



One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

Members:

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

**10:00 a.m., Wednesday, February 28, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Brian McLean, Chair
II. APPROVAL OF AGENDA (10:00 – 10:05 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:05 – 10:10 a.m.)	
IV. REPORTS FROM MTC AND STA STAFF (10:10 – 10:15 a.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
A. Minutes of the Consortium Meeting of January 31, 2007 <i>Recommendation:</i> <i>Approve minutes of January 31, 2007.</i> Pg. 1	Johanna Masiclat
B. Fiscal Year (FY) 2006-07 Transportation Funds for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to approve the following:</i> 1. <i>FY 2007-08 Solano TFCA 40% Program Manager Guidelines.</i> 2. <i>Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.</i> Pg. 7	Robert Guerrero

CONSORTIUM MEMBERS

<u>John Andoh</u>	<u>Jeff Matheson</u>	<u>George Fink</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Crystal Odum-Ford</u>	<u>Paul Wiese</u>
Benicia Transit	Dixon Read-Ride	Fairfield/Suisun Transit	Rio Vista Transit	Vacaville City Coach	Vallejo Transit	County of Solano

VI. ACTION ITEMS

- A. Transit Capital and Operating Funding** Elizabeth Richards
Recommendation:
Recommend to the STA Board to approve the following:
- 1. Request Prop 1B transit capital funds based upon county population share;*
 - 2. Request Metropolitan Transportation Commission (MTC) revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.*
- (10:20 – 10:30 a.m.)
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VII. INFORMATION ITEMS

- A. Solano Transit Consolidation Study Kick-off** Elizabeth Richards
Informational
(10:30 – 10:35 a.m.)
Pg. 25
- B. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Fund Estimates** Elizabeth Richards
Informational
(10:35 – 10:40 a.m.)
Pg. 33
- C. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08** Elizabeth Richards
Informational
(10:40 – 10:45 a.m.)
Pg. 41
- D. Legislative Update – February 2007** Jayne Bauer
Informational
(10:45 – 10:50 a.m.)
Pg. 49
- E. 2007 Congestion Management Program Update Schedule** Robert Guerrero
Informational
(10:50 – 10:55 a.m.)
Pg. 63

- F. Corridor Studies Status Update** Robert Macaulay
1. **State Route (SR) 113 Major Investment and Corridor Study**
 2. **North Connector Transportation for Livable Communities Corridor Concept Plan**
 3. **I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**
 4. **SR 12 Major Investments and Corridor Study**
- Informational*
(10:55 – 11:00 a.m.)
Pg. 69
- G. Solano Travel Safety Plan and Priorities** Sam Shelton
- Informational*
(11:00 – 11:05 a.m.)
Pg. 73
- H. Project Delivery Update** Sam Shelton
- Informational*
(11:05 – 11:10 a.m.)
Pg. 81
- I. Solano Napa Commuter Information (SNCI) Employer Outreach Initiative** Judy Leaks
- Informational*
(11:10 – 11:15 a.m.)
Pg. 85
- J. SNCI Monthly Issues** Judy Leaks
- Informational*
(11:15 – 11:20 a.m.)
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VIII. INFORMATION ITEMS – NO DISCUSSION

- A. STA Board Meeting Highlights – January 10, 2007** Johanna Masiclat
- Informational*
Pg. 91
- B. Updated STA Board and Advisory Committee Meeting Schedule for 2007** Johanna Masiclat
- Informational*
Pg. 97
- C. Funding Opportunities Summary** Robert Guerrero
- Informational*
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IX. LOCAL TRANSIT ISSUES

Group

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, March 28, 2007.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
January 31, 2007

I. CALL TO ORDER

Chair Fink called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:20 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:

	John Andoh	Benicia Breeze
	Jeff Matheson	Dixon REDI-Ride
	George Fink	Fairfield/Suisun Transit
	Brian McLean	Vacaville City Coach
<i>Via Teleconference</i>	<i>Crystal Odum-Ford</i>	<i>Vallejo Transit</i>
	Paul Wiese	Solano County

Also Present:

Lindsay Olson	City of Benicia
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiolat	STA

II. ELECTION OF CHAIR AND VICE CHAIR FOR 2007

On a motion by John Andoh, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously elected Brian McLean, City of Vacaville, as Chair for 2007.

On a motion by John Andoh, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium unanimously elected John Andoh, City of Benicia, as Vice Chair for 2007.

III. APPROVAL OF AGENDA

On a motion by George Fink, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero reported on the 2009 Regional Transportation Plan (RTP).

VI. CONSENT CALENDAR

On a motion by George Fink, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium unanimously approved the consent calendar items A through I.

Recommendation:

A. Minutes of the Consortium Meeting of November 29, 2006

Recommendation:

Approve minutes of November 29, 2006.

B. STA Board Meeting Highlights – January 10, 2007

Informational

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

Informational

D. Funding Opportunities Summary

Informational

E. Route 30 and 90 Service and Funding Agreement

Recommendation:

Recommend the STA Board authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.

