the Final CMP on August 29, 2007. Both committees recommended approval of the Final CMP with minor text changes.

MTC requires that the CMP be submitted by STA by September 21, 2007.

Recommendation:

Approve the Final 2007 Solano CMP and submit to the Metropolitan Transportation Commission (MTC).

Attachments:

- A. MTC Comment Letter dated July 30, 2007
- B. Final 2007 Solano CMP (To be provided under separate enclosure.)



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph R. Dore Center
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

JUL 31 2007

July 30, 2007

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Ammirato
City and County of San Francisco

Tom Acumbvado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Doreen M. Giocopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jou Rubin
San Francisco Mayor's Appointee

Bijini Sartipi
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Anny Wortb
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Frenier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

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

RE: COMMENTS ON THE DRAFT 2007 SOLANO CONGESTION MANAGEMENT PROGRAM

Dear Mr. Halls:

Thank you for submitting a copy of the *Draft 2007 Solano Congestion Management Program* to MTC for review. As you know, MTC is legally required to evaluate Bay Area congestion management programs (CMP) for consistency with the *Regional Transportation Plan (RTP)*, and for consistency and compatibility of the programs within the region.

We have reviewed your Draft 2007 CMP for conformance with policies outlined in MTC's CMP Guidance (MTC Resolution 3000, updated in June 2007), and offer the following comments:

1. Goals and objectives established in the RTP
The Draft 2007 CMP is generally consistent with the 2005 RTP goals of Safety, Reliability, Access, Livable Communities, and Clean Air. However, the Draft CMP should be refined to address more fully the Efficient Freight Movement goal.
2. Consistency of the system definition with adjoining counties
The Draft 2007 CMP maintains regional continuity of facilities that cross county borders.

The Draft 2007 CMP includes an acceptable reference to infill opportunity zones. In addition, the Draft 2007 CMP makes reference to current work to identify potential candidates for infill opportunity zones or Priority Development Areas per the multi-regional agency Focusing Our Vision (FOCUS) effort.
3. Consistency with Federal and State air quality plans
The Draft 2007 CMP contains a list that correlates the Federal/State TCMs with programs and projects in the CMP
4. Consistency with MTC's travel demand model
As required, STA staff should forward the CMP travel demand model, database and assumptions to Chuck Purvis of MTC to review the CMP model for consistency with the MTC travel demand model. MTC comments on the CMP model will be sent separately from this letter.

J:\PROJECT\CMP\2007 CMP\2007_Solano_CMP\MTC Comments 2007 Draft CMP Solano_v2.doc



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
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Executive Director

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Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillin
Deputy Executive Director, Policy

5. RTP financial assumptions

The Draft 2007 CMP recognizes financial constraints in its Capital Improvement Program, including the costs for adequately maintaining, rehabilitating, and operating the multi-modal system.

Review Process

MTC is scheduled to make consistency findings of the 2007 CMPs with the Transportation 203 Plan in November 2007. Note that MTC cannot make a final consistency finding until the congestion management agency (CMA) has officially adopted the CMP. We have requested the CMAs submit their final CMPs to MTC by September 21, 2007.

Please feel free to contact me at 510.817.5794 or Valerie Knepper, who is coordinating the CM consistency review, at 510.817.5824 if you have any questions.

Sincerely,

Raymond Kan
Transportation Planner/Analyst

cc: Valerie Knepper, MTC
Robert Macaulay, STA
Robert Guerrero, STA

J:\PROJECT\CMP\2007 CMP\2007_Solano_CMP\Comments_SolanoCMP_2007_Letter.doc

**A copy of the
Final 2007 Solano CMP has been provided to the
STA Board members under separate enclosure.**

**You may obtain a copy of the
Final 2007 Solano CMP
by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: August 30, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Draft North Connector Transportation for Livable Communities (TLC)
Corridor Concept Plan

Background:

The STA began the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan in January 2007. The corridor concept plan is related to the I-80/I-680/State Route (SR) 12 Interchange's North Connector Project. The TLC Corridor Concept Plan's scope encompasses the planned North Connector roadway segments between Abernathy Road and SR 12/Jameson Canyon as well as adjacent streets in the Fairfield and County jurisdictions. The primary purpose of this plan is to develop design improvements with TLC concepts, which include alternative modes connections, such as bicycle and pedestrian, to residential, employment, civic and retail land uses throughout the corridor.

The planning and engineering firm, ARUP, was selected to assist in the development of the plan. ARUP and STA staff met three (3) times with a working group consisting of staff from Solano County and City of Fairfield planning and public works departments. Staff also provided a presentation of the corridor's opportunities and constraints to a joint meeting with the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8, 2007. On May 10, 2007, the staff working group and the consultant hosted a public workshop at Nelda Mundy Elementary School. The public workshop attendance was relatively small which allowed staff and consultants to give participants more detailed information regarding the project's parameters.

Discussion:

Since the public workshop in May, a draft North Connector TLC Corridor Concept Plan was developed and reviewed by the working group, Solano BAC and PAC. The Draft Concept Plan is available under separate cover. The Draft Concept Plan includes:

- a detailed background on the plan,
- existing conditions,
- TLC improvements/components,
- corridor design themes,
- conceptual bicycle, pedestrian, and transit improvements,
- preliminary cost estimates for concept projects

Comments received to date include minor edits such as clarification on existing transit services and street names/intersection descriptions. There are also follow up comments that need to be evaluated further as they relate to the overall North Connector Project.

Specifically, STA staff and the consultant will further evaluate Project # E: Central Section Bicycle Lane Network. The City of Fairfield identified an inconsistency between what was proposed in Project # E and what will be constructed as part of the North Connector Road Project. The final draft TLC Corridor Plan will clarify the concept route alignment and will be revised if necessary in this project area.

However, it should be noted that all of the projects proposed in the TLC Corridor Plan are concepts and will need further evaluation as funding becomes available for each specific project. Actual alignments and project components will need to be decided upon by the lead project sponsor before design and construction is initiated. The TLC Corridor Plan is a planning document identifying the desires of the community given potential future opportunities and constraints. The plan will be an advocacy tool for Fairfield Solano County and STA for future TLC and bicycle/pedestrian funds.

STA staff is seeking a Board authorization to release the draft TLC Corridor Concept Plan for public comment at this time. The TAC reviewed the document on August 29th and recommended its release for public comment by the Board. All comments received will be considered in the development of the final North Connector TLC Corridor Concept Plan. Pending Board approval to release the draft for public comment, the deadline for comments is proposed for Friday, October 12, 2007. At that point, STA staff and ARUP will work to develop a final document for TAC and Board consideration approval at their November and December meetings respectively.

Fiscal Impact:

This project is fully funded through the STA's Transportation Planning Land Use Solutions (T-PLUS) funds for a total of \$40,000.

Recommendation:

Approve the release of the Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

Attachment:

- A. Draft North Connector TLC Corridor Concept Plan (To be provided under separate enclosure.)

**A copy of the
Draft North Connector TLC Corridor
Concept Plan has been provided to the
STA Board members
under separate enclosure.**

**You may obtain a copy of the
Draft North Connector TLC Corridor
Concept Plan by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: September 4, 2007
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Selection of 2008 STA Chair and Vice Chair

Background:

The STA policy for selection of Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent being to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianesse and Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair (see attached list of past STA Chairs).

In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA's Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member scheduled to serve as Chair following the new Vice-Chair. The last two years, the STA Chair has opted to include Solano County's representative to the Metropolitan Transportation Commission (MTC), Supervisor Jim Sperring, on the committee. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board. The selection of the STA's Executive Committee remains at the discretion of the new STA Chair.

With the completion of Marci Coglianesse's term (then serving as Rio Vista Mayor) as Chair in 2001, all eight STA member agencies had had the opportunity to serve as the Chair of the STA since 1991. In 2003, then Board Member and former Benicia Council Member Pierre Bidou requested that his turn to serve as Chair/Vice-Chair be skipped due to his heavy workload outside of the

STA and his decision not to seek reelection to the Benicia City Council. The City of Benicia was then reinserted back into the rotation after all of the existing Board Members had an opportunity to serve as STA Chair.

Discussion:

The regularly schedule term of the STA’s 2007 Chair and Vice-Chair would normally end with the meeting of January 2008, but due to the City of Vallejo’s provision of term limits for its Mayor and city council members, Vallejo Mayor and STA Chair Anthony Intintoli will no longer serve on the STA Board by the December 12th Board meeting. Normally, the STA Vice-Chair would assume the role as Chair until a new Chair and Vice-Chair could be selected, but the recent decision by Benicia Mayor Steve Messina not to seek reelection in the November 2007 election will result in both the STA Chair and Vice-Chair positions becoming vacant at the December 12th Board meeting. In addition, regardless of the election results in Benicia and Vallejo, the forthcoming Benicia and Vallejo representatives on the STA Board will be first time representatives new to the STA Board.

Attached is a updated list of STA Board Chairs that have served since 1991. Utilizing the previous Chair’s list as a starting point, the current rotation of agencies is as follows:

<u>Year</u>	<u>Agency</u>
2006	Vacaville (Len Augustine)
2007	Vallejo (Anthony Intintoli) - current
2008	Benicia
2009	Rio Vista
2010	Solano County
2011	Suisun City
2012	Fairfield
2013	Dixon
2014	Vacaville

On August 27, 2007, the selection of Chair and Vice-Chair for 2008 was discussed by the STA’s Executive Committee (comprised of Chair Intintoli, Vice-Chair Messina, past Chair Len Augustine, and MTC representative and Supervisor Jim Sperring). In recognition of the need to select the STA Chair and Vice-Chair for 2008 early to avoid a two month gap, the Executive Committee is recommending the STA Board agendize the selection of the STA’s Chair and Vice-Chair for 2008 for the meeting of October 12, 2007. In recognition that the representatives from both Benicia and Vallejo will be new, first time members of the STA Board, the Executive Committee is recommending the scheduled rotation of STA Chairs be modified as follows:

<u>Year</u>	<u>Agency</u>
2008	Rio Vista
2009	Solano County
2010	Suisun City
2011	Fairfield
2012	Dixon
2013	Vacaville
2014	Vallejo
2015	Benicia

Recommendation:

Approve the following:

1. Agendize the selection of the STA Chair and Vice-Chair for 2008 at the Board meeting of October 10, 2007.
2. Request the new Chair designate the STA Executive Committee for 2008 at the October 10, 2007 Board meeting; and.
3. The modified schedule for rotation of STA Chair and Vice-Chair as specified in Attachment B.

Attachment:

- A. STA Past Board Chairs
- B. Modified Schedule for Rotation of STA Chairs and Vice-Chairs

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 PAST STA BOARD CHAIRS

YEAR	CHAIR	MEMBER AGENCY
1991	Jim Spering	City of Suisun City
1992	Sam Caddle	County of Solano
1993	Gary Falati	City of Fairfield
1994	Richard Brians <i>(January – May 1994, was not re-elected)</i>	City of Dixon
1994-95	Jerry Hayes <i>(June 1994 – December 1995)</i>	City of Benicia
1996-97	Steve Lessler	City of Fairfield
1998	Don Erickson	City of Dixon
1999	Rischa Slade	City of Vacaville
2000	Dan Donahue	City of Vallejo
2001	Marci Coglianese	City of Rio Vista
2002	John Silva	County of Solano
2003	Jim Spering	City of Suisun City
2004	Karin MacMillan	City of Fairfield
2005	Mary Ann Courville	City of Dixon
2006	Len Augustine	City of Vacaville
2007	Anthony Intintoli	City of Vallejo



STA BOARD CHAIR/VICE CHAIR

ROTATION BY AGENCY

YEAR	MEMBER AGENCY
2008	City of Rio Vista
2009	County of Solano
2010	City of Suisun City
2011	City of Fairfield
2012	City of Dixon
2013	City of Vacaville
2014	City of Vallejo
2015	City of Benicia



DATE: August 31, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: 10-Year Funding Outlook for Highway and Transit Facilities

Background:

The State Transportation Improvement Program (STIP) is expected to bring in \$22.320 million to \$25.838 million every two years for Solano County over the four cycles. The components of the STIP are Highway Funds, Public Transportation Account (PTA) and Transportation Enhancement (TE) funds.

In January 2007 the STA Board was presented a two tier funding priority list for future STIP funds. These priorities were the basis of programming the 2006 STIP Augmentation in February 2007. This two-tier priority list is shown in Attachment A.

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

Discussion:

Development of a ten-year funding plan for both highway element projects and transit projects will guide future programming actions of the Board and help project sponsors understand potential funding availability from these two primary fund sources.

MTC staff has completed a 10-year STIP fund estimate. This fund estimate has not been adopted by the California Transportation Commission (CTC), but is rather an anticipated level of funding if no unexpected state budget crises occur. The fund estimates assume a 5% growth with each STIP cycle. The estimates are:

2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
\$12.528 M Highway Funds
\$8.957 M PTA Funds
\$0.836 M TE

2010 STIP (FY 2013-14 and 2014-15)

\$13.154 M Highway Funds

\$9.405 M PTA Funds

\$0.877 M TE

2012 STIP (FY 2015-16 and 2016-17)

\$13.812 M Highway Funds

\$9.875 M PTA Funds

\$0.921 M TE

2014 STIP (FY 2017-18 and 2018-19)

\$14.502 M Highway Funds

\$10.369 M PTA Funds

\$0.967 M TE

The actual funds available for programming in each cycle are based on the California Transportation Commission (CTC)'s adopted fund estimate that is completed just prior to the actual programming of funds.

MTC Resolution 3814 may bring to Solano County an estimated amount of \$600,000 per year (\$6 million total) over the next ten years from the \$35 million for Small Operators/North Counties - Capital Improvements. Specifics regarding the distribution of these funds are expected to be worked out by MTC this fall.

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

STA staff will use these estimates as a basis for developing a ten-year highway and transit capital plan for the County. The plan will consider projects that can be fully funded and constructed over the next ten years with an initial goal of construction within five (5) years. The STA staff will be meeting over the next several weeks with project sponsors in preparation of this plans development.

Fiscal Impact:

There is no fiscal impact as this is an informational item only.

Recommendation:

Informational.

Attachments:

A. January 2007 STIP Funding Priorities

B. MTC's Proposition 1B Regional Transit Funding – Resolution 3814

Tier One (Near Term Projects):

Jepson Parkway

1. *Walters Road Extension* – This new road alignment will provide a grade separated crossing of the Union Pacific Rail main line as well as a new north-south route parallel to Peabody Road. It also improves access to the City of Fairfield's Industrial Park.
2. *Vanden Road* – The widening of this existing road in unincorporated Solano County is needed to improve safety along this narrow county road that provides access to the North Gate of Travis AFB.
3. *Walters Road* – A minor widening for the segment between E. Tabor and Air Base Parkway is planned to provide a raised median and shoulders.
4. *Leisure Town Road* – The widening of Leisure Town Road to four lanes, between I-80 and Vanden Road, addresses future needs on the northern half of the Jepson Parkway corridor.
5. *Cement Hill Road* – The widening of the segment of Cement Hill between Walters Road Extension and Peabody Road provides the final link in the four-lane parkway.