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

Recommendation:

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

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

G. Metropolitan Transportation Commission (MTC) Routine Accommodation of Bicyclist and Pedestrians in the Bay Area
Informational

H. Safe Routes to School (SR2S) Update
Informational

I. Project Delivery Update
Informational

VII. ACTION ITEMS

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

Recommendation:

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

On a motion by George Fink, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

B. Transit Capital Funding Plan

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

Based on input, the Consortium requested modifications to the recommendation and that recommendation no. 2 be tabled until the next meeting in February. The modified recommendation reads as follows:

Recommendation:

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

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

On a motion by Paul Wiese, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown in ~~strikethrough~~ **bold italics**.

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

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

Based on input, the Consortium requested to modify recommendation 1 to read as follows:

1. ***To conceptually approve*** the intercity cost-sharing formula for the FY 2007-08 multi-year funding agreement be based upon two factors: 80% ridership by residence and 20% population-based fee as outlined on Attachment A;

The Consortium concurred. In addition, the Consortium also requested to table recommendations 2 and 3.

Recommendation:

Recommend the following to the STA Board:

1. ***To conceptually approve*** the intercity cost-sharing formula for the FY 2007-08 multi-year funding agreement be based upon two factors: 80% ridership by residence and 20% population-based fee as outlined on Attachment A;
2. The definition of intercity routes for inclusion in this funding agreement (Attachment B);
3. Documentation and Route Cost Procedures (Attachment C).

On a motion by George Finnk, and a second by Paul Wiese, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown in **bold italics**. Recommendations 2 and 3 were tabled.

D. Legislative Update – January 2007

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

Recommendation:

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

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

On a motion by John Andoh, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

VIII. INFORMATION ITEMS

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

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

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

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

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

Elizabeth Richards highlighted accomplishments from selected program elements of the SNCI Program for the first sixth months of FY 2006-07.

D. SNCI Monthly Issues

Elizabeth Richards provided an update on Napa and Solano transit schedule, marketing, promotions and events.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:40 a.m. The next meeting is scheduled for **Wednesday, February 28, 2007 at 10:00 a.m.** in the STA Conference Room.

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DATE: February 15, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2006-07 Transportation Funds for Clean Air (TFCA)
40% Program Manager Guidelines and Call for Projects

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD), 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 distributes regionally 60% of the entire TFCA funds through a competitive process; the remaining 40% are for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding.

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that committed \$195,000 to the Solano Napa Commuter Information's Rideshare Program on an annual basis. The remaining balance of the TFCA Program Manager funds is committed to other eligible project sponsors for bicycle, pedestrian, and other clean air projects/activities.

As the designated Program Manager, the STA Board annually adopts TFCA Program Manager Guidelines based on the updated BAAQMD's TFCA Regional and Program Manager Guidelines to ensure the guidelines are consistent at the regional and local level. The guidelines include the following information:

1. Basic eligibility
2. Ineligible project information
3. Types of eligible projects

Lastly, although Program Managers review and approve TFCA Program Manager Projects, the BAAQMD ultimately approves the funding for each project based on specific air emission/air quality benefit cost effective formulas for each project category.

Discussion:

Attached is the proposed FY 2007-08 Solano TFCA 40% Program Manager Fund Guidelines that reflect the final BAAQMD Program Manager Guidelines adopted in January 2007. The FY 2007-08 Solano TFCA Guidelines include the following summarized revisions (see Attachment A for more details):

1. Non-public entities are now eligible and can be funded up to a maximum of \$500,000 in TFCA Program Manager Funds (see sections 3 & 17).
2. Projects are eligible only if they can commence in calendar year 2008 or earlier (see section 7).
3. Projects cannot be reimbursed for costs associated with the project until a signed funding agreement is in place between the BAAQMD and the STA (see section 10).
4. The STA may approve no more than two one-year schedule extensions for any given project (see section 16).

STA staff is recommending the STA Board approve the attached guidelines and issue a call for projects to eligible applicants at this time. Based upon the STA Board decision, the tentative schedule for the FY 2007-08 TFCA cycle will be as follows:

- | | |
|--|---------------------------|
| 1. STA Board Approves TFCA Guidelines and Call for Projects. | Wednesday, March 14, 2007 |
| 2. Tentative Deadline for FY 07-08 Applications | Thursday, April 5, 2007 |
| 3. TAC and Consortium reviews and recommends applications for STA Board to approve | Wednesday, April 25, 2007 |
| 4. STA Board Approves TFCA Projects | Wednesday, May 9, 2007 |

Fiscal Impact:

The STA receives a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues from the BAAQMD for Solano County to administer this program. An estimated \$120,000 in FY 2007-08 TFCA funds is available to five STA member agencies consistent with the STA's Alternative Modes Strategy.

Recommendation:

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

1. FY 2007-08 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.

Attachment:

- A. FY 2007-08 Solano TFCA 40% Program Manager Guidelines

Solano
Transportation for Clean Fund (TFCA)
40% Program Manager Guidelines

2007-08



Introduction

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

Funding for the TFCA Program Manager Funds are provided by a 40% proportion of a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The Solano Transportation Authority (STA) is designated the 'Program Manager' of the TFCA 40% Program Manager funding for Solano County.

The Solano TFCA Program Manager Guidelines are based solely on the BAAQMD's TFCA Policies and Evaluation Criteria. A copy of the BAAQMD Guidelines on the BAAQMD webpage at:
www.baawmd.gov/pln/grants_and_incentives/tfca/FINAL%20Policies%20&%20Crit%2005-06.pdf

Available Funding:

Approximately \$120,000.

Proposed Schedule:

STA Board issues call for TFCA Projects	March 14, 2007
2007-08 Electronic Applications Submitted to STA	3:00p.m.-April 5th, 2007
TAC Reviews and Recommend Applications	April 25, 2007
STA Board Approves applications	May 9, 2007

Example Project Types:

The following are eligible project types for TFCA funding:

1. Voluntary trip reduction programs or implementation of ridesharing programs.
2. Purchase or lease of clean fuel buses for school districts and transit operators.
3. Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5. Implementation of compressed natural gas (CNG) and fuel cell demonstration projects.
6. Clean air vehicles infrastructure projects for both fuel cell and CNG facilities.

Basic Eligibility

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legal obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legal obligations at the time the Air District Board of Directors approves a grant award. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding.
2. **TFCA Cost-Effectiveness:** The Air District will only approve grant awards for projects included in Program Manager expenditure plans that achieve a TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO_x and weighted PM₁₀ emissions reduced (\$/ton). TFCA Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Viable Project:** Each grant application should clearly identify sufficient resources to complete the respective project. Grant applications that are speculative in nature, or contingent on the availability of unknown resources or funds, will not be considered for funding.
4. **Eligible Recipients:** TFCA grants may be awarded to public agencies and non-public entities. Eligible grant recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. Non-public entities may only be awarded TFCA grants to implement clean air vehicle projects to reduce mobile source emissions within the Air District's jurisdiction for the duration of the useful life of the vehicle(s), including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstration projects.

As a condition of receiving TFCA funds for projects sponsored by non-public entities, a County Program Manager must provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).

5. **Public Agencies Applying on Behalf of Non-Public Entities:** A public agency may apply for TFCA funds for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA funds on behalf of a non-public entity, the public agency shall enter into a funding agreement with the Air District and provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).
6. **Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air

District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.

7. **Readiness:** A project will be considered for TFCA funding only if the project will commence in calendar year 2008 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
8. **Maximum Two Year Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs, bicycle stations, and shuttle and feeder bus projects, are eligible for funding for up to two years. Applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

Applicant In Good Standing

9. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or another duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.
10. **Signed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes a final approval and obligation on the part of the Air District to fund a project. While the Air District Board of Directors must approve the Air District staff’s recommendation for TFCA grant awards, Board approval does not constitute a final obligation on the part of the Air District to fund a project. No payment requests associated with the implementation of a project will be processed if: a) the funding agreement for the project has not been fully and properly executed, b) the costs in the payment request were incurred before the date that the funding agreement was executed, or c) the project is no longer eligible for TFCA funding (e.g., due to additional information becoming available after grant award approval by the Air District Board of Directors).

Ineligible Projects

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding. For projects that provide such subsidies, the direct or indirect financial transit or rideshare subsidy must be available, in addition to the employees of the project sponsor, to employees other than those of the project sponsor.

Use of TFCA Funds

13. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs.

All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.

16. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a longer period is formally (i.e., in writing) approved in advance by the County Program Manager. County Program Managers may approve no more than two (2) one-year (1-year) schedule extensions for a project, and must notify the Air District of each extension. Any subsequent schedule extensions for projects can only be given if written approval is received by the Program Manager from the Air District.

Clean Air Vehicle Projects

17. **Non-public entities:** Non-public entities may only apply for funding for clean air vehicle projects. No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.
18. **Light-Duty Clean Air Vehicle Eligibility:** For TFCA purposes, light-duty vehicles are those 10,000 pounds gross vehicle weight (GVW) or lighter. All light-duty chassis-certified vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards are eligible for TFCA funding.

Gasoline and diesel vehicles are not eligible for TFCA funding. Hybrid-electric vehicles that meet the SULEV, PZEV, AT-PZEV, or ZEV standards are eligible for TFCA funding.

- 19. Light-Duty Clean Air Vehicle Funding Participation:** For light-duty clean air vehicle projects for passenger cars, pick-up trucks, and vans, project sponsors may receive no more than the following funding incentive amounts:

Emission Rating	Vehicle Type	Incentive Amount
PZEV/SULEV	Hybrid electric	\$2,000
PZEV/SULEV	Natural gas / propane	\$4,000
ZEV	Highway battery electric	\$5,000
ZEV	City battery electric	\$3,000
ZEV	Neighborhood battery electric	\$1,000
ZEV	3-wheel battery electric	\$1,000

These incentive amounts above will be pro-rated for leased vehicles in those cases where the vehicle is available for purchase. The incentive amounts for partial zero emission vehicles (PZEV) and advanced technology-partial zero emission vehicles (AT-PZEV) are the same as for SULEV-rated vehicles.

20. Heavy-Duty Clean Air Vehicles

Eligibility: Heavy-duty vehicles are on-road motor vehicles with a GVW of 10,001 pounds or heavier. To qualify for TFCA funding, a heavy-duty vehicle project must provide surplus emission reductions beyond the requirements of any applicable State or federal standard, regulation, contract or other legal obligation. In addition, advanced technology heavy-duty vehicle projects can be funded with TFCA revenues.