North Connector – West Section

The Central and East Sections are currently fully funded with construction scheduled to begin in 2007 for the Central Section and 2008 for the East Section. The West Section should be constructed in conjunction with the I-80/I-680/State Route (SR) 12 Interchange Project.

EB I-80 Aux. Lane: Travis to Air Base Pkwy

Potential Tier One Projects (Waiting List):

- Travis Air Force Base Access
- WB I-80 Aux. Lane: W. Texas to Abernathy
- WB I-80 Aux. Lane: Waterman to Travis Blvd.
- Vallejo Station
- *Fairfield-Vacaville Train Station (Phase 1)*
- I-80/I-680/SR 12 Interchange
- *Vallejo Ferry Maintenance Facility (Phase 1)*
- *Vacaville Intermodal Station*

Tier Two (Long Term Projects):

I-80 High Occupancy Vehicle (HOV) Lane Opportunity Project

Provide for the environmental and design to keep the project shelf ready while construction funding is sought from both the Regional Measure 2 (RM 2) and Interregional Transportation Improvement Program (ITIP) for the Project.

SR 12 Jameson Canyon Project – Phase 2

Caltrans projects the environmental document will be completed in January 2008. The financial support to the Project from STA is important to be sure there is a demonstrated

share in the partnership with Napa County Transportation Planning Agency (NCTPA) and Caltrans. Should this project be a successful recipient of funding from the Corridor Mobility Improvement Account (CMIA), it is recommended that this project be shifted to a Tier One project and have Solano County STIP be programmed to provide for proportional share of the support costs for design, right-of-way, and construction

Dixon Multi-Modal Transportation Center

Based on the demonstrated success of the City of Dixon combined with the determination to deliver the next phase of the improvements, it is recommended to provide for funding the preliminary engineering and environmental.

Potential Tier Two Projects (Waiting List):

- *Curtola Park-and-Ride (Vallejo)*
- Benicia Intermodal Transportation Center
- *Fairfield Transportation Center (Phase 4)*
- *Vacaville Intermodal Transportation Center (Phase 2)*

ATTACHMENT B

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3814

This resolution adopts the programming framework for the Proposition 1B Regional Transit Funding Program for the San Francisco Bay Area.

Further discussion of this action is contained in the MTC Executive Director's Memorandums dated May 9, 2007, June 20, 2007 and June 25, 2007.

Attachment A	Proposition 1B Investment Categories
Attachment A-1	Estimated Uncommitted STA Base and Proposition 42 Investment Categories
Attachment B	Terms and Conditions

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

RE: Programming Framework for the Proposition 1B Regional Transit Funding Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3814

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 *et seq.*) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has developed, in cooperation with partner agencies and public input, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY 2008-09 and FY 2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared program priorities for the Proposition 1B funding established in Attachment A and subject to conditions in Attachment B, said attachments attached hereto and incorporated herein as though set forth at length; and

WHEREAS, staff has prepared program priorities for the additional STA Base and Proposition 42 funds, after considering existing commitments between FY 2008-09 and FY 2017-18, established in Attachment A-1, attached hereto and incorporated herein as though set forth at length, and subject to conditions in Attachment B; and

WHEREAS, a public comment and input period was held between March 7, 2007 and May 1, 2007 on the Programming Framework for the Proposition 1B Regional Transit Funding Program; and

WHEREAS, MTC's Programming and Allocations Committee has considered public comments and input and recommends adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program; now, therefore, be it

RESOLVED, that MTC adopts the Programming Framework for the Proposition 1B Regional Transit Funding Program, attached hereto as Attachment A and A-1 and finds it consistent with the RTP; and, be it further

RESOLVED, that staff is directed to identify and adopt annual priorities for the Proposition 1B funding based on annual appropriation levels set by the Legislature, project cash flow needs, and funding limits and conditions established in Attachments A and B; and

RESOLVED, that staff is directed to identify a specific allocation method for State Transit Assistance (STA) Population Base and Proposition 42 funds, identified in Attachment A-1, no later than December 2007, before the development of the FY 2008-09 Fund Estimate; and

RESOLVED, that staff prepare amendments to the existing STA Population-Based Policy (MTC Resolution 2310) to incorporate the funding allocation established to allow annual estimates for programs in Attachment A-1 for further Commission review and approval; and

RESOLVED, that MTC's adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program is for planning purposes only, and may be amended, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the California Transportation Commission, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in cursive script, reading "Bill Dodd", written over a horizontal line.

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 27, 2007.

Date: June 27, 2007
 W.I.: 1515
 Referred by: PAC

Attachment A
 Resolution No. 3814
 Page 1 of 1

Proposition 1B Commitments

Investment Category	Source	Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	Prop 1B	112
Subtotal - Lifeline Program		112
Urban Core Transit Improvements		
BART to SFO Settlement Agreement	Prop 1B	24
San Francisco Muni Central Subway	Prop 1B	100
Santa Clara VTA Line 522/523 Bus Rapid Transit	Prop 1B	45
BART to Warm Springs	Prop 1B	17
East Contra Costa BART Extension	Prop 1B	17
Subtotal - Urban Core Transit Improvements		203
Small Operators/North Counties		
Small Operators - Capital Improvements	Prop 1B	32
Subtotal - Small Operators/North Counties		32
Total	Prop 1B	\$347

Note: Based on Bay Area population share of Proposition 1B Transit, using 19% of \$1.5 billion statewide population total.

Date: June 27, 2007
 W.I.: 1515
 Referred by: PAC

Attachment A-1
 Resolution No. 3814
 Page 1 of 1

**STA Base and Proposition 42 Estimates
 (Based on 10-year revenue forecast: FY 2008-09 to FY 2017-2018)**

Investment Category	Source	Estimated Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	STA Base	31
Subtotal - Lifeline Program		31
Small Operators/North Counties		
Small Operators - Operating Enhancements	STA Prop 42	41
Subtotal - Small Operators		41
Total	STA	\$72

Note: Based on estimated funding using revenues included in September 2006 Short Range Transit Plans and after considering existing program commitments.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment B
Resolution No. 3814
Page 1 of 1

Terms and Conditions

General Terms

1. Up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.
2. Starting in FY 2007-08 and continuing each year as necessary, the first available \$62 million in regional population-based Spillover funds is to be distributed as follows: \$19 million to restore program reductions to the May 9th Proposition 1B Transit staff proposal level as well as provide funding to match BART's May 9th commitment to the BART Extensions to Eastern Contra Costa and Warm Springs (*Lifeline - \$10 million, Small Operators/North Counties - \$3 million, BART Extension to Warm Springs - \$3 million, BART Extension to Eastern Contra Costa County - \$3 million*), and \$43 million to SamTrans to fulfill the Caltrain Right-of-Way settlement agreement, on a pro rata basis. For FY 2007-08, the population-based Spillover available will be net of the distribution to the Northern Counties and Small Operators per current policy.

Lifeline

3. The Lifeline program will be administered through the existing county-level process managed by the congestion management agencies (and co-administered in Santa Clara County by VTA and the County Social Services Agency). Project selection will be determined county by county based on priorities developed through the local Community Based Transportation Plan or an equivalent as identified in the Lifeline Transportation Program guidelines. Additional projects identified by transit operators that benefit low-income residents may also be eligible if approved through the countywide project evaluation process.
4. Funding amounts in the Lifeline program will be assigned to each county, based on that county's share of poverty population reported in the 2000 Census. The county distribution percentages may be revisited when 2010 Census information is available.

Urban Core

5. The BART to SFO/WSX funds are subject to MTC Resolutions 3795, 3147, and 3767 that govern the BART-SFO Settlement Agreement.
6. Other projects in the Urban Core Transit Improvements category shall match the Proposition 1B contribution with a 1:1 match using the Proposition 1B Transit Revenue-based funds.
7. Other projects in the Urban Core Transit Improvements category shall demonstrate a full funding plan.

Small Operators/Northern Counties

8. Eligible agencies for the Small Operator/Northern Counties funding category are: Central Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, Livermore Amador Valley Transit Authority, Union City Transit, Western Contra Costa Transit Authority and all STA-eligible transit operators in Marin, Napa, Solano and Sonoma counties.
9. Allocations to Solano county operators in the Small Operator/Northern Counties category shall follow concurrences by the Solano Transportation Authority to aid in transit service coordination and potential agency consolidation efforts.

Zero Emission Bus (ZEB) Program

10. Up to \$20 million in regional Surface Transportation Program and/or Federal Transit Administration formula funds will be directed to the ZEB program to fulfill program commitments.



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee

DATE: May 9, 2007

FR: Executive Director

RE: Funding Proposal for Proposition 1B Regional Transit Funding – Resolution 3814

1. Summary

At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit capital funding, with an emphasis on how these funds might help address the needs of low-income and minority communities.

The staff proposal, released at the March 7, 2007 Programming and Allocations Committee meeting, developed a framework for the distribution of the roughly \$347 million in Proposition 1B Regional Transit capital funds and the \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years. Note that both the Proposition 1B and the STA funding are estimated. The Proposition 1B Regional funding is based on the Bay Area's population relative to the state's population. The STA funding estimate is based primarily on state fuel tax receipts and is subject to fluctuation over the next decade.

Based on direction from this committee and input from advisory committees, partner agencies and the public, staff has revised the proposal and recommends that this committee refer the proposal to the Commission for approval.

2. Policy Principles

The capital and operating funding available provides a much-needed funding infusion for Bay Area public transportation needs. However, the estimated \$419 million available over 10 years falls well short of Bay Area transit needs. Staff largely focused the investments to augment existing programs such as the Lifeline program, the transit expansion program and small operator assistance. To assist with developing the program framework, staff developed the following policy principles:

- Expand "Lifeline" commitment to low-income communities;
- Invest in the Urban Core to support Smart Growth Vision;
- Provide funding for ridership growth on smaller transit systems; and
- Continue progress in clean air bus compliance.

3. Staff Proposal

The summary below illustrates the ten-year investment strategy for STA and Proposition 1B capital funds. The STA Base and Proposition 42 forecasts are subject to state revenue fluctuations. It is staff's intent that STA increases or decreases over the 10-year horizon will be shared proportionally by the program categories.

Proposition 1B Regional Transit Funding Program - Fund Sources and Programming

Base Policy - 1991 Total 10-Year: \$198 M OPERATING/CAPITAL	Proposition 42 Program - 2005 Total 10-Year: \$181 M OPERATING/CAPITAL	Proposition 1B Program - 2007 Total 10-Year: \$347 M CAPITAL
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Existing Programming

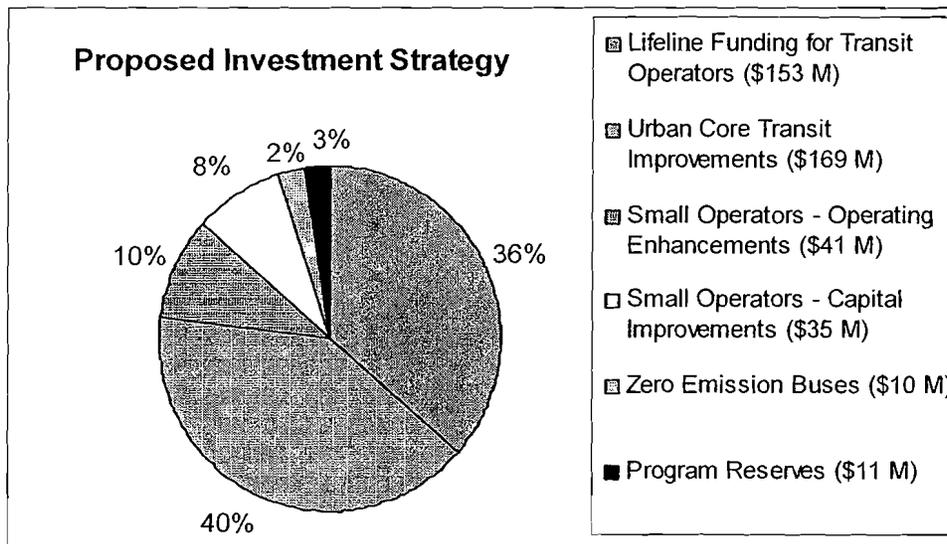
Northern Counties/ Small Operators \$62 Paratransit \$43 Regional Coordination* \$67	TransLink® \$44 Lifeline \$91	No Existing Programming
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Proposed New Programming

Lifeline \$20 Program Reserve \$6 Total \$26	Northern Counties/ Small Operators \$41 Reserve \$5 Total \$46	Lifeline* \$133 Urban Core \$169 BART to SFO/Warm Springs (\$24M) SF Muni Central Subway (\$100M) Santa Clara VTA Bus Rapid Transit (\$45M) Northern Counties/ Small Operators \$35 Zero Emission Bus Program \$10 Total \$347
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* Up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital fund to increase the operating capacity within the augmented Lifeline program.

Staff recommends that the lion's share of the \$419 million be invested in Lifeline and urban core transit improvements. As summarized below, the program also includes operating and capital funding for the small operators throughout the region, funding for the California Air Resources Board mandated Zero Emission Bus Demonstration (ZEB) Program, and a reserve to protect against downturns in the 10-year forecasted STA revenue stream. The policy for distribution of the reserve will be developed at a later date.



4. Comments Received to Date

After release and posting of the proposal on the MTC website, MTC staff has received comments from various stakeholder groups. The comments received are summarized in Attachment 1. Comments were accepted through May 1, 2007. Oral comments will also be taken at the May 9, 2007 Committee meeting. Summaries of the comments received from committees that advise the Commission directly are listed below.

Bay Area Partnership

The Partnership noted that the proposal development process could have been more open and inclusive of the region's many transportation agencies. In addition, the Partnership voiced general support and sought additional flexibility for the Lifeline and small operator programs, did not reach a consensus on the Urban Core category, and expressed various positions about the conditions imposed on the transit operators with respect to Urban Core project recommendations.

MTC Advisory Council

The Advisory Council asked staff to look into maximizing operating funds for Lifeline category. They were concerned about funding in the Small Operator categories, and opposed the BART to SFO/Warm Springs funding component. In addition, the Advisory Council recommended that a process be adopted to distribute funds in the event of project failure in the urban core transit improvement category.

MTC Minority Citizens Advisory Committee

The Minority Citizens Advisory Committee requested that more funds be dedicated to the Lifeline program, voiced support for the San Francisco Muni Central Subway and Santa Clara Valley Transportation Authority (VTA) Line 522/523 Bus Rapid Transit projects and opposition to the BART to SFO/Warm Springs funding component.

MTC Elderly and Disabled Advisory Committee

The MTC Elderly and Disabled Advisory Committee was generally supportive of the proposal, but is slated to receive a follow-up briefing on May 3, 2007 and may have further comments.

In addition to stakeholder comments, at your March meeting Commissioners asked how the proposal addresses greenhouse gas emissions and paratransit needs.