Funding Participation: Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of the new cleaner vehicle. This includes public transit agencies that have elected to pursue the “alternative fuel” path under CARB’s urban transit bus regulation. Incremental cost is the difference in the purchase or lease price of the new clean air vehicle and its new diesel counterpart. Compliance with the cost-effectiveness requirement is not waived or altered by this policy.

Scrapping Requirements: Project sponsors of heavy-duty vehicles purchased or leased with TFCA funds that have model year 1993 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1993 or older vehicle for each new vehicle purchased or leased with TFCA funds. Project sponsors with only model year 1994 and newer vehicles in their fleet may, but are not required to, scrap an existing operational diesel vehicle within their fleet. Emission reductions

associated with scrapping an existing operational diesel vehicle will be factored into the calculations of the overall emission reductions for the project. TFCA funds will not cover the cost of the scrapped vehicle.

21. Reducing Emissions from Existing Heavy-Duty Diesel Engines:

Options available to reduce emissions from existing heavy-duty diesel engines include:

- a) Repowers – To be eligible for TFCA funding, the new engine selected to repower an existing heavy-duty vehicle must reduce emissions by at least 15% compared to the direct exhaust emission standards of the existing engine that will be replaced.
- b) Diesel Emission Control Strategies – Diesel emission control strategies compatible with existing heavy-duty diesel engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All control strategies must be approved by CARB to reduce emissions from the relevant engine;
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the emission control strategy; and
 - 3) The project sponsor must install the highest level (i.e., most effective) diesel emission control strategy that is approved by CARB for the specific engine.
- c) Clean Fuels or Additives – Clean fuels or additives compatible with existing heavy-duty engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All clean fuels or additives must be approved by CARB to reduce emissions and for use with the relevant engine; and
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.

22. Bus Replacements: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

23. Advanced Technology Demonstration Projects: Vehicle-based advanced technology demonstration projects are eligible for TFCA funding. Advanced technology demonstration projects are subject to the TFCA cost-effectiveness requirement, and grant applications for such projects must include best available data that can be used to estimate the cost-effectiveness of such projects.

Shuttle/Feeder Bus Service Projects

24. Shuttle/Feeder Bus Service: Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The service route must go to or from a rail station, airport, or ferry terminal, and the project must:

- a) Be submitted by a public transit agency; or
- b) Be accompanied by documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency revenue service.

All shuttle/feeder bus service to rail or ferry stations must be timed to meet the rail or ferry lines being served.

Independent (non-transit agency) shuttle/feeder bus projects that received TFCA funding prior to FY 2006/07 and obtained a letter of support from all potentially affected transit agencies need not comply with b) above unless funding is requested for a new or modified shuttle/feeder bus route.

All vehicles used in any shuttle/feeder bus service must meet the applicable CARB particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

- a) an alternative fuel vehicle (CNG, LNG, propane, electric);
- b) a hybrid-electric vehicle;
- c) a post-1994 diesel vehicle and a diesel emission control strategy approved by CARB to reduce emissions from the relevant engine; or
- d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a) through d) above, are eligible for funding as shuttle/feeder bus service projects.

Bicycle Projects

25. Bicycle Projects: New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. For purposes of this policy, if there is no adopted countywide bicycle plan, the project must be in the county's CMP, or the responsible Congestion Management Agency must provide written intent to include the project in the next update of the CMP. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; and g) development of a region-wide web-

based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

Arterial Management Projects

- 26. Arterial Management:** Arterial management project applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

Smart Growth Projects

- 27. Smart Growth/Traffic Calming:** Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas.

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DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Capital and Operating Funding

Background:

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

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

Because the vehicle replacements could be funded by Prop. 1B funds, the STA Board decided at their February 2007 meeting to allocate the \$1 million in Northern County STAF funds to the two STA managed intercity bus routes (Routes 30 and 90). These vehicles used on these two routes do not need replacing for a number of years. A second action was taken to reconsider the \$1 million allocation once the funding level and projects for Solano from Prop. 1B was determined.

Discussion:

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

Large transit operators in the Bay Area have massive capital needs. For instance, the Bay Area Rapid Transit (BART) has a transit capital need for over \$2 billion for replacement and rehabilitation of its facilities over the next 23 years. AC Transit has \$100 million or more of unfunded capital needs in the same time period. Small operators also have significant needs that cannot be funded from traditional revenue sources. In addition, facilities and vehicles for expansion are also an issue for both small and large operators.

Staff initially expected a major policy discussion at MTC regarding the distribution of the Prop. 1B transit capital funds prior to the allocation of Proposition 1B Transit Capital funds. However, MTC staff has begun recommending the allocation of these funds with the approval of \$24 million to BART as part of a multi-agency negotiation which included SamTrans and was related to the extension of BART to San Francisco International Airport (SFO) in San Mateo County. There are likely other deals in the works and there may be a proposal by MTC staff as soon as March 7th. Lacking a major policy discussion, the North Bay Congestion Management Agencies (CMAs), small operators, and others are working together to recommend that the Prop. 1B Transit Capital Funds will be distributed based on County population share. For Solano, this would be \$18-\$20 million (see Attachment A). To develop a comprehensive Transit Capital Plan for Solano, transit operators were recently requested to prepare and submit to the STA transit capital needs beyond vehicle replacement (see Attachment B). The potential \$18-\$20 million would fund a significant portion of Solano County's immediate and future transit capital needs.

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

However, in the past five years, MTC has focused on allocating projected growth in these revenues as a result of the passage of Proposition 42 to regional programs. In the 2005 Regional Transportation Plan (RTP), MTC assigned approximately \$216 million of these funds to new "Lifeline" program targeting communities of concern, and approximately \$104 million for Translink and other "Transit Connectivity" improvements. Of concern to staff was that these programs were created and funded with this fund source without an assessment of what the funds could otherwise have been used for.

Not only will Prop. 42 increase STAF revenues, STAF is sales tax based and growth on the base is expected as well. Small operators are in need of additional operating funds for both fixed-route and paratransit services. The growing STAF revenue can be used for a variety of transit purposes, including operating. However, there have been suggestions from MTC that accessing these funds may be made contingent upon new requirements such as transit consolidation, enhanced transit coordination, and other policies that have yet to be identified.

Most of the small operators are located in the North and East Bay. The CMAs in these areas, and the small operators are working together on this issue. Several key points being advanced are to: 1) protect existing allocation levels for small operators, with appropriate provisions to protect against future erosion of that purchasing power; 2) provide small operators with a significant portion of future growth from this source to address expanding service needs; and 3) remove the Consumer Price Index (CPI) cap on funds flowing to transit providers for paratransit services from this source.

Fiscal Impact:

Pursuing the proposed policy direction is an effort to maximize, or at minimum maintain, future operating and capital funding for local transit operators and the Solano Transportation Authority. There is no impact to the STA budget to advocate for these policies.

Recommendations:

Recommend to the STA Board to approve the following:

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

Attachments:

- A. Proposition 1B, Transit Bond Funding per State Transit Assistance Formula
- B. Draft Solano Transit Capital Plan

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Proposition 1B, Transit Bond Funding Per STA Formula

Population-Share	2005 Population	% of Total Total	Share of \$ 347,017,407	Share of \$ 323,017,407
Alameda	1,477,000	21.25%	\$ 73,731,527	\$ 68,632,196
Contra Costa	1,012,100	14.56%	\$ 50,523,818	\$ 47,029,550
Marin	241,300	3.47%	\$ 12,045,645	\$ 11,212,558
Napa	128,400	1.85%	\$ 6,409,701	\$ 5,966,401
San Francisco	775,500	11.16%	\$ 38,712,796	\$ 36,035,388
San Mateo	711,500	10.24%	\$ 35,517,929	\$ 33,061,481
Santa Clara	1,732,900	24.93%	\$ 86,506,001	\$ 80,523,177
Solano	405,200	5.83%	\$ 20,227,498	\$ 18,828,548
Sonoma	467,600	6.73%	\$ 23,342,493	\$ 21,728,108
	6,951,500	100.00%	\$ 347,017,407	\$ 323,017,407

(Assumes \$24 M off the top)

Revenue-Based Funds

Ala. CMA-ACE	\$ 1,777,814	
Benicia	\$ 165,343	
Caltrain	\$ 40,427,243	
CCCTA	\$ 5,724,703	
Dixon	\$ 40,059	
ECCTA (Tri-Delta)	\$ 2,678,815	
Fairfield	\$ 692,075	
GGBHTD	\$ 40,042,443	
Healdsburg	\$ 11,092	
LAVTA	\$ 1,735,640	
NCPTA	\$ 424,896	
SamTrans	\$ 47,285,569	
Santa Rosa	\$ 1,030,716	
Sonoma County	\$ 1,093,614	
Union City	\$ 432,549	
Vallejo	\$ 5,215,385	\$ 123,000,000
VTA	\$ 144,195,873	
VTA - ACE	\$ 2,427,299	
WestCat	\$ 3,022,757	
Subtotal:	\$ 298,423,885	

AC Transit	\$ 106,897,001
BART	\$ 245,774,375
SF MUNI	\$ 336,026,922
Subtotal:	\$ 688,698,298
Total, Revenue-Based:	\$ 987,122,183

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

<u>Tier 1 Projects</u>		
Fairfield/Vacaville Train Station	\$12,000,000	
Vallejo:		
Ferry Maintenance Facility	\$ 2,260,000 (\$260,000 match)	
<u>Bus Maintenance Facility</u>	<u>\$ 1,000,000 (\$43K match)</u>	
Subtotal Facilities	\$15,260,000	
Major Rehab MI Ferry	\$ 50,000 (match)	
Transit Bus Vehicle Replacement:	(match only)*	<u>Total Cost</u>
3 Benicia Breeze	\$ 198,000	\$ 990,000
15 Fairfield/Suisun Transit	\$ 1,140,000	\$ 5,700,000
24 Vallejo Transit	\$ 1,001,300	\$ 7,839,019
3 Vallejo Transit – MCI	\$ 255,800	\$ 1,278,821
Subtotal Vehicle Replacement	\$ 2,595,100	\$15,807,840
TOTAL	\$17,905,100	\$31,117,840

* Local match for 5307 funds

Tier 2 Projects

Benicia Maintenance Facility	\$ 1,000,000
Benicia Downtown PNR	\$ 700,000
Dixon Intermodal Station	\$ 10,000,000
Fairfield Transportation Center, Phase 4	\$ 10,100,000
Fairfield Transportation Center, Ph 4 carports	\$ 1,500,000
Rio Vista Hwy 12/PNR	\$ 900,000
Dredging – Mare Island Channel	\$ 1,000,000
Vacaville Intermodal Station	\$ 2,700,000
Vallejo Ferry Station	\$??
Curtola PNR	\$??