- *Greenhouse Gas Emissions* - The policy principles attempt to balance the multiple transit, land use/housing, and clean air objectives in the region. The investments in the urban core transit improvements and ZEB program, in particular, provide benefit to the region's emission reduction efforts. Based on staff analysis, the potential reduction in CO₂ emissions is estimated to be over 55 tons per day by 2025 for these program areas.
- *Paratransit* - Additional funding is not available to increase Paratransit funding. The annual Paratransit operating need in FY 2005-06 is roughly \$110 million of the \$1.9 billion regional transit operating budget. The limited operating funding available in this proposal, estimated at \$72 million over 10-years - about \$7 million per year - could not make a significant contribution to this need. However, the increase of flexible operating/capital for smaller transit systems could help address some Paratransit needs.

5. Response to Comments/Recommended Revisions Within Proposed Transit Program

As noted above, the proposal is focused around four major program areas and a reserve. The following information is provided below on each program area: background, comments received and staff recommendation.

A. Expand “Lifeline” commitment to low-income communities:

Background - The Commission has shown a strong commitment to the Lifeline program and the current proposal directs over one-third of available programming, or \$153 million to the Lifeline program. This is over and above the roughly \$91 million expected to be available over the next 10 years from the Transportation 2030 commitment. Staff recommends that the Lifeline program be administered through the existing county-level process managed by the congestion management agencies (and co-administered in Santa Clara County by VTA and the County Social Services Agency). Project selection will be determined county by county based on priorities developed through the local Community Based Transportation Plan or an equivalent as identified in the Lifeline Transportation Program guidelines.

Comments Received: Staff has received a wide range of feedback, from concerns that the proposed funding level was not enough, that it was too high compared to other needs, and that it was too inflexible. Comments also addressed the distribution process. The majority of agencies supported the existing process administered at the county level, while one agency urged MTC to administer the Lifeline funding in this proposal as a one-time funding source. Additionally, comments highlighted the need for operating funds, noting that the majority of Lifeline needs are operating needs.

Staff Recommendation: After further review, staff recommends: 1) maintaining the funding level at \$153 million; 2) working with the Congestion Management Agencies and transit operators to establish an allocation process based on both the Community Based Transportation Plans and operators’ needs assessments that will provide greater flexibility in identifying Lifeline needs; and 3) recognizing the limitations of capital funding in the Lifeline program and maximizing the use of the \$52 million in additional Lifeline operating funds included in the proposal.

B. Invest in Urban Core to support Smart Growth Vision

Background - The Proposition 1B Regional Transit Program includes \$169 million to address funding shortfalls on projects that will add transit capacity in the urban core of the region. It should be noted that these projects cover areas in the inner part of the region that have recently been assigned much higher ‘smart growth’ housing projections and are now seeking additional transit capacity to accommodate significant increases in population.

Comments Received - Staff received comments in support and opposition to the recommended projects. In addition, comments were received requesting staff consider additional projects – as noted below. Comments were also received that noted that the San Francisco Muni Central Subway and the VTA Line 522/523 Bus Rapid Transit projects enhance service in Lifeline corridors and serve low-income populations.

Staff Recommendation - In April 2006, the Commission updated Resolution 3434, the Regional Transit Expansion Program. Currently, the \$13.5 billion program has identified shortfalls approaching \$3 billion. Clearly, the demand for capital funding for transit expansion projects is greater than the

region's available funding. The urban core transit improvement proposal attempts to close the funding gap on projects able to meet the following criteria:

- Projects with a shortfall within the magnitude of funding available
- Sponsors that are willing and able to meet a 1:1 match requirement using Proposition 1B Transit revenue-based funds
- Projects that add transit capacity to cities accepting housing allocations above 5,000 new units based on ABAG's Regional Housing Needs Allocation

With the limited funding available, based on the above criteria, staff is recommending three projects for funding: 1) BART to SFO/Warm Springs - \$24 million; 2) San Francisco Muni Central Subway - \$100 million; and 3) Santa Clara VTA Line 522/523 Bus Rapid Transit - \$45 million. The proposed funding, with the matching commitment from sponsors, shores up the project funding plans and provides the financial certainty necessary to move towards project delivery. As the Committee is aware, the first project commitment was approved by previous Commission action in February.

In addition to the requirement that Urban Core projects have a full funding plan and provide a 1:1 match in Proposition 1B Transit Revenue-based funds, staff recommends allocations to the San Francisco Muni Central Subway and the Santa Clara VTA Line 522/523 Bus Rapid Transit be contingent upon settlement of outstanding Caltrain Right-of-Way issues between Santa Clara VTA, San Francisco Municipal Transportation Agency (SFMTA), and SamTrans dating back to 1991. SFMTA staff has not objected to the condition and is currently engaged in negotiations with SamTrans to identify a mutually agreeable settlement. Santa Clara VTA has objected to the condition, stating that MTC should not link the current proposal to the Caltrain issue. Staff will update the Committee of any new developments at the meeting.

At the request of partner agencies, staff reviewed three additional projects against the criteria outlined above: 1) Dumbarton Rail; 2) BART extension to eastern Contra Costa (eBart); 3) Transbay Terminal Phase II. The Dumbarton Rail project is not able to access additional funding to fulfill the 1:1 match requirement. BART has indicated that their revenue-based Proposition 1B funding will be dedicated to maintenance and rehabilitation of the existing system, and has not made match available to eBART. The funding requirements of the Transbay Terminal Phase II projects are beyond the magnitude of the Proposition 1B transit program.

Staff acknowledges that these and other projects in the Resolution 3434 program continue to face funding shortfalls. We expect to return to this Committee in the near future to discuss additional strategies to address the remaining shortfalls.

C. Provide funding for ridership growth on smaller transit systems

Background - The Proposition 1B Regional Transit Program includes \$41 million to address operating and capital needs of small operators as a result of the unprogrammed surpluses in the STA Proposition 42 program over the next 10 years. These operating funds would be allocated among the small operators in the same proportions as the current STA Base program formula. In addition, the Proposition 1B Regional Transit Program originally included \$25 million for small operator capital projects, also allocated by STA formula and subject to match requirement. Eligible small operators

would be those North County/Small Operators currently eligible for population-based funds in the STA Base program.

Comments Received – Small operators highlighted the need for flexible funding that could address operating needs and requested additional Proposition 1B funding for capital projects. Small operators requested the Proposition 1B funds be distributed based on existing formula, not by a competitive process. Small operators noted that the match requirement may be challenging and requested that any fund source could serve as the match. In addition, staff from the Water Transit Authority requested that the Alameda/Oakland Ferry be considered for funding under the small transit systems category.

Staff Recommendation: Based on concerns that the original proposal does not adequately address their needs, staff has reviewed capital needs of the Small/Northern Counties transit operators and operator matching capacity. Based on this assessment, staff recommends modifying the proposal to: 1) increase Small Operators and Northern Counties Capital program from \$25 to \$35 million and reduce the Zero Emissions Bus (ZEB) Proposition 1B program by \$10 million, and instead direct STP Transit Shortfall and FTA formula funds to meet ZEB demonstration requirements; 2) reduce local match to 2:1 (for every \$2 in Population-based funds, require \$1 match local/other match); and 3) distribute capital funding based on existing STA formula instead of a competitive program. The match could also aid delivery of federal projects by using the Proposition 1B funds as non-federal match. The revised distribution of these small operator/northern counties capital funds is depicted in the following table:

Northern Counties/ Small Operators	Prop 1B \$35 Million	Local Match	Total
Marin	3.7	1.9	5.6
Napa	2.0	1.0	3.0
Solano	6.2	3.1	9.3
Sonoma	7.1	3.5	10.6
CCCTA	7.2	3.6	10.8
ECCTA	4.0	2.0	6.0
LAVTA	2.8	1.4	4.2
Union City	1.0	0.5	1.6
WestCat	1.0	0.5	1.5
TOTAL	35.0	17.5	52.5

Further, to advance the objective of service coordination and potential agency consolidation in Solano County, staff is recommending that the Solano Transportation Authority concur with the annual release of both the capital and augmented STA operating assistance to the individual transit properties in the county. To accomplish this in Solano County, Vallejo Transit’s funds will be aggregated into the Solano County total.

Based on existing STA and Transit Development Assistance (TDA) statutes, the Alameda/Oakland Ferry is not an eligible claimant for STA funding. Staff recommends restricting the Proposition 1B funding to eligible STA and TDA claimants as well. Staff will continue working with the Water Transit Authority to explore other funding opportunities for ferry services.

D. Continue Progress in Clean Air bus compliance

Background: In light of recent California Air Resources Board (CARB) directives and MTC's own efforts to improve air quality, the proposal includes \$10 million for the purchase of Zero Emission Buses (ZEB) for the regional ZEB program led by AC Transit and Santa Clara VTA.

Comments Received – Comments were generally in favor of the proposed ZEB program investment. Operators noted that the funding is needed immediately based on the timeline released by CARB.

Staff Recommendation - Staff is recommending \$10 million for the state mandated ZEB program. As noted above, the original proposal released on March 7 included \$20 million for the state mandated ZEB program. The revised recommendation funds the ZEB program with \$10 million in Proposition 1B funds and an additional \$10 million in regional STP Transit Shortfall or FTA formula funds to meet ZEB demonstration requirements. This investment contributes to the region's emission reduction efforts. Staff also is seeking funding from the Bay Area Air Quality Management District and other sources to cover the overall \$37 million cost of the ZEB program.

Next Steps

The proposal is comprised of funding – Proposition 1B and State Transit Assistance – that will flow annually through separate legislative processes. Staff will work to deliver the proposed investment strategy as outlined below:

Proposition 1B Transit: Distribution of Proposition 1B transit funds will be based on annual appropriation by the Legislature and state program guidelines that have yet to be developed. Staff will work with partner agencies to ensure the regional program meets all legislative and program requirements. In addition, staff will work with partner agencies to develop regionwide annual cash flow needs, to match the annual appropriation process.

STA: Distribution of the STA Base and Proposition 42 funds in the current proposal is slated to begin in FY 2008-09, as current year and FY 2007-08 funds are already committed through the MTC fund estimate. Staff will return to amend the Population-based policy prior to December 2007 to implement this proposal and will annually reassess the Reserve based on MTC's annual fund estimate.

Recommendation

Staff recommends the Programming and Allocations Committee refer the proposed Proposition 1B Regional Transit Funding Program, MTC Resolution No. 3814, to the Commission for approval.

Steve Heminger

SH
Attachments

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 9, 2007

Item Number 3a

Resolution No. 3814

Subject: Proposition 1B Regional Transit Funding.

Background: At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit funding, with an emphasis on how these funds might help address the needs of low-income and minority communities. Staff released a proposal at the March 7 Programming and Allocations Committee. After direction from the Programming and Allocations Committee and input from advisory committees, partner agencies and the public, staff has revised the proposal and recommends the Committee refer the proposal to the Commission for approval.

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

Proposed Investment Category	Proposed Funding (in millions)
Lifeline Funding for Transit Operators	\$ 153
Urban Core Transit Improvements	\$ 169
Small Operators - Operating Enhancements	\$ 41
Small Operators - Capital Improvements	\$ 35
Zero Emission Buses	\$ 10
Program Reserves	\$ 11
Total	\$ 419

Issues: 1) *Lifeline* - Staff has received a wide range of feedback, from concerns that the proposed funding level was not enough, that it was too high compared to other needs, and that it was too inflexible. Staff recommends maintaining the funding level at \$153 million, working with the Congestion Management Agencies and transit operators to establish a flexible eligibility and allocation process, and maximizing the use of the proposed operating funds.

2) *Urban Core* - Staff received comments in support and opposition to the recommended projects. In addition, comments were received requesting staff consider additional projects. After evaluating the proposal and additional projects, staff recommends maintaining the \$169 million funding level for the original three projects.

3) *Small Operators/Zero Emission Bus (ZEB) Program* – Based on comments received from Small Operators, staff has revised the proposal to include an additional \$10 million in capital funds and lowered the matching requirement to support ridership growth for the region’s small operators. The funding was taken from the proposed ZEB funding and is proposed to be backfilled with \$10 million in federal funds.

Recommendation: Staff recommends the Programming and Allocations Committee refer the revised Proposition 1B Regional Transit Funding Program (MTC Resolution No. 3814) to the Commission for approval.



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Memorandum

TO: Commission

DATE: June 20, 2007

FR: Executive Director

RE: Proposition 1B Regional Transit Funding – Resolution 3814

At its May meeting, the Commission approved a motion to continue this item to the June 27th meeting to provide more time to resolve the Caltrain Right-of-Way issue and consider the BART Board match proposal for the East Contra Costa and Warm Springs BART extension projects. The Commission directed staff to develop funding options for consideration on June 27th. This memo outlines the original staff proposal and three additional options. Further analysis is included in the attached Powerpoint presentation.

Summary

At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit capital funding, with an emphasis on how these funds might help address the needs of low-income and minority communities.

The staff proposal, released at the March 7, 2007 Programming and Allocations Committee meeting, developed a framework for the distribution of the roughly \$347 million in Proposition 1B Regional Transit capital funds and the \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years.

After the March meeting and with input from advisory committees, partner agencies and the public, staff released a revised proposal for the May 9, 2007 Programming and Allocations Committee.

At the May 9th committee meeting, staff was directed to continue working with the partner agencies on the Caltrain Right-of-Way (ROW) issue, consider an offer from the BART Board to provide \$20 million Proposition 1B-revenue funds each to the East Contra Costa and Warm Springs BART extension projects if MTC would match with Proposition 1B-population funds, and review the request to eliminate the match requirement for Small Operator Capital funds.

On the Caltrain ROW condition, discussions between San Francisco, San Mateo, and Santa Clara officials have been on-going. We will present an update – and, we hope, a resolution of this issue – at the June 27th Commission meeting.

Proposal Options

The chart below outlines the staff proposal and three additional options for funding the BART projects. Additional funding detail on each option is included in the Powerpoint presentation.

Proposed Investment Category	May 9th Staff			
	Proposal	Option #1	Option #2	Option #3
Lifeline Funding for Transit Operators	153	134	139	143
Urban Core Transit Improvements	169	209	209	203
Small Operators - Operating Enhancements	41	41	41	41
Small Operators - Capital Improvements	35	35	30	32
Zero Emission Buses	10	0	0	0
Program Reserves	11	0	0	0
Total	419	419	419	419

Option 1

Accept BART's \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and the Zero Emission Bus (ZEB) program (\$10 million) is eliminated. The remaining \$19 million is deducted from the Lifeline program.

Option 2

Accept BART's \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and ZEB program (\$10 million) is eliminated. The remaining \$19 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

Option 3

Accept BART's match offer at a proportionally reduced amount of \$34 million (\$6 million less than the request). To make room for the additional \$34 million, funding for the Program Reserve (\$11 million) and the ZEB program (\$10 million) is eliminated. The remaining \$13 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

The options assume a static funding level of \$419 million. Should the final enacted FY 2007-08 State Budget include Spillover revenues, these and future Spillover revenues could backfill any reductions made to the Lifeline, Small Operator or Urban Core programs.

Under all options, staff recommends that Attachments A and B to Resolution 3814 be amended as follows:

1. Increase by \$11 million operating funding to the Lifeline program as a result of shifting prior reserve funds (Attachment A);
2. Elimination of the match requirement for Small Operator Capital funds (Attachment B, #10);
3. Increasing the commitment by \$10 million, for a total of \$20 million, in federal formula program funds for the ZEB program to replace the Proposition 1B funds (Attachment B, #11); and
4. Any programmatic reductions in the approved option will be restored through FY 2007-08 and future Spillover revenues. (Attachment B, new general term)

Item 4A
March 7, 2007
Page 3 of 2

Staff recommends that the above four modifications be included with the option selected by the Commission. Once the Commission adopts an option, the attached resolution will be updated to reflect the Commission action.