Countywide:

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



DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Kick-off

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 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 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, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and TAC reviewed the Scope of Work as well. In May, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

The Transit Consolidation Study was not initiated in FY 2005-06 for a variety of reasons. One of the reasons was the time and effort expended toward developing a countywide Intercity Transit Funding agreement. This resulted in a one-year agreement and a directive to conduct a countywide transit ridership survey and a countywide transit finance assessment study. These two studies are underway and are due to be completed in March 2007. In addition to providing valuable information for a multi-year Intercity Transit Funding agreement, these studies will also provide useful base data for the Transit Consolidation Study.

Discussion:

A Request for Proposal (RFP) was released in early November with proposals due in December 2006. Interviews with four consultant teams were held in early January. Several representatives from Solano transit operators were on the selection panel. DKS Associates was selected for the next Transit Consolidation Study.

To assist STA with the project management of this major transit study, John Harris has been retained to be the Project Manager. He has many years of experience in the transit industry and has the time and ability to focus on this project from beginning to end.

A kick-off meeting has been held with DKS Associates and staff from the subconsultant (HDR) who will lead the critical outreach element of this project. Some adjustments to the scope have been made to better focus the project approach based upon Board direction. To identify a wide variety of perspectives and potential issues, a great deal of outreach will be conducted ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews will begin in March and presentations to City Councils are scheduled to begin in April.

A summary of the scope and schedule are provided in Attachment B. This is also being presented to the STA Board's Transit Subcommittee on Monday, February 26, 2007 for review and comment. The Transit Subcommittee will function as the project's Steering Committee. The Consortium will be kept informed of the study progress and key decision points.

Fiscal Impact:

Funds are currently budgeted in the STA budget, and have been claimed, to conduct the Transit Consolidation Study.

Recommendation:

Informational.

Attachment:

- A. STA Transit Consolidation Study – STA Board Goals and Criteria
- B. Transit Consolidation summarized scope and schedule

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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WORK PLAN AND SCHEDULE

The DKS team has developed an elaboration of the work tasks proposed in the Request for Proposals in this section. This includes an explanation of each task including subtasks, schedule and deliverables. The work plan is prepared according to the tasks listed in the RFP, although Tasks 1 through 3 will occur concurrently. This work plan also includes revised changes based on scoping meetings in February, 2007.

Task 1: Transit Operators' Input

Objective: To review existing services and related documents, in order to summarize current operations and identify issues of benefits and concerns about consolidation from the transit operators.

Subtasks:

1. Prepare issues summary and alternative concepts material
2. Outline key contacts
3. Review related documents
4. Meet one-on-one with each operator
5. Summarize findings
6. Submit draft of findings to each operator
7. Revise findings

Schedule:

- February – DKS to conduct a kickoff meeting with Technical Committee to discuss the project requirements; review key documents
- March – Meet with operators one-on-one; Assemble relevant information from each operator based on meetings and documentation
- April – Submit draft findings to each operator for review; draft comprehensive Task 1 report; revise report based on review

Deliverables:

Contact List of Transit Operators
Issues Summary and Alternative Concepts Material
Draft Findings Memorandum (for operator review)
Revised Findings Memorandum (after operator review)

Task 2: Public Official and Public Input

Objective: To obtain feedback from public officials and the general public, highlighting the benefits and concerns of consolidation.

Subtasks:

1. Meet with STA Transit Subcommittee
2. Develop PowerPoint presentations
3. Conduct elected official briefing meetings
4. Conduct ten public meetings
5. Summarize meeting findings
6. Meet with Technical Committee

Schedule:

- March – Meet with STA Transit Subcommittee; prepare PowerPoint Presentation
- April – Participate in 10 Public Meetings

Deliverables:

PowerPoint Presentation
Summary of Feedback

Task 3: Transit Funding Partners' Input

Objective: To obtain comments from transit funding partners about their benefits and concerns related to consolidation options.

Subtasks:

1. Review the key funding partner contacts with STA staff and Technical Committee.
2. Contact each agency.
3. Summarize the findings in a memorandum.

Schedule:

- February – DKS to assemble list
- March – DKS to contact agencies

Deliverables:

List of contacts
Meeting summaries

Task 4: Develop and Evaluate Alternatives

Objective: To develop system alternatives that address potential organizational and governing structures for the consolidation of transit services.