Steve Heminger

Attachment
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Memorandum

TO: Commission

DATE: June 25, 2007

FR: Executive Director

W. I. 1111

RE: UPDATE – Proposition 1B Regional Transit Funding

I am pleased to report that officials from San Francisco, San Mateo, and Santa Clara counties have reached agreement on a settlement of outstanding financial issues related to the acquisition of the Caltrain right-of-way (ROW) from the Southern Pacific Railroad in 1991. As you recall, MTC staff had proposed that resolution of this long-standing issue be a condition of allocation of certain new project funds to the San Francisco Municipal Transportation Agency (MTA) and the Santa Clara Valley Transportation Authority (VTA) from the Proposition 1B Regional Transit Funding program. In light of this recent agreement, we recommend that the proposed condition be removed from Resolution No. 3814 prior to Commission adoption this week.

In brief, the agreement will reimburse SamTrans for advancing its own local funds on behalf of the three agencies to purchase the Caltrain ROW nearly 16 years ago. The reimbursement will come from two sources of “spillover” state transit funds that are projected to flow to the region over the next several years: (1) \$43 million in population-based spillover funds under MTC’s control; and (2) \$10 million in revenue-based spillover funds, \$8 million from VTA and \$2 million from MTA. This arrangement is consistent with the three agencies’ original 1991 agreement that they would “use their best efforts individually and collectively to advocate for and obtain from non-local sources grants to be used for reimbursement of the additional contribution” [i.e. San Mateo advance].

Neither source of state spillover funds will directly affect the estimated \$419 million in bond and State Transit Assistance (STA) revenue contained in our underlying Proposition 1B Regional Transit Funding program. In our staff recommendation distributed last week, however, we had proposed using up to \$19 million in future population-based spillover funds to restore any program reductions that the Commission might make in order to incorporate funding for the BART extensions to Warm Springs and eastern Contra Costa County. In view of the Caltrain ROW agreement, we now propose that the \$19 million backfill and the \$43 million SamTrans reimbursement share co-equal status in having “first call” on future population-based spillover revenue beginning in FY 2007-08.

Depending on the rate of spillover receipts and future budget negotiations, this combined \$62 million claim could take 2-4 years or more to retire. Spillover revenue carries with it some risk. It has varied widely in the past due to fluctuations in the price of gasoline. It also has been subject to budgetary diversions in recent years as well. In any event, we believe it is reasonable to expect that within the 10-year life of our Proposition 1B Regional Transit Funding program, both claims can be satisfied.

We will provide additional detail on the Caltrain ROW settlement as well as historical and projected trends for state transit spillover revenue at the Commission meeting on Wednesday. Attached to this memorandum are letters from MTA, VTA, and SamTrans regarding the Caltrain ROW settlement.

Steve Heminger

Attachments

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DATE: August 31, 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 Lanes: 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 SHOPP Projects
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). The I-80/I-680/SR 12 Interchange received a re-allocation of the TCRP funds in July 2007 from the California Transportation Commission (CTC). This action was required as the TCRP funds lapse 5 years after an allocation has been made. The North Connector TCRP funds have been fully expended and the STA is in the process of closing out this fund source.

Discussion:

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

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

Based on the Traffic Demand Model and the 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. The Project is moving forward with two build alternatives and a non-build alternative into the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). For each build alternative, the project team is evaluating fundable phasing elements.

The I-80/I-680 interchange for both build alternatives are in close proximity to seismic fault zones. These are the Cordelia and Green Valley fault zones. As a result, the project team to undergoing a seismic fault zone study at this nearly phase of the Project to better understand the location of the fault zones and to understand historical movements. Obtaining this information early in the project is important to insure that the alternatives being studied do not have a fatal flaw and to adjust, if needed, any proposed structure locations.

The Project geometrics will require FHWA Headquarter approval due to proposed new interstate accesses and exceptions to design standards that are existing conditions with respect to the close proximity of interchanges through the project on I-80. This process requires several steps of approval: 1) Caltrans approves the traffic operations technical report, 2) Caltrans approves all design exceptions and access changes, 3) FHWA California Division approves design exceptions and access changes, and 4) FHWA Headquarters (Washington DC) approves the geometrics and design exceptions.

All technical studies are underway and draft reports will begin to be submitted to Caltrans for approval starting in the fall and going on through spring 2008. 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 Project

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 Impact Report (EIR) is being prepared for the Project. The report is expected to be made available for public comment at the end of August 2007. Detailed preliminary engineering continues on the East Segment. For the portion of work that falls within Caltrans right-of-way at the I-80/Abernathy Road area, this work will be constructed under an encroachment permit for the new signals and minor roadway work. Preliminary plan submittals have been made to Caltrans for this portion of the work.

3.) I-80 HOV Lanes 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 Green Valley Creek Bridge widening project, an advanced construction project to the HOV Lanes Project is well underway and expected to be completed in October 2007. This project widens the outside shoulder of westbound I-80 at this structure 12 feet. By completing this advanced work in the summer of 2007, the larger construction project will not have to complete both outside and inside widening on this bridge, which takes two construction seasons.

The 100% Plans, Specifications & Estimates (PS&E) for the HOV Lane Project will go to Caltrans Headquarters on September 15th in preparation to obtain a CTC allocation at the December 2007 meeting. Construction of this Project must begin by the spring of 2008 to allow the contractor the full working window as allowed by the resource agency permits for completing the structure widening at the Green Valley Creek and Suisun Creek Bridges.

4.) I-80 HOV Lanes/Turner Overcrossing Project

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). STA initiated the PSR with a primary source of funding from Solano County's federal earmark from 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, along with a required 20% local match funds.

The consultant, HQE, Inc. began work on the PSR in the spring 2007. The initial work includes mapping the I-80 corridor, initiating traffic modal runs for the major alternates and doing traffic counts. Monthly Project Development Team (PDT) with Caltrans are underway

5.) Jepson Parkway Project

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

(EIR/EIS) 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.

The Administrative Draft EIR/EIS was submitted to Caltrans in early July 2007. It is planned to release the document for public comment in September 2007.

6.) State Route 12 (Jameson Canyon) Project

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

The environmental document will combine the Project and the SR 12/29 Interchange Improvements into a single study area for a comprehensive environmental evaluation and approval. The environmental document is a Negative Declaration for California Environmental Quality Act (CEQA) and FONSI for National Environmental Policy Act (NEPA). This Draft document is expected to be released for public comment on August 24, 2007 with a final in January 2008.

The STA, Napa County Transportation and Planning Authority (NCTPA) and Caltrans interviewed for a consultant co-project manager for this project on August 16, 2007. Final determination of the co-project manager is expected by the beginning of September. This work will be funded by \$100,000 of the STA's Planning, Programming and Monitoring (PPM) funds as approved the Board in July 2007. As project management is a direct project cost, the STA, NCTPA and Caltrans will work toward implementing a cooperative agreement to insure this work, beyond the \$100,000 is reimbursed by the project funds through Caltrans.

7.) State Route 12 East SHOPP Projects

Caltrans announced immediate improvements along this corridor are well underway. The most recent set of improvements is the installation of k-rail (or temporary barrier railing) in the median of SR 12 starting in Suisun City heading east. The project is 12.7 miles long, consisting of placing 5.7 miles of k-rail in the median with rumble strip outside the white stripe, (Fog-line). In addition, the project will place 7 miles of channelizes in the median. The work is expected to begin in early September with completion expected in early November 2007.

Starting in 2008, Caltrans is still on track to begin construction of the \$46 million safety improvements along this corridor.

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. STA in partnership with MTC will complete a PSR to study a median barrier.

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

Caltrans has over \$140 million of State Highway Operations & Protection Program (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. Caltrans is still on schedule to begin this rehabilitation work

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.

Attachment A provides the current 2006 SHOPP listings as of the July 2007 CTC meeting. There are six (6) roadway rehabilitation projects listed along I-80 in Solano County, of these the \$2 million emergency project has been completed. In addition, Caltrans is programmed to upgrade the median barrier on I-80 from American Canyon to Suisun Creek. The summary is as follows:

Near Fairfield	Replaced failed PCC	\$2 million	2006-07
Near Vallejo	Rehabilitate Roadway	\$32 million	2007-08
In Vallejo	Rehabilitate Roadway	\$35 million	2007-08
Near Vacaville	Rehabilitate Roadway	\$43 million	2007-08
Near Fairfield	Rehabilitate Roadway	\$21 million	2008-09
Near Fairfield	Shlds & Ramp Resurfacing	\$13 million	2009-10
Near Fairfield	Upgrade Median Barrier	\$6 million	2007-08

Recommendation:
Informational.

Attachment:

A. 2006 SHOPP After July 2007 CTC, Solano County

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DATE: September 4, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

The Solano Transportation Authority (STA) Board approved several near term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *OTS Grant*

Because of a change in application requirements, CHP was required to resubmit their application for the Office of Traffic Safety (OTS) Grant. Solano CHP officers have been told that they are at the top of the list for corridor safety awards from OTS, but as of the end of August no formal announcements on grant awards have been made.

In the mean time, the Solano County office of the California Highway Patrol (CHP) continues to use the 2,000 hours of overtime it has been allotted to conduct enhanced enforcement on SR 12 between Suisun City and Rio Vista. The communities with the greatest number of cited drivers are Fairfield, Stockton, Suisun City, Rio Vista and Antioch. CHP citation statistics for June, and July have been broken out by the city of residence of the violator; those results are show in the attached graph.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) and ACR 7 (Officer David Lamoree Memorial Highway) were both passed out of the Senate committees in early July. Now that the state budget has been passed, both bills have been passed on the Senate floor for consideration. ACR 7 was approved by the Senate this

week. Both bills must go back to the Assembly for final action. If passed by both Houses, bills will be sent to the Governor.

3) *Education*

STA has published and begun distribution of the SR 12 STATUS information sheet. Further educational and outreach activities are expected in Fiscal Year (FY) 2007-08 as part of the OTS grant.

4) *Engineering*

Caltrans has awarded the contract for installation of approximately 5.5 miles of concrete “K-Rail” barriers from the Suisun City city limits to Lambie Road. The contractor is currently preparing for the work, and changeable message signs have been put in place to notify motorists of expected traffic delays. This project will complete the near-term improvements promised by Caltrans at the March 2007 news conference.

Caltrans has completed installation of shoulder and median rumble strips, and has striped the entire centerline from Suisun City to Rio Vista as a double-yellow “No Passing” line. Changeable message and speed feedback signs have also been installed.

The next meeting of the SR 12 Steering Committee is set for September 27 at 9:30 a.m. at Suisun City Hall. The meeting will include a review of actions taken to date and the status of planned improvements. The primary discussion will be a review of the State Route 4 bypass project in eastern Contra Costa County as one option for dealing with SR 12 improvement issues.

The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor, City of Rio Vista
Pete Sanchez, Mayor, City of Suisun City
Harry Price, Mayor, City of Fairfield
Jim Spering, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a SR 12 Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortright, Fairfield Public Works
Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: August 30, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Bay Area Regional Rail Plan

Background:

As a provision of the passage of Regional Measure 2 (RM 2) in 2004, the Metropolitan Transportation Commission (MTC), California High Speed Rail Authority, BART and Caltrain were required to develop a Bay Area Regional Rail Plan (the Plan). The Plan's purposes include looking at ways to integrate passenger train service with existing rail systems, provide connections between rail and other transit services, increase rail capacity and coordinate rail investment. The Plan also considers alternative routes for connection of the proposed high speed rail system to the Bay Area.

The regional rail system includes both public rail systems like BART and private systems like the Union Pacific and Burlington Northern Santa Fe railroads. The system moves both freight and passengers. Some lines such as BART are dedicated exclusively to passenger movement, while others carry both passenger and freight rail. Passenger service primarily focuses on the local and regional commuter market, and is an alternative to auto or bus commuting. The proposed high-speed rail system would compete with airline travel between northern and southern California. Freight traffic is more closely balanced between local and national service, with significant amounts of cargo from the Bay Area ports passing through the region on rail. As with passenger service, cargo moved by rail reduces congestion on Bay Area roads.

The Draft Bay Area Regional Rail Plan was released on July 24, 2007. The Plan includes an analysis of existing and projected future conditions, and lays out investment strategies for 10 corridors, for BART and for grade separated tracks and crossings. The corridor of greatest interest to STA and its member agencies is the I-80 corridor from Oakland to Auburn.

The Plan has six key elements for the vision of Bay Area rail:

The Right Technology Should be Used with the Right Corridor – for example, BART may best serve the urban core while the Capitol Corridor serves outlying communities with established heavy rail systems.

BART is the System Backbone – BART moves more people regionally than any other system, and all passenger system components should link and coordinate with BART service.

BART's Outward Expansion is Nearly Complete – After completion of planned extensions to San Jose, Livermore and east Contra Costa County, there will be no outward extension of BART, although there may be new stations on the existing lines.

The Bay Area Needs a Regional Rail Plan – Individual systems that abut one another are not as effective as a complimentary, integrated system operating in accordance with a master plan.

Rail Infrastructure Must Be Expanded – Current facilities are not adequate to handle the existing need, and future population and economic growth will create additional demands on the system.

High Speed Rail Enhances Regional Rail – The proposed high speed rail system will not compete with local and regional rail, but will instead compliment it.

Discussion:

The proposed improvements are all in addition to the MTC Resolution 3434 projects. The investments along the I-80 corridor do not envision the extension of BART or other light rail services from the Bay Area to Solano County. Instead, the heavy rail system owned and operated by Union Pacific Railroad and Burlington Northern Santa Fe Railroad would be expanded to three tracks from San Jose to Sacramento, with 4-track segments in portions of Contra Costa County where tracks into the Sacramento Valley join in. The railroad bridge at the Benicia – Martinez Bridge would be rehabilitated by 2030, and fully replaced by 2050.

There are two alternative investment strategies laid out for the I-80 corridor.

- Alternative 1 works entirely within the existing rail corridors, and has a capital investment between now and 2050 of \$1.8 billion to \$2.4 billion; if BART were to be extended from El Cerrito Del Norte to Hercules, an additional capital investment of \$1.5 billion to \$1.8 billion would be needed.
- Alternative 2 envisions extension of a heavy rail line, dedicated to passenger service only, across the Carqinez Straights to directly serve Vallejo, but is otherwise similar to Alternative 1. The total capital cost for this alternative is from \$3.7 billion to \$4.6 billion.

Based on the analysis of costs, improvements in system performance and environmental impacts, the Plan recommends Alternative 1 for investment in the I-80 corridor.

The Bay Area Regional Rail Plan is undergoing a series of regional hearings. On Monday, August 20th, two hearings were held at Suisun City Hall (from 3 to 5 p.m., and again from 6 to 8 p.m.). Approximately 40 people in total attended the hearings, including citizens, rail rider advocates, and local governmental officials and staff.

The Solano Express Intercity Transit Consortium reviewed the Bay Area Regional Rail Plan on August 29, 2007. Vallejo's Consortium member requested additional support for rail-to-ferry service from Napa to Vallejo.

The MTC Planning Committee will consider the Bay Area Regional Rail Plan and all public comments on September 14th. The MTC Board is scheduled to take action on the report on September 24th. Action by this date is necessary in order to meet deadlines established in the enabling legislation.

STA staff is preparing a letter of support for the Bay Area Regional Rail Plan in general and Alternative 1 for the I-80 corridor in particular, with additional support for rail to ferry service supporting Vallejo. This letter will be sent to MTC before the September 14 Planning Committee hearing.

Recommendation:

Informational.

Attachments:

- A. Bay Area Regional Rail Plan Draft Executive Summary – July 24, 2007
- B. Alternative Evaluations
- C. 2050 System Maps

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**A copy of the
Bay Area Regional Rail Draft
Executive Summary, Alternative Evaluations,
and 2050 System Maps
has been provided to the
STA Board members
Under separate enclosure.**

**You may obtain a copy of the above by contacting the
STA at (707) 424-6075.**

Thank you.

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DATE: August 30, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: SR 113 Major Investment and Corridor Study Update

Background:

In 2006, the Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans. The STA grant is to develop a major investment and corridor study for State Route (SR) 113. MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500).

The study has allowed the STA to form a partnership with Caltrans, MTC, Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County. The study area is all of SR 113 from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

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

In February 2007, the STA obtained the planning and engineering consultant services of Kimley Horn and Associates to assist in developing the study. A working group consisting of voting members from STA, Solano County, and the City of Dixon planning and public works staff with participants from the various agencies identified above.

Discussion:

The following activities have been accomplished since February 2007:

- *April 9th: Presentation to the Yolo County Transportation District (YCTD)*
Members of the YCTD Board invited STA staff to discuss the SR 113 study as it relates to SR 113 through Yolo County near the City of Davis. YCTD Board members are interested in potential improvements and impacts that the STA's SR 113 study will address just south of Davis near I-80.
- *April 26th: Kickoff meeting with SR 113 Working Group*
STA held a kickoff meeting to establish the partnership with the working group and the various participating agencies. The partnership/working group was introduced to the overall project scope, objectives and schedule. STA staff and the consultants clarified how the SR 113 study related to the STA's overall effort to study improvement needs for the freeway and highway corridors in Solano County.

- *July 31, 2007: 2nd SR 113 Working Group Meeting*
A Draft Existing Conditions report was distributed to the working group. The consultant presented accident data and an analysis of traffic origins and destinations related to the 113 corridor with current land use activities. The consultant also engaged the working group in preliminary discussions regarding potential alternative alignments to the existing SR 113 segment located at the City of Dixon.

The SR 113 Working Group is scheduled to meet again on September 27, 2007 to further discuss the potential alignments to the corridor. As part of the discussion, the consultant team will present traffic forecast and future land use assumptions. Also, STA staff is developing an outreach plan to discuss at the next working group meeting. The outreach plan will include a schedule for meetings with the SR 113 Steering Committee, tentative meetings with stakeholder groups, and at least two (2) public workshops for public input.

Recommendation:
Informational.



DATE: August 30, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Obligating and Advancing Fiscal Year (FY) 2008-09 Projects

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).

A major source of federal aid funding comes from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill authorizes funds for federal funding programs such as Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and the Transportation Enhancements Program (TE). Through MTC, the STA uses these fund sources for the following countywide transportation funding programs:

- Local Streets and Roads Rehabilitation Program (about \$2-3M every two years)
- Solano Bicycle and Pedestrian Program (SBPP) (about \$3-4M every three years)
- Solano Transportation for Livable Communities (TLC) Program (about \$3M every two years)
- Solano Alternative Fuels Grant Program (\$200,000 for its first cycle)
- Solano Safe Routes to School Program (\$150,000 for its first cycle)

Local project sponsors who receive a recommendation from the STA to use these federal funds must follow additional MTC and Caltrans Local Assistance project delivery procedures to program and obligate their funds (e.g., Transportation Improvement Program (TIP) amendments, Resolutions of Local Support, E-76 Project Obligation Requests, etc).

Discussion:

With the last year of SAFETEA-LU approaching (FY 2008-09), MTC is recommending that projects with funds programmed in FY 2008-09 attempt to obligate their projects in FY 2007-08 (see attachment A). Potentially, \$60 million in STP/CMAQ funding will be rescinded from the Bay Area on September 30, 2009. Projects that have STP/CMAQ FY 2008-09 funds that do not receive an obligation by May 30, 2009 will not have that funding carried over to the next fiscal year, meaning that the Bay Area region could lose funds through the rescission. In the past, these unobligated apportionments of funds were allowed to be carried over into the next federal transportation bill reauthorization (nearly \$100 million in STP/CMAQ).

MTC allots programming capacity of federal funds to congestion management agencies for their local countywide programs per fiscal year. These funds can be programmed within the SAFETEA-LU timeframe (as late as FY 2008-09). The following funding programs have additional programming capacity in FY 2007-08:

STA Funding Program	Federal Funds Programmed in FY 07-08	Federal Fund Capacity Remaining in FY 07-08
Local Streets and Roads	\$102,000	\$672,000 (Vallejo – Lemon St Rehab)
Solano Bike/Ped	\$537,640	\$625,000 (MTC Regional Bike/Ped)
Solano TLC*	\$0	\$650,160 (CMAQ/ECMAQ)
Alternative Fuels*	\$0	\$100,000 (ECMAQ)

*STA Staff is recommending projects for these two programs in September. FY 2007-08 capacity is available for these new projects. STA TLC projects approved Dec. 2006 have yet to submit TIP amendments for federal funding.

**\$60,200 in FY 07/08 is reserved for the Safe Routes to School Program; however, a call for projects has not been announced.

The STA can advance projects programmed in FY 2008-09 with the funding capacity remaining in FY 2007-08. This is not a call for projects with additional funds.

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulati Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulati Creek Bike Path (Ulati to Leisure Town)	Bike/Ped	\$37,098	March 2007

If project sponsors have projects programmed in FY 2008-09 that they can obligate in FY 2007-08, please contact Sam Shelton by September 25, 2007.

Recommendation:

Informational.

Attachment:

- A. MTC's SAFETEA STP/CMAQ Delivery Update staff report, 7-16-2007



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Delivery Working Group

DATE: July 16, 2007

FR: Ross McKeown

W. I. 1515

RE: SAFETEA STP/CMAQ Delivery Update

Background

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA) expires in approximately two years on September 30, 2009. This may seem a long way off, but in reality, we need to work now to ensure Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds will not be lost to the region. A few key issues make it more critical that all STP/CMAQ funding programmed under SAFETEA be obligated by the end of SAFETEA, or earlier. The Congestion Management Agencies (CMAs), Transit Operators, and project sponsors need to be aware of these issues, to avoid loss of funding. These issues are: 1) Regional Delivery Policy Deadlines; 2) TIP uncertainty; and 3) SAFETEA Rescission.

Regional Funding Delivery Deadlines

The Regional Project Delivery Policy (MTC Resolution 3606) requires that committed funds be obligated by established deadlines. Policy dictates that funding be programmed in the federal Transportation Improvement Program (TIP) in the year of apportionment and that these funds be obligated by May 31 of the apportionment (programmed) year. Although apportionments are available for 4 years under federal regulations, they are only available for three years under state statute (AB 1012). Furthermore, the Obligation Authority (OA) that is provided for the apportionment is only valid for the fiscal year in which the OA is made available. These federal, state and regional deadlines make it imperative that projects be delivered as programmed in the TIP.

Specifically, the regional project delivery policy requires that STP/CMAQ funds programmed in FY 2008-09 must be obligated by May 31, 2009 (with the obligation request due to Caltrans by March 1, 2009). Since FY 2008-09 is the last year of SAFETEA, no exceptions will be allowed, and any funds not obligated by the May 31, 2009 deadline will likely be lost.

Potential TIP Lapse

Under SAFETEA, a region must have a SAFETEA-compliant TIP and Plan by July 1, 2007. MTC will meet this deadline for the TIP, but the Plan will not be deemed SAFETEA-compliant until March 2009, when the new Plan update is approved. Although amendments may be made to the TIP since it is considered SAFETEA-compliant, the Federal Highway Administration (FHWA) has indicated it cannot approve a new TIP unless and until the RTP is considered SAFETEA-compliant. Unfortunately the current 2007 TIP expires on October 1, 2008, with the next Plan update not scheduled to be approved until March 2009. Therefore, it is possible the TIP will be in a lapse between October 2008 and March 2009. During this time, amendments to the TIP will not be approved. It is unclear whether FHWA will approve obligations during this time. Project sponsors may want to consider advancing a project from FY 2008-09 into FY 2007-08 if they need an obligation of funds during the lapse, assuming of course that post-obligation deadlines can still be met. MTC has prepared a 'Gap Analysis' for its RTP, and will be meeting with FHWA to determine whether that is sufficient to consider the current RTP as meeting

SAFETEA STP/CMAQ Delivery Update
July 13, 2007

SAFETEA requirements. Until that meeting in late July it remains uncertain whether FHWA will approve a new TIP in October 2008.

SAFETEA Rescission

Every year Congress rescinds apportionment of unobligated apportionment provided to the States. In FY 2006-07 alone, \$4.8 million in CMAQ funding was rescinded from the MTC region, with a similar rescission expected for FY 2007-08. Within SAFETEA itself is a provision to rescind unobligated apportionment at the end of SAFETEA totaling \$8.5 billion nationally with the potential of \$60 million in apportionment to be rescinded from the region on September 30, 2009 – more than one year’s worth of CMAQ. In previous federal Acts unused apportionment was allowed to be carried over into the next Act. This happened in TEA 21 when approximately \$100 million in unobligated STP/CMAQ apportionment was carried over into SAFETEA and obligated using SAFETEA OA. Unfortunately, as a result of the SAFETEA rescission, it is expected that any unobligated apportionment balance will not be carried forward into reauthorization, meaning that the region will lose funds.

Conclusion

As we approach the end of SAFETEA we must pay close attention and respond to these critical factors that will impact project delivery and the availability of federal funds at the end of the federal Act: 1) The regional project delivery policy (MTC Resolution 3606) requires that all SAFETEA STP/CMAQ funds be obligated no later than May 31, 2009 (with the obligation request due to Caltrans by March 1, 2009); 2) Under SAFETEA \$8.5 billion in federal funds will be rescinded with the potential of \$60 million in apportionment to be rescinded from the region on September 30, 2009; and 3) The TIP may go into a lapse from October 1, 2008 through March 2009, with a possibility that federal funds could not be obligated during that timeframe.

It is therefore strongly encouraged that project sponsors review project schedules to ensure they can meet the regional obligation deadlines for both FY 2007-08 and FY 2008-09, and perhaps consider advancing projects from FY 2008-09 into FY 2007-08 if possible, considering the uncertainties that lie ahead. Of course the post-obligation deadlines, including the requirement to award a construction contract and to invoice and receive reimbursement of funds within 6-12 months of the obligation must be adhered to.

MTC staff is available to assist the Congestion Management Agencies (CMAs), Transit Operators, and project sponsors in developing an Obligation Plan for FY 2007-08 that will encourage the advancement of projects from FY 2008-09, so that the region can minimize its risk in FY 2008-09. The CMAs should expedite the programming of any remaining balances in the county administered programs such as the County Transportation for Livable Communities (TLC) and County Regional Bicycle/Pedestrian Program (RBP) programs. It should be expected that obligation requests for SAFETEA STP/CMAQ funds not submitted to Caltrans by March 1, 2009, and not obligated by May 31, 2009, will lose funding.

The following MTC staff are available for assistance.

Craig Goldblatt – STP/CMAQ Program Manager 510-464-5837, cgoldblatt@mtc.ca.gov

Raymond Odunlami – TIP Administrator, 510-464-5799, rodunlami@mtc.ca.gov

Ross McKeown – Programming and Funding Manager, 510-464-7842, rmckeown@mtc.ca.gov

Attached for your consideration is a list of projects with STP/CMAQ funds programmed for delivery (obligation) in FY 2007-08 and FY 2008-09.

METROPOLITAN TRANSPORTATION COMMISSION
 Projects with STP/CMAQ fund in
 FY 2007-08 with an Obligation Deadline of May 31, 2008 * or in
 FY2008-09 with an Obligation Deadline of May 31, 2009*
 Project list based on current programming and subject to change