Subtasks:

1. Meet on alternatives development
2. Draft initial Alternatives Report
3. Meet with Technical Committee

4. Draft Guide for Alternatives
5. Revise Draft Alternatives Report
6. Meet with Steering Committee
7. Revise Alternatives Report and Guide

Schedule:

- May – Meet to sketch alternatives; draft initial alternatives report; refine alternatives with Technical Committee
- June – Prepare Guide to Alternatives, meet and revise Alternatives Report

Deliverables:

Initial draft alternatives descriptions
 Draft of Alternatives Report
 Guide to Alternatives
 Revised Alternatives Report and Guide

Task 5: Build Consensus Towards a Preferred Alternative

Objective: To successfully engender consensus for a preferred alternative.

Subtasks:

1. Develop preferred alternative
2. Refine alternative, based on stakeholder feedback.
3. Present a range of alternatives to the public, possibly including concepts related to the preferred alternative.
4. Present initial preferred alternative in detail to STA staff, then to the Transit Consortium and STA Transit Steering Subcommittees as identified.

Schedule:

- July – develop preferred alternative; develop initial presentation; review preferred alternative and presentation with Technical Committee
- August – conduct public meetings

Deliverables:

Memorandum on initial preferred alternative
 Revised memorandum on preferred alternative
 Draft PowerPoint Presentation
 Final PowerPoint Presentation

Task 6: Develop Implementation Plan, Cost Estimate and Funding Plan for Preferred Alternative

Objective: To prepare details for a preferred alternative

Subtasks:

1. Meet with STA staff to determine consensus.
2. Meet with STA Transit Committee to determine consensus on preferred plan.
3. Develop implementation plan with programs, cost estimates (capital and operating), funding plan, timeline and phasing schedule.
4. Prepare Implementation Guide.
5. Meet with STA Transit Committee to provide initial feedback on alternative and Guide.
6. Revise plan and Guide, and prepare Final Report.

Schedule:

- September – coordinate STA Transit Committee support; draft Implementation Guide
- October – receive final STA Transit Committee comments; draft final report

Deliverables:

Draft Implementation Plan
Draft Implementation Plan Guide
Draft Final Report
Final Report

Schedule

A project schedule is shown below. DKS has highlighted the anticipated dates of the Technical Working Group meetings, but these may change. DKS has prepared a work plan to complete the project by October 2007.



DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Fund Estimates

Background:

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

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

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

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

Discussion:

The new TDA and STAF FY 2007-08 revenue projections are in the process of being approved by MTC. The estimates have been approved by MTC's Programming and Allocations Committee (PAC) already and are scheduled for Commission approval on February. Although possible, it would be highly unusual for the estimate to change at this point.

After several years of growth, Solano TDA revenue for FY 2007-08 is projected to plateau. See Attachment A for FY 2007-08 TDA fund estimate.

As expected, the STAF for FY 2007-08 is lower than the FY 2006-07 revenue. The STAF estimates reflect the Governor's State Budget released the week of January 15th in which he proposed to not direct any of the "spillover funds" to the STAF account. In addition, the

Administration reports that in the **current** year, the spillover is likely to generate \$102 million less than previously estimated. To address this shortfall, the budget proposes to lower next year's STA funding level by the same amount leaving a total of STA funding level by of \$185 million statewide. If the Administration were to follow current law with regard to the spillover – even taking into account the \$102 million drop – STA funding would total \$493 million.

See Attachments B and C for current STAF estimates. These are traditionally updated in May. As noted on the population-based STAF fund estimate notes, the distribution funds follows the existing formula. Discussions are underway regionally to adjust the distribution policy to maximize funding for operating revenue generated from STAF which is particularly important for smaller operators.

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

Recommendation:

Informational.

Attachments:

1. FY 2007-08 TDA Solano fund estimate
2. FY 2007-08 STAF Revenue-based fund estimate
3. FY 2007-08 STAF Population-based fund estimate

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

*Attachment A
Res No. 3793
Page 9 of 15
February 28, 2007*

FY 2006-07 TDA Revenue Estimate Adjustment			FY 2007-08 TDA Estimate	
<i>FY 2006-07 Generation Estimates Adjustment</i>			<i>FY 2007-08 County Auditor's Generations Estimate</i>	
1. Original County Auditor Estimate (Feb, 06)	16,244,823		13. County Auditor Estimate	16,956,193
2. Revised County Auditor Estimate (Feb, 07)	16,955,978		<i>FY 2007-08 Planning and Administration Charges</i>	
3. Revenue Adjustment (Line 2-1)		711,155	14. MTC Administration (0.5% of line 13)	84,781
<i>FY 2006-07 Planning and Administration Charges Adjustment</i>			15. County Administration (0.5% of line 13)	84,781
4. MTC Administration (0.5% of line 3)	3,556		16. MTC Planning (3.0% of line 13)	508,686
5. County Administration (0.5% of line 3)	3,556		17. Total Charges (Lines 14+15+16)	678,248
6. MTC Planning (3.0% of line 3)	21,335		18. TDA Generations Less Charges (Line 13-17)	16,277,945
7. Total Charges (Lines 4+5+6)		28,446	<i>FY 2007-08 TDA Apportionment By Article</i>	
8. Adjusted Generations Less Charges (Line 3-7)		682,709	19. TDA Article 3.0 (2.0% of line 18)	325,559
<i>FY 2006-07 TDA Adjustment By Article</i>			20. TDA Funds Remaining (Line 18-19)	15,952,386
9. Article 3 Adjustment (2.0% of line 8)	13,654		21. TDA Article 4.5 (5.0% of line 20)	
10. Funds Remaining (Line 8-9)		669,055	22. TDA Article 4/8 (Line 20-21)	15,952,386
11. Article 4.5 Adjustment (5.0% of line 10)				
12. Article 4/8 Adjustment (Line 10-11)		669,055		