as of July 1, 2007

Cnty	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09
ALA	AC Transit	Zero Emission Bus Advanced Demonstration	STP-T3-3-SF-TC	ALA070046	7,810,000	
ALA	ACCMA	ACCMA - CMA Planning Activities	STP-T3-3-PL-CMA	ALA979001	675,000	675,000
ALA	ACCMA	ACCMA - CMA Planning Activities	STP-T3-3-PL-TP	ALA979001	150,000	150,000
ALA	ACCMA	I-680 Sunol Grade - Alameda SB HOV Final Phase	CMAQ-T3-1-AQ	ALA991084	780,000	
ALA	Alameda	Signal Coordination: 8th St, Otis Dr, & Park St.	CMAQ-T3-1-AQ	ALA070049	138,000	
ALA	Alameda County	Alameda County - Castro Valley Blvd Rehabilitation	STP-T3-3-SF-LSR	ALA050072	83,000	758,000
ALA	Alameda County	Hampton Rd Streetscape Improv	CMAQ-T3-1-TROC-LIFE	ALA070040		160,000
ALA	Alameda County	Hampton Rd Streetscape Improv	CMAQ-T3-2-TROC-LIFE	ALA070040	100,000	1,740,000
ALA	Alameda Cty TA	Route 84 Expressway Widening	STP-T3-2-SF-TC	ALA050014	1,000,000	
ALA	BART	BART Station Electronic Bike Lockers, Ph. 2	CMAQ-T3-1-AQ	ALA070051	130,000	
ALA	BART	Ed Roberts Campus	CMAQ-T3-3-TLC-REG	ALA050065	2,000,000	
ALA	Berkeley	Berkeley - University Ave Rehabilitation	STP-T3-3-SF-LSR	ALA050073	71,000	559,000
ALA	Berkeley	TravelChoice-Berkeley	CMAQ-T3-1-AQ	ALA070047	216,000	
ALA	Caltrans	I-80 Integrated Corridor Mobility Project	STP-T3-2-SF-TC	ALA070041	2,300,000	
ALA	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	STP-T3-2-SF-TC	ALA070042		6,123,000
ALA	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	STP-T3-3-SF-TC	ALA070042	4,000,000	577,000
ALA	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-1-AQ	ALA050082		76,000
ALA	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-3-TLC-HIP	ALA050082		1,459,000
ALA	Dublin	W. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-3-TLC-HIP	ALA050083		1,257,000
ALA	Fremont	Bay Street Streetscape & Parking Project	CMAQ-T3-3-TLC-REG	ALA070037		1,570,000
ALA	Fremont	Mowry Ave Arterial Management	CMAQ-T3-1-AQ	ALA070050	419,000	
ALA	Hayward	Hayward - Various Streets Rehabilitation	STP-T3-3-SF-LSR	ALA050071	776,000	
ALA	Hayward	Second Street New Sidewalk Construction	CMAQ-T3-1-AQ	ALA070052	337,000	
ALA	Livermore	Downtown Livermore Pedestrian Transit Connection	CMAQ-T3-3-TLC-REG	ALA070038	140,000	1,060,000
ALA	MTC	Ashby BART Station/Ed Roberts Campus	CMAQ-T3-1-TROC-LIFE	ALA070034		1,386,000
ALA	MTC	Emeryville - San Pablo/MacArthur Bike/Ped Imps.	CMAQ-T3-3-TLC-HIP	ALA050060		128,000
ALA	Oakland	7th Street/W. Oakland Transit Village Improvements	CMAQ-T3-3-TLC-REG	ALA050080	320,000	1,580,000
ALA	Oakland	Coliseum Gardens Phase 3-66th Avenue Streetscape	CMAQ-T3-2-TLC-HIP	ALA070011		530,000
ALA	Oakland	MacArthur Transit Hub Improvement Project	CMAQ-T3-1-TROC-LIFE	ALA050039	215,000	
ALA	Oakland	Oakland - Latham & Telegraph Pedestrian Imps.	CMAQ-T3-3-TLC-HIP	ALA050061		2,470,000
ALA	Oakland	Oakland - Various Streets Rehabilitation	STP-T3-3-SF-LSR	ALA050023	2,486,000	
ALA	San Leandro	Bay Trail Bridge at Oyster Bay Slough	CMAQ-T3-3-RBP-CO	ALA050078	750,000	
ALA	San Leandro	San Leandro ATMS Upgrade	CMAQ-T3-1-AQ	ALA070048	184,000	
ALA	San Leandro	Washington Ave Rehab: San Lorenzo Crk to I-880	STP-T3-3-SF-LSR	ALA050069	442,000	
ALA	Union City	Three CNG Powered Replacement Trucks	CMAQ-T3-1-AQ	ALA070053	124,000	
ALA	Union City	Union City - Alvarado-Niles Road Rehabilitation	STP-T3-3-SF-LSR	ALA050070	5,000	421,000
CC	BART	Richmond BART Parking Structure	STP-T3-2-BF	CC-030003		4,320,000
CC	CC County	Contra Costa Co. - Byron Highway Rehabilitation	STP-T3-1A-SF-LSR	CC-050034	709,000	
CC	CC County	Contra Costa Co. - Byron Highway Rehabilitation	STP-T3-3-SF-LSR	CC-050034	902,000	
CC	CC County	Contra Costa Co. - San Pablo Dam Rd Rehabilitation	STP-T3-3-SF-LSR	CC-050065	540,000	
CC	CC County	Contra Costa Co. - Stone Valley Rd Rehabilitation	STP-T3-3-SF-LSR	CC-050062	540,000	
CC	CC County	Iron Horse Trail Over-crossing at Treat	CMAQ-T3-3-TLC-CO	CC-990046	640,377	
CC	CCTA	CCTA - CMA Planning Activities	STP-T3-3-PL-CMA	CC-979042	495,000	505,000
CC	CCTA	CCTA - CMA Planning Activities	STP-T3-3-PL-TP	CC-979042	150,000	150,000
CC	Concord	Concord - Clayton Road Rehabilitation	STP-T3-3-SF-LSR	CC-050064	540,000	
CC	Concord	Concord Blvd. Gap Closure, Phase 2	CMAQ-T3-3-RBP-CO	CC-070030	800,000	
CC	Concord	Monument Blvd & Meadow Ln Pedestrian Improvements	CMAQ-T3-3-TLC-REG	CC-070083		1,200,000
CC	El Cerrito	El Cerrito - Various Streets Rehabilitation	STP-T3-3-SF-LSR	CC-050067	540,000	
CC	El Cerrito	San Pablo Avenue Streetscape	CMAQ-T3-3-TLC-CO	CC-070074		506,000
CC	El Cerrito	San Pablo Avenue Streetscape	CMAQ-T3-3-TLC-REG	CC-070074		1,800,000
CC	Lafayette	Lafayette - Mt. Diablo Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050063		540,000
CC	Martinez	Martinez - Alhambra Avenue Rehabilitation	STP-T3-3-SF-LSR	CC-050061	540,000	
CC	Moraga	Moraga - Moraga Road Rehabilitation	STP-T3-3-SF-LSR	CC-050069		540,000
CC	Orinda	Orinda - Moraga Way Rehab: Phase II	STP-T3-3-SF-LSR	CC-050070	540,000	
CC	Pinole	Pinole - Appian Way Rehab: Phase II	STP-T3-3-SF-LSR	CC-050073		540,000
CC	Pittsburg	Pittsburg - Harbor Street Rehabilitation	STP-T3-3-SF-LSR	CC-050071	540,000	
CC	Pleasant Hill	Pleasant Hill - Contra Costa Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050072		540,000
CC	San Pablo	San Pablo Ave Rehabilitation	STP-T3-3-SF-LSR	CC-050066	328,000	
CC	San Ramon	San Ramon Valley Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050068		540,000
CC	St. Rte. 4 BA	Mokelumne Trail Bike/Ped Overcrossing	CMAQ-T3-3-RBP-CO	CC-070067		1,500,000
CC	Walnut Creek	Walnut Creek - Treat Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050060	540,000	
MRN	Marin County	Cal-Park Hill Tunnel Improvements	CMAQ-T3-2-TLC-REG	MRN030003	1,500,000	
MRN	TAM	TAM - CMA Planning Activities	STP-T3-3-PL-CMA	MRN970034	390,000	375,000
MRN	TAM	TAM - CMA Planning Activities	STP-T3-3-PL-TP	MRN970034	135,000	150,000
NAP	Amer Canyon	West American Canyon Road Rehabilitation	STP-T3-3-SF-LSR	NAP070004	281,000	
NAP	Napa	Napa - Browns Valley Road Rehabilitation	STP-T3-3-SF-LSR	NAP070003	664,000	
NAP	Napa	Napa - Imola Road Rehabilitation	STP-T3-3-SF-LSR	NAP070007	574,000	
NAP	Napa	Napa - Soscol Avenue Rehabilitation	STP-T3-3-SF-LSR	NAP070006	221,000	
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-2-PL-TP	NAP970004	150,000	
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-3-PL-CMA	NAP970004	375,000	375,000
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-3-PL-TP	NAP970004		150,000

METROPOLITAN TRANSPORTATION COMMISSION
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City	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09
NAP	Napa County	Deer Park Road Rehabilitation	STP-T3-3-SF-LSR	NAP070005	1,250,000	
NAP	NCTPA	SR 12 (Jamieson Canyon Road) Widening	STP-T3-2-BF	NAP010008	2,500,000	
REG	BAAQMD	Spare the Air Program	CMAQ-T3-3-AQ	MTC990015	1,000,000	1,000,000
REG	BART	BART Car Exchange and Preventive Maintenance	STP-T3-3-SF-TC	REG050020	22,682,000	22,683,000
REG	GGBHTD	TransLink Fare Collection System	CMAQ-T3-3-RO	MTC99002B		2,200,000
REG	MTC	Freeway Operations	CMAQ-T3-3-RO	MTC030003	4,300,000	2,200,000
REG	MTC	511 Traveler Information	CMAQ-T3-3-RO	REG050017	3,700,000	1,700,000
REG	MTC	511 Traveler Information	STP-T3-2-RO	REG050017	8,800,000	
REG	MTC	511 Traveler Information	STP-T3-3-RO	REG050017	9,500,000	8,500,000
REG	MTC	Pavement Mgmt Tech. Assist. Program (PTAP)	STP-T3-2-RO	MTC990017	800,000	
REG	MTC	Pavement Mgmt Tech. Assist. Program (PTAP)	STP-T3-3-SF-LSR	MTC990017		800,000
REG	MTC	Performance Monitoring	STP-T3-3-RO	MTC991001	200,000	200,000
REG	MTC	Regional Transportation Marketing	CMAQ-T3-3-RO	MTC990013	700,000	700,000
REG	MTC	TETAP & Signal Timing Program - Part 2	CMAQ-T3-1-AQ	REG050015	2,250,000	
REG	MTC	TLC/HIP Planning Grants	STP-T3-2-TLC-PL	MTC030005	415,000	
REG	MTC	TLC/HIP Planning Grants	STP-T3-3-TLC-PL	MTC030005		440,000
REG	MTC-SAFE	Incident Management Program	CMAQ-T3-3-RO	REG050021	5,200,000	5,400,000
SCL	Campbell	Campbell - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050067	299,000	
SCL	Cupertino	Cupertino - Various Street Rehabilitation	STP-T3-3-SF-LSR	SCL050056	327,000	
SCL	Gilroy	Gilroy - Forest Street Rehabilitation	STP-T3-3-SF-LSR	SCL050070	286,000	
SCL	Los Altos	Adobe Creek Bike and Ped Bridge Replacement	CMAQ-T3-3-RBP-CO	SCL070028	301,000	
SCL	Los Altos Hills	El Monte Rd Bicycle Pathway Project	CMAQ-T3-3-RBP-CO	SCL070025	440,000	
SCL	Los Altos Hills	Los Altos Hills - Fremont Road Rehabilitation	STP-T3-3-SF-LSR	SCL050068	178,000	
SCL	Los Gatos	Los Gatos - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050029	272,000	
SCL	Los Gatos	SR 9 Bicycle and Pedestrian Improvements	CMAQ-T3-2-RBP-REG	SCL050042	1,345,000	
SCL	Morgan Hill	Morgan Hill - Main Street Rehabilitation	STP-T3-3-SF-LSR	SCL050074	286,000	
SCL	Morgan Hill	Third Street Promenade	CMAQ-T3-3-TLC-REG	SCL070014	180,000	1,520,000
SCL	Morgan Hill	West Little Llagas Creek Trail Phase II	CMAQ-T3-3-RBP-CO	SCL070027	543,000	
SCL	Mountain View	Mountain View - California Street Rehab Phase II	STP-T3-3-SF-LSR	SCL050069	367,000	
SCL	MTC	Gilroy Pedestrian Enhancement	CMAQ-T3-2-TROC-LIFE	SCL070010		323,000
SCL	MTC	San Jose State Univ. / Japantown Pedestrian Imps.	CMAQ-T3-3-TLC-HIP	SCL050061		3,000,000
SCL	San Jose	San Jose - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050028	6,546,000	
SCL	Santa Clara	Santa Clara - Tasman Dr. and Homestead Rd. Rehab	STP-T3-3-SF-LSR	SCL050073	653,000	
SCL	Santa Clara Co	Santa Clara Co. - Capitol Expwy. Rehabilitation	STP-T3-3-SF-LSR	SCL050072		895,000
SCL	Santa Clara Co	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	STP-T3-3-SF-LSR	SCL050075		1,256,000
SCL	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	STP-T3-1A-SF-LSR	SCL050076		820,000
SCL	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	STP-T3-3-SF-LSR	SCL050076	851,000	30,000
SCL	Saratoga	DeAnza Trail	CMAQ-T3-3-RBP-CO	SCL070026	1,400,000	
SCL	Sunnyvale	Sunnyvale - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050027	1,184,000	
SCL	VTA	SCVTA - CMA Planning Activities	STP-T3-3-PL-CMA	SCL978008	755,000	765,000
SCL	VTA	SCVTA - CMA Planning Activities	STP-T3-3-PL-TP	SCL978008	150,000	150,000
SCL	VTA	Zero Emission Bus Demonstration Project	STP-T3-3-SF-TC	SCL010023	6,248,000	
SF	SF City/County	San Francisco - Corland Avenue Rehabilitation	STP-T3-3-SF-LSR	SF-050040	1,250,000	
SF	SF City/County	South of Market Various Streets Rehab.	STP-T3-3-SF-LSR	SF-050041	4,860,000	
SF	SF County TA	SFTA - CMA Planning Activities	STP-T3-3-PL-CMA	SF-990015	415,000	425,000
SF	SF County TA	SFTA - CMA Planning Activities	STP-T3-3-PL-TP	SF-990015	150,000	150,000
SF	SF Dept of Park	Golden Gate Park Ped Access Improvements	CMAQ-T3-3-RBP-CO	SF-070035	143,000	630,000
SF	SF Dept of Park	Inner Sunset Traffic Calming and Transit Enhncemnt	CMAQ-T3-3-RBP-CO	SF-070033	105,000	536,000
SF	SF Dept of Park	San Francisco Bicycle Route Improvements	CMAQ-T3-3-RBP-CO	SF-070036	100,000	
SF	SF Dept of Park	Tenderloin/UN Plaza/Civic Center Ped Improvements	CMAQ-T3-3-RBP-CO	SF-070034	371,000	863,000
SF	SF DPW	Valencia Streetscape Improvements Project	CMAQ-T3-3-TLC-REG	SF-070031		2,600,000
SM	Belmont	Belmont - Old County Road Rehabilitation	STP-T3-2-SF-LSR	SM-050011	120,000	
SM	Burlingame	Burlingame - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SM-070013	278,000	
SM	CCAG	SMCCAG - CMA Planning Activities	STP-T3-3-PL-CMA	SM-979033	395,000	395,000
SM	CCAG	SMCCAG - CMA Planning Activities	STP-T3-3-PL-TP	SM-979033	150,000	150,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-2-TLC-HIP	SM-050046		272,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-3-RBP-CO	SM-050046		500,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-3-TLC-REG	SM-050046		900,000
SM	Foster City	Foster City - Shell Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070012	140,000	
SM	Foster City	Foster City Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070010	337,000	
SM	Menlo Park	Menlo Park - Oak Grove Avenue Rehab	STP-T3-3-SF-LSR	SM-070019	109,000	
SM	Millbrae	Millbrae - Skyline Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070020	124,000	
SM	Pacifica	Pacifica - Oddstad Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070017	150,000	
SM	Pacifica	Pacifica - Sharp Park Road Rehabilitation	STP-T3-3-SF-LSR	SM-070015	165,000	
SM	Pacifica	Pacifica - Terra Nova Blvd. Rehabilitation	STP-T3-3-SF-LSR	SM-070016	175,000	
SM	Pacifica	San Pedro Terrace Multi-Purpose Trail	CMAQ-T3-3-RBP-CO	SM-070027	1,000,000	
SM	Redwood City	Redwood City - Alameda de Las Pulgas/Bay Rd. Rehab	STP-T3-3-SF-LSR	SM-070021	900,000	
SM	Redwood City	San Mateo - Villa Montgomery Streetscape	CMAQ-T3-3-TLC-HIP	SM-070001		388,000
SM	San Mateo	San Mateo - Delaware Street Improvement	CMAQ-T3-3-RBP-CO	SM-070026	283,000	
SM	San Mateo	San Mateo - J. Hart Clinton Rehabilitation	STP-T3-3-SF-LSR	SM-070018	575,000	
SM	San Mateo	San Mateo - Poplar Avenue Rehabilitation	STP-T3-3-SF-LSR	SM-070011	325,000	

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Cnty	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09	
SM	San Mateo Co	Mirada Surf Coastal Bike and Pedestrian Trail	CMAQ-T3-3-RBP-CO	SM-070028	181,000		
SM	San Mateo Co	San Mateo County - Bay Road Rehabilitation	STP-T3-3-SF-LSR	SM-070014	250,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-2-TLC-HIP	SM-050026	304,800		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-RBP-CO	SM-050026	537,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-TLC-CO	SM-050026	590,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-TLC-REG	SM-050026	970,000		
SOL	Rio Vista	Rio Vista - Second Street Rehabilitation	STP-T3-3-SF-LSR	SOL050052	77,000		
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-2-AQ-SOL-SWAP	SOL970033	700,000		
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-3-PL-CMA	SOL970033	375,000	375,000	
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-3-PL-TP	SOL970033	150,000	150,000	
SOL	Vallejo	Downtown Vallejo Pedestrian Enh. - Phase I	CMAQ-T3-3-TLC-HIP	SOL050048		580,000	
SOL	Vallejo	Vallejo - Lemon Street Rehabilitation	STP-T3-3-SF-LSR	SOL010027	25,000	672,000	
SON	City of Sonoma	Sonoma - Andrieux Street Rehabilitation	STP-T3-3-SF-LSR	SON050029	135,000		
SON	Healdsburg	Healdsburg - Matheson Street Rehabilitation	STP-T3-3-SF-LSR	SON050033	166,000		
SON	MTC	Smart Regional Bike/Ped Path: Ph. III	CMAQ-T3-3-TLC-HIP	SON050025	434,000		
SON	Petaluma	Petaluma - East Washington and 6th Street Rehab	STP-T3-3-SF-LSR	SON050030	718,000		
SON	Rohnert Park	Rohnert Park - City Center Plaza Pedestrian Imps	CMAQ-T3-3-TLC-CO	SON070001	600,000		
SON	Santa Rosa	Santa Rosa - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SON050036		2,008,000	
SON	Santa Rosa Bus	Downtown Transit Mall Connectivity Improvements	CMAQ-T3-3-TLC-REG	SON070012	850,000		
SON	Son Co TA	SCTA - CMA Planning Activities	STP-T3-3-PL-CMA	SON970081	375,000	375,000	
SON	Son Co TA	SCTA - CMA Planning Activities	STP-T3-3-PL-TP	SON970081	150,000	150,000	
SON	Windsor	Windsor - Conde Lane and Hembree Lane Rehab	STP-T3-3-SF-LSR	SON050028	321,000		
				Total:	247,833,177	144,722,177	403,111,000

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Note:

This listing is a representation of projects with STP/CMAQ funds programmed in FY 2007-08 or FY 2008-09 in the 2007 TIP as of July 1, 2007, and may not reflect all projects due to future or in-process programming changes.

Project Sponsors are responsible for tracking their own projects, and may view the latest STP/CMAQ funding changes in MTC's Fund Management System (FMS) at: http://www.mtc.ca.gov/funding/fms_intro.htm

* Obligation Requests are due to Caltrans by March 1 of the year programmed in the TIP

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DATE: August 30, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Update

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study

All cities in Solano County are participating in the Safe Routes to School Study. Between April and June, the STA helped schools conduct additional independent SR2S events, by providing large 22" x 34" maps of schools in addition to workshop materials found online at www.solanolinks.com. Four (4) schools were able to conduct their own SR2S Events: Dixon's Tremont Elementary (May 15th), Vacaville's Callison (June 5th) and Alamo (May 30th) Elementary, and Suisun City's Suisun Elementary (June 7th).

Discussion:

To increase the number of school conducting walking audits, the STA has offered to assist in the facilitation of these meetings during the months of August and September. The STA will help facilitate one (1) meeting per school district on a "first come/first serve" basis. Schools who request this assistance are responsible for the meeting's outreach and setup. STA staff will bring materials for the meeting, such as maps, toolkits, and presentation equipment.

The STA's SR2S consultants, Alta Planning + Design, will draft Local SR2S Plans for each city by the end of July. These plans will be reviewed by public works staff and school district staff before being recommended as a draft SR2S plan at local SR2S Community Task Force meetings in August, September, and October.

This additional outreach and local plan review periods may push the Final Countywide SR2S Plan adoption date from December 2007 to January or February 2008. The initial goal was to have the countywide plan adopted before the deadline to submit Federal Safe Routes to School grant applications, due by January 1, 2008. However, local SR2S plans

should be adopted before the end of the year, which will help make grant applications more competitive.

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”, containing 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, 08-20-2007

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

08-20-2007

Phase 1 – Complete

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

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	Review Draft Benicia SR2S Plan 9/6/07	Local plan to be recommended to city council and school board.
Dixon	Review Draft Local SR2S Plan in 9/5/07	Local plan to be recommended to city council and school board.
Fairfield/Suisun	Review Draft Local SR2S Plan in 8/29/07	Local plan to be recommended to city council and school board.
Rio Vista	SR2S Event to be scheduled, possibly at Riverview Elementary School	Rio Vista/School Board Joint Use Ad-hoc Committee to be appointed by the city council and school board as the Safe Routes to School Community Task Force in Rio Vista.
Vacaville	Review Draft Local SR2S Plan in 8/30/07	Local plan to be recommended to city council and school board.
Vallejo	Review Draft Local SR2S Plan in 9/17/07	Local plan to be recommended to city council and school board.
County of Solano	To be determined.	Solano County Board of Supervisors roles not defined.

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 revised. Draft local plans will be reviewed by local community task forces in August, September, and October.

Between August and September, schools who have not conducted a SR2S planning event can request STA staff assistance to help facilitate the event. This assistance will be provided on a first-come/first-serve basis. SR2S Project and Program Recommendation Forms, which are filled out by school staff after an event, are due to the STA by September 25, 2007. STA Staff will also be conducting a student travel mode survey during August and September, with the aid of participating schools.

Phase 3 – Not underway
STA Countywide SR2S Study Development

The STA’s Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) will review the countywide plan this fall and recommend the plan to the STA Board in either December 2007 or early 2008.

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

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
 - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.

- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

 - Holding a training walking audit at a school of their choice
 - Reviewing a draft SR2S Plan of local projects and programs
 - Recommending a final SR2S Plan to their school board and city council

- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
 - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
 - STA advisory committees review and recommend the final Countywide SR2S Plan.
 - STA Board adopts the final Solano Countywide SR2S Plan.

STA SR2S Countywide Steering Committee

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

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

STA's Countywide SR2S Steering Committee		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Eva Laevastu	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
 - Introductory Materials, Layout Workplan
 - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
 - Recommended Goals, Policies, and Measurable Objectives
 - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
 - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
 - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
 - Made final recommendations for Discussion Materials

Phase 2 – Community Task Forces – IN PROGRESS

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
 - Discussed Safe Route to Schools federal grants
 - Received update from Benicia’s recent walking audit experience
 - Reviewed STA SR2S Status report.
 - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
 - Received update from Benicia’s SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
 - Receive countywide update on task forces from STA
 - Review draft outline of countywide SR2S plan
 - Review Federal SR2S Grant scoring criteria

Phase 3 –STA Board adoption of the SR2S Study

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

- September 11, 2007
 - Receive countywide update on task forces from STA
 - Review draft text of countywide SR2S plan
 - Forward draft text to STA advisory committees for review
- November 13, 2007
 - Receive countywide update on task forces from STA
 - Review final draft countywide SR2S plan
 - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

Benicia

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

Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
 - Benicia USD, August 24, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
City Council & School Board Liaison Committee	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
City Traffic Pedestrian & Bicycle Safety Committee	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> • Jan 30, Benicia Middle School • All other schools completed June 2007

Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • September 6, 2007 (City Council/School Board Liaison Committee)
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • City Council Adoption, October 2007 • School Board Adoption, October 2007

Private schools have been contacted for program inclusion:

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

Dixon

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 28
School Based Training Audit	March 29 Principal's meeting April 18 Anderson Elementary School Event
Independent School Based Audits Conducted	April to September May 15 Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 5th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 3rd
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Benicia's private schools have been contacted for program inclusion:

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

Fairfield

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

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
 - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Mark Schraer	Fairfield PD Traffic Division
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal’s meeting, April 26 Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 29th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	TBD
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools have been contacted for program inclusion:

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

Rio Vista

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

Rio Vista’s SR2S Community Task Force – PENDING Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force		
Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	May 9th
School Based Training Audit	May 23 Informal audit at D.H. White Elementary. August 2007, Formal Audit to be at Riverview Middle School: Recommended: September 27th Also Available: September 18 th , and 25 th
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: October 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	November 2007
Local Adoption of SR2S Plan	City Council Adoption, Nov/Dec 2007 School District, Nov/Dec 2007

Suisun City

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

Phase 1 – Introductory Presentations - COMPLETE

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

Phase 2 – Community Task Forces – IN PROGRESS

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

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal's meeting
Independent School Based Audits Conducted	April – October June 7 Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 19th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29th
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	Carol Renwick	Vacaville Resident

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 21
School Based Training Audit	March 13 & 27 Principal's meeting May 16 Will C. Wood High School event
Independent School Based Audits Conducted	May – September May 23 Alamo Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 25th
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"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 17th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 24th
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, May 3, 2006
- Board of Supervisors Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

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

Solano County Board of Supervisors and Solano Community College representative roles in the Safe Routes to School Program are not defined.

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: August 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:

There are 5 project delivery reminders for the TAC:

1. Follow up on MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2007-08 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

The following two projects were the last projects to obligate funding in FY 2007-08:

Projects in MTC's FY 2006-07 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL010021	Benicia - West "K" Street Rehabilitation	Revised E-76 request and award package sent to Caltrans HQ August 15, 2007.
Fairfield	SOL010023	Hilborn Road Rehabilitation	Revised E-76 request and award package sent to Caltrans HQ August 15, 2007.

The following are projects that will be included in the FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

Potential projects for the FY 2007-08 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	Possible reprogramming of funds.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	Additional \$672,000 in FY 2008-09 can be advanced.

The following are STA funding program projects that will be amended into the TIP for either FY 2007-08 funds or FY 2008-09 funds:

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulati Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulati Creek Bike Path (Ulati to Leisure Town)	Bike/Ped	\$37,098	March 2007

*TE funded projects are considered federal, but are programmed by the California Transportation Commission (CTC) as part of the State Transportation Improvement Program (STIP) process, not the MTC TIP process. Solano Bicycle Pedestrian Projects use a combination of TDA Article 3 funding and federal funding. TDA-Article 3 funding is not listed.

Projects that are programmed in FY 2008-09 have the opportunity to advance their projects into FY 2007-08 using the remaining programming capacity (see "Obligating and Advancing Fiscal Year 2008-09 Projects" staff report). Projects that are advanced in this fashion will be held to FY 2008-09 project delivery deadlines and given the flexibility to request obligation sooner using FY 2007-08 obligation authority.

2. Inactive Obligations

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

June 2007 Inactive Projects (and projects carried over from March 2007 period)			
<ul style="list-style-type: none"> • Submit an invoice by August 9, 2007 • Submit a justification form or deobligation request by August 29, 2007. 			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Traffic Signal 271	\$24,771.00	In final voucher process

Projects that will become inactive by September 2007			
Vacaville	Nut Tree Rd from Ulatis Dr to Orange Dr, AC Overlay	\$645,000	Invoice sent early August.
Projects that will become inactive by December 2007			
Solano County	Cook Lane At Baker Slough Bridge Replacement (BRLO 923145)	\$0	Need to close out project
Solano County	Pleasants Valley Rd; Cherry Glen To Foothill, Road Rehabilitation (STPL 923527)	\$0	Need to close out project
Solano County	Abernathy Rd From Fairfield's Linear Park North, Bike Path (CML 923526)	\$0	Need to close out project

3. STA Project Delivery Working Group, June 26, 2007:
 The Solano PDWG agenda for August 28 will be emailed out to PDWG and TAC members by August 23 for their review.

Recommendation:
 Informational.

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DATE: September 4, 2007
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Commute Challenge Update

Background:

The Solano Commute Challenge is a targeted outreach campaign for Solano County employers that involves the local business community in addition to employers and employees. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. The Commute Challenge is to "Use transit, carpool, vanpool, bike, or walk to work at least 30 times from July to October." Incentives will be provided to employees and employers who "meet" the Commute Challenge.

STA staff met with chambers of commerce to get input and feedback about the Commute Challenge. The chambers were enthusiastic and supportive of the campaign and suggested employer targets in each of their areas.

Commute Challenge campaign materials (Attachments A & B) were mailed to the targeted employers in July with telephone follow-up a week later. Information about the Commute Challenge was posted on the STA's website along with a registration form where targeted employers could indicate their interest in participating.

Discussion:

A total of twenty-seven (27) large employers have registered to participate in the Challenge as of the end of August. Over 220 employees have signed-up to use the Monthly Commute Logs to track their use of commute alternatives through October 31. Attachment C provides the current status of The Solano Commute Challenge.

Four employers, Genentech and NorthBay Health Care in Vacaville, Kaiser Permanente Medical Center in Vallejo, and Goodrich in Fairfield, have met the required 20 employee sign-ups to be eligible for the Commute Champion Workplace designation. Genentech leads all employers with 50 sign-ups to date.

As individual employees sign up for The Commute Challenge, each receives a welcome letter and a Monthly Commute Log (Attachment D), as well as any information requested about transit, bicycling, and carpooling options. At the end of each month, individuals submit the completed Commute Log and the next month's Log is forwarded to them.

Staff is working on two levels to continue to promote The Solano Commute Challenge. The 27 registered employers are regularly contacted to encourage the promotion of The Commute Challenge to their employees. The individual employees receive encouragement to maintain and submit the commute logs to track their progress to receive their incentive rewards.

Fiscal Impact:

The Solano Commute Challenge (SCC) campaign expenses are included in the Solano Napa Commuter Information budget and are funded by a combination of TFCA and Eastern Solano CMAQ funds.

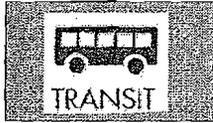
Recommendation:

Informational.

Attachments:

- A. SCC Employer Information and Registration
- B. SCC Employee Brochure
- C. SCC Employee Results Table -- 9/4/07
- D. Monthly Commute Log

SOLANO COMMUTE CHALLENGE



HOW TO ENTER:

1. Complete the "Employer Challenge Form" below and return it to SNCI by mail or fax. We will send you information for your employees.
2. Get the word out to your employees.
3. Encourage employees to complete the "Solano Commute Challenge Form" and complete their Monthly Commute Logs.

EMPLOYER CHALLENGE FORM

Fill in information below and FAX to: 707-424-6074, or MAIL to: Solano Commute Challenge, c/o SNCI, One Harbor Center, Suite 130, Suisun City, CA 94585 (or visit our special employer web page, <http://www.solanolinks.com/snci-solanocommutechallenge.html> and register there).

Company Name: _____

Your Name: _____

Your Title: _____

Company Mailing Address: _____

City: _____ Zip: _____

Work Phone: _____

Fax: _____

E-mail: _____

of employees: _____

Approx # of employees currently using Commute Alternatives: _____

I prefer to receive information to distribute to employees by (circle one):

Hard Copy (paper) E-mail

For hard copy (paper), # of Employee Flyers requested: _____

How Did You Hear About the Solano Commute Challenge? (circle one):

SNCI Direct Mailing SNCI E-mail Chamber of Commerce Other _____

- We will provide you with status reports during the Solano Commute Challenge.
- Qualifying commuters and employers will be notified in November and rewards will be sent.
- If your company wins the "Most Outstanding Workplace," choose a date for the catered lunch!

SOLANO COMMUTE CHALLENGE

Make a difference in your community!
 Use a Commute Alternative
 (Carpool, Vanpool, Bus, Train, Ferry, Bicycle, Walk)
 at least 30 times during the
 Solano Commute Challenge
 July - October 2007
 Help reduce traffic congestion and air pollution!



Employer/Transportation Coordinator Challenge:

Motivate 20 or more employees to successfully meet the Solano Commute Challenge

Rewards for Employer/Transportation Coordinators (YOU!):

Commute Champion Workplace - If 20 or more employees from your company meet the Challenge, you will receive: \$100 in Commute Bucks*; plus entry in a drawing for a Monterey Vacation for Two, including round-trip Amtrak train tickets, accommodations for 2 nights, local transit transfers and admission to Monterey Bay Aquarium.

Most Outstanding Workplace - If your company/organization has more employees who meet the Challenge than any other participating company, you (and all employees who participated) will receive a free catered lunch.

Commute Contender Workplace - If at least 10, but fewer than 20 of your employees meet the Challenge, you will receive: \$25 in Commute Bucks*.

Rewards for your Employees:

♦ Meet the Challenge-Be a Commute Champion! Use a Commute Alternative 30 times between July 1 and October 31 - In addition to saving money, time and stress, receive \$50 in Commute Bucks*, plus entry in a Local Prize Drawing for prizes worth \$100, like gift cards for home improvement and electronic stores, local restaurants and a spa package.

♦ Be the Most Outstanding Commuter - Use a commute alternative more than anyone at your company - and win \$100 in Commute Bucks*, plus entry in the Grand Prize Drawing for a \$500 Prize of Commute Bucks*.

Give it a Try! If you try but do not meet the Challenge, you may be eligible to receive \$25 in Commute Bucks*.

*Commute Bucks are your choice of gas cards, transit passes, or gift cards from a local bike shop or athletic shoe store.

Solano Commute Challenge
Results as of 8/17/07

25 employers

161 registered employees

City	Employers	# of registered employees
Benicia	City of Benicia	4
	Benicia Fabrication & Machine	0
	The Henry Wine Group	1
Dixon	Cardinal Health	0
	First Northern Bank	3
	Superior Farms	0
Fairfield/Suisun City	City of Fairfield	6
	Goodrich	22
	Kaiser Permanente Medical Offices	1
	Solano Family & Children's Services	1
	Abbott Labs	4
	Papyrus	7
	Travis AFB	4
	Professional Hospital Supply	0
	Rio Vista	City of Rio Vista
California Vegetable Specialties		6
Vacaville	City of Vacaville	10
	Genentech	49
	Kaiser Permanente Medical Offices	13
	Pacific Cycle	0
	Vacaville Unified School District	4
	NorthBay Health Care	18
	Vallejo	City of Vallejo
Kaiser Permanente Medical Center		3
Crestwood Manor		1

SOLANO COMMUTE CHALLENGE MONTHLY COMMUTE LOG



Please check the appropriate box to indicate the way you commute to and from work on each day.

For the Month of:

Date	Drive Alone	Carpool	Vanpool	Transit	Bike	Walk
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Daily Commute Mileage: _____

I certify that this statement is true, correct and complete to the best of my knowledge and belief.

Name (printed) & Signature required

Date

Employer Name

Employer Address

At the end of each month, please return this form to: SNCI, One Harbor Center, Suite 130, Suisun City, CA 94585 or fax to 707-424-6074.



DATE: September 4, 2007
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Pedestrian Plan Update: Pedestrian Priority Projects List

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of the Solano Transportation Authority (STA), Landpeople (consultants for the Countywide Pedestrian Plan), and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was recommended and approved by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort in the Bay Area to identify pedestrian projects on a countywide basis. The STA was given an award by the Northern California Chapter of the American Planning Association (APA) for the development and implementation of this Pedestrian Plan.

Staff from Solano County and the seven cities initially identified the pedestrian priority projects included in the current Solano Countywide Pedestrian Plan. With an increased amount of funding available for pedestrian facilities in Solano County, the PAC requested to revisit and reprioritize the current list of pedestrian projects. Per that request, the STA Board issued a call for any new or revised pedestrian projects on October 11, 2006. Initially, the updated list of pedestrian priority projects was tentatively scheduled to be included as an action item for recommendation to the STA Board at the November 16, 2006 PAC meeting. However, the complete revision of the pedestrian priority projects list has since experienced delays (See Attachment A for a summary of PAC activities).

Discussion:

On July 10, 2007, Larry Mork, Eva Laevastu, and Pat Moran participated on the PAC sub-committee to review the project application scores. The PAC sub-committee agreed upon a top priority projects list that includes seven (7) projects. STA staff clarified applications regarding multi-jurisdictional projects and recommended the group consider including the North Connector TLC Corridor in the priority projects list. After an extensive discussion, the group recommended the following seven (7) pedestrian projects as the top priority projects for the Solano Countywide Pedestrian Plan Update (in order):

1. Rio Vista Waterfront Plan and Improvement;
2. Benicia State Park Road Bike and Pedestrian Bridge;
3. Solano County Old Town Cordelia Improvement;
4. North Connector TLC Corridor (multi-jurisdictional);
5. Dixon West "B" Street Pedestrian Grade Separation;
6. Vallejo Ferry Station Pedestrian and Streetscape; and
7. Fairfield West Texas Street Gateway

The remaining project submittals were recommended by the group to be included in the Countywide Pedestrian Plan updated list of countywide significant pedestrian projects (See Attachment B).

On July 19, 2007, the PAC was scheduled to meet and discuss the recommendations made by the sub-committee members. At this meeting, the goal was for the PAC to provide a recommendation to the STA Board. However, a quorum of committee members was not present, thus no action could be taken. In absence of a quorum, the consensus among committee members who were present was to postpone the action until their next meeting on September 20, 2007 at 6:00 p.m. Interested TAC Members are encouraged to attend this meeting.

Recommendation:

Informational.

Attachments:

- A. Summary of PAC Activities
- B. Priority Projects List

Summary of PAC Activities:

Date of PAC Meeting	PAC Activities Related to Pedestrian Project Prioritization
October 11, 2006	STA Board Call for Projects
November 9, 2006	Action postponed by the PAC. An unexpected volume of new projects was received; additional time was requested by PAC to score projects.
December 2006	No Meeting.
January 18, 2007	Action postponed by the PAC a second time. Project sponsors presented their projects and, in light of additional information provided in presentations, additional time was requested by the PAC to score projects. Also, not all PAC members completed their scores.
February 2007	No Meeting
March 8, 2007	Joint meeting with BAC; did not discuss pedestrian projects. The primary discussion topic at this meeting was the North Connector TLC Corridor Concept Plan.
April 2007	No Meeting
May 17, 2007	Action postponed by the PAC a third time. To finalize the recommendation, the PAC appointed a sub-committee to develop a priority projects list for July 19, 2007 meeting.
June 2007	No Meeting
July 19, 2007	Action postponed by PAC to September 20, 2007 PAC meeting. The recommendation was finalized for PAC approval; however, a quorum was not present. In the absence of a quorum, action was postponed by PAC one last time.

The PAC's regular meeting is scheduled for every third Thursday of every odd month. The first PAC meeting for review of the pedestrian priority projects list was on November 9, 2006. The next PAC meeting is scheduled for September 20, 2007.

Summary of PAC Activities:

Date of PAC Meeting	PAC Activities Related to Pedestrian Project Prioritization
October 11, 2006	STA Board Call for Projects
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The PAC's regular meeting is scheduled for every third Thursday of every odd month. The first PAC meeting for review of the pedestrian priority projects list was on November 9, 2006. The next PAC meeting is scheduled for September 20, 2007.

PAC Priority Projects List:

	Sponsoring Agency	Project Name
1	City of Rio Vista	Rio Vista Waterfront Plan and Improvement Project
2	City of Benicia	State Park Road Bike and Pedestrian Bridge
3	Solano County	Old Town Cordelia Improvement project
4	City of Dixon	West "B" Street Pedestrian Grade Separation Project
5	Multi- jurisdictional	North Connector Multi-Use Path
6	Vallejo Public Works	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
7	City of Fairfield - Public Works	West Texas Street Gateway Project
	City of Dixon	Transportation Center Rail Station Improvements
	City of Dixon	Downtown Dixon Streetscape Program
	City of Fairfield - Public Works	Jefferson Street Corridor Pedestrian Project
	City of Fairfield - Public Works	Linear Park Dover to Peabody Project
	City of Fairfield - Public Works	Civic Center-to-Downtown Fairfield Pedestrian Enhancements Project
	City of Fairfield - Public Works	Linear Park Crossings Traffic Calming Project
	City of Rio Vista	Citywide Loop
	Multi- jurisdictional	Jepson Parkway Project
	Multi- jurisdictional	McGary Road Project
	Solano County	Homeacres Avenue Improvement Project
	Solano County	Jepson Parkway Multi-use Path
	Solano County	English Hills Multi-Use Path
	Solano County	Vacaville – Dixon Bike Route
	Suisun City Public Works	The Railroad and Sunset Avenue Widening and Realignment
	Vacaville Department of Housing Redevelopment	Creek Walk Extension
	Vallejo Public Works	Vallejo Station Pedestrian and Bicycle Links Project
	Vallejo Public Works	Downtown Vallejo renaissance Project
	Vallejo Public Works	Mare Island Bicycle and Pedestrian Access Improvements

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DATE: September 12, 2007
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
California State Parks Habitat Conservation Fund	Matthew Farris, California Department of Parks and Recreation (DPR) (916) 651-7738	October 1, 2007
California State Parks Regional Trails Program*	Non-Motorized Projects: Matthew Farris, Cal DPR, (916) 651-7738 Motorized Projects: Dan Canfield, Cal DPR, (916)324-1574	October 1, 2007
Caltrans Transportation Planning Grant – Environmental Justice: Context-Sensitive Planning*	Surinder Sikand, Caltrans, (510) 286-5472	October 13, 2007
Caltrans Planning Grant – Community-Based Planning*	Beth Thomas, Caltrans, (510) 286-7227	October 13, 2007
Caltrans Planning Grant – Federal Transportation Account (FTA) 5303 Partnership Planning*	Cameron Oakes, Caltrans, (510) 622-5758	October 13, 2007
Caltrans Planning Grant – FTA 5303 Statewide Transit Planning Studies*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Technical Planning Assistance*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Professionals Development*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
San Francisco Bay Trails Project*	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	\$6 Million Available; Open Until Funds Exhausted

*New funding opportunity

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

TO: STA Board
FROM: Sara Woo, Planning Assistant

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. Rare, Threatened, Endangered, or Fully Protected Species Habitat
2. Wetland Habitat
3. Riparian Habitat

- Examples:
- City of Vacaville – Alamo Creek Acquisition \$500,000, FY 2007/08
 - City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 2005/06
 - City of Vacaville – Ulatis Creek \$72,000, FY 1997/98; \$86,400 & \$54,000, FY 1996/97

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Matthew Farris, California Department of Parks and Recreation
(916) 651-7738
mfarr@parks.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
California State Parks
Recreational Trails Program (RTP)
Due October 1, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Recreational Trails Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

Program Description: The Recreational Trails Program provides funds annually for recreational trails and trails-related projects.

Funding Available: Approximately \$3-4 million will be available for non-motorized projects and approximately \$1.65 million for motorized projects based on the federal Fiscal Year 2006-07 appropriation. Minimum match of 12% required.

Eligible Projects:

- Maintenance and restoration of existing recreational trails (motorized projects only);
- Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;
- Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only);
- Construction of new recreational trails
- Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
- Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only).

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Non-Motorized Projects: Matthew Farris, (916) 651-7738, mfarr@parks.ca.gov

Motorized Projects: Dan Canfield, (916) 324-1574, dcanfield@parks.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY

Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning

Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Planning Grant for Environmental Justice: Context-Sensitive Planning 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$3 million from the State Highway Account for FY 07/08. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects:

- Identification and involvement of under-represented groups in planning and project development.
- Planning and Safety improvements for pedestrians and bicycles
- Developing Guidelines and supporting information for EJ element of a General Plan
- Transportation Projects in underdeveloped rural agricultural areas
- Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

Examples:

- Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06
- Fruitvale Alive!/City of Oakland - \$170,000, FY 03/04
- Le Grand, Circulation Plan – 68,400, FY 03/04

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Surinder Sikand, Caltrans District 4, (510) 286-5472

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Community-Based Planning
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Community-Based Planning 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, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$300,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Partnership Planning
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Partnership Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: The Partnership Planning Grant promotes planning studies that have a statewide benefit or multi-regional significance or both.

Funding Available: Approximately \$1 million will be available in FY 2007-08. The maximum amount per grant is \$300,000 with a 20% non-federal local match.

Eligible Projects:

- Regional, inter-county, and/or statewide mobility and access needs
- Land use and smart growth studies
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Cameron Oakes, Caltrans District 4, (510) 622-5758

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Statewide Transit Planning Studies
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Statewide Transit Planning Studies 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.

Funding Available: \$1,200,000 available with a grant cap of \$300,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- GIS development
- Transit-oriented development (TOD) studies
- Transit planning
- Development tools
- Development models

Example:

- Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County - \$84,100

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Technical Planning Assistance
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Technical Planning Assistance 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).

Funding Available: \$900,000 available with a grant cap of \$100,000. 11.47% non-Federal funds or in-kind local match required.

- Eligible Projects:
- Short-range transit development plans
 - Ridership surveys
 - Transit coordination studies
- Example:
- Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency - \$13,280

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Professionals Development
Due October 13, 2007

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Professionals Development 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: *Transit Professionals Development*: Fund training and development of transit planning professionals and students.

Funding Available: \$200,000 available with a grant cap of \$50,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Training manuals
- Internships

Example:

- Professional Development and Transit Internships, Yolo County Transportation District - \$46,478

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY

San Francisco Bay Trails Project

No Due Date; Applications Open Until Available Funding is Exhausted

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the San Francisco Bay Trails Project is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: The Bay Trail Project proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.

Funding Available: Approximately \$6 million is available under the program.

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

- City of Benicia – Benicia State Recreation Area Bay Trail \$100,000, FY 01/02; Completed September 2003
- County of Solano – Solano Countywide Trails Plan \$46,000, FY 01/02; Completed February 2004

Further Details: <http://baytrail.abag.ca.gov/>

Program Contact Person: Maureen Gaffney, Bay Trail Planner (ABAG), (916) 651-8576, mureeng@abag.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, swoo@sta-snci.com



DATE: September 4, 2007
TO: STA Board
FROM: Johanna Masiolat, 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



Solano Transportation Authority

**STA BOARD MEETING SCHEDULE
Calendar Year 2007**

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