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C=A+B	D	E	F	G	H=Sum(C:G)	I	J=H+I
	6/30/06	FY 2006	6/30/06	FY 2005-07	FY 2007	FY 2007	FY 2007	6/30/07	FY 2008	Total
Apportionment Jurisdictions	Balance (w/o interest)	Interest & Refunds	Balance (w/ interest) ¹	Outstanding Commitments ²	Article Transfer	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available For Allocation
Article 3	622,441	22,967	645,408	(762,064)		311,901	13,654	208,899	325,559	534,458
Article 4.5										
SUBTOTAL	622,441	22,967	645,408	(762,064)		311,901	13,654	208,899	325,559	534,458
Article 4/8										
Benicia	182,019	12,175	194,194	(1,134,012)		990,333	43,354	93,869	1,030,638	1,124,507
Dixon	398,109	14,021	412,130	(1,027,037)		622,660	27,258	35,011	662,998	698,009
Fairfield	5,238,039	183,998	5,422,037	(6,356,357)		3,806,710	166,648	3,039,038	3,983,909	7,022,947
Rio Vista	421,438	16,947	438,385	(262,925)		247,810	10,848	434,118	278,267	712,386
Suisun City	447,514	16,731	464,245	(1,331,411)		1,004,578	43,978	181,390	1,046,823	1,228,212
Vacaville	3,791,915	289,328	4,081,243	(7,113,283)		3,506,199	153,492	627,651	3,636,603	4,264,254
Vallejo	344,879	9,674	354,553	(4,697,716)		4,393,704	192,345	242,885	4,568,587	4,811,473
Solano County	44,933	1,252	46,185	(754,130)		711,135	31,132	34,322	744,561	778,883
SUBTOTAL³	10,868,847	544,125	11,412,972	(22,676,871)		15,283,129	669,055	4,688,284	15,952,386	20,640,671
GRAND TOTAL	11,491,288	567,092	12,058,380	(23,438,935)		15,595,030	682,709	4,897,183	16,277,945	21,175,129

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

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**FY 2007-08 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res No. 3793
Page 11 of 15
February 28, 2007*

FY 2006-07 February Revenue Estimates		114,138,390		FY 2006-07 Projected Carryover		49,072,195		
FY 2006-07 Actual Revenue with Prop 42		159,750,845		FY 2007-08 Base Funds		24,785,110		
FY 2006-07 Revenue Adjustment Due to Prop 42		45,612,455		FY 2007-08 Prop 42 Increment		22,510,950		
				Total Funds Available		96,368,255		
<i>Column</i>	A	B	C	D	E=Sum(A:D)	F	G	H=Sum(E:G)
	6/30/06	FY 2005-07	FY 2007	FY 2007	6/30/07	FY 2008	FY 2008	Total
Apportionment Jurisdictions	Balance¹	Outstanding Commitments²	Revenue Estimate³	Prop 42 Increment³	Projected Carryover	Revenue Estimate⁴	Prop 42 Increment⁴	Available For Allocation
Alameda CMA - Corresponding to ACE	440,170	-	188,953	75,510	704,633	41,031	37,266	782,931
Benicia	5,163	(15,753)	14,424	5,764	9,598	3,132	2,845	15,575
Caltrain	3,367,570	(9,595,117)	5,169,762	2,065,962	1,008,177	1,122,612	1,019,607	3,150,396
CCCTA	41,052	(448,562)	634,402	253,522	480,414	137,760	125,120	743,294
Dixon	14,930	(8,089)	5,505	2,200	14,546	1,195	1,086	16,827
ECCTA	149,249	(150,493)	309,301	123,604	431,662	67,165	61,002	559,828
Fairfield	317,317	-	104,333	41,694	463,344	22,656	20,577	506,577
GGBHTD	4,632	(4,149,445)	4,398,702	1,757,827	2,011,717	955,177	867,534	3,834,427
Healdsburg	83	-	1,462	584	2,129	317	288	2,735
LAVTA	786	(113,511)	195,221	78,015	160,511	42,392	38,503	241,406
NCPTA	15,418	(42,455)	53,217	21,267	47,447	11,556	10,496	69,499
SamTrans	197,447	(7,907,268)	5,514,583	2,203,761	8,523	1,197,490	1,087,614	2,293,627
Santa Rosa	20,451	(185,557)	118,304	47,277	475	25,690	23,332	49,497
Sonoma County Transit	23,643	(216,641)	142,338	56,882	6,221	30,909	28,073	65,202
Union City	5,872	(34,896)	49,982	19,974	40,932	10,854	9,858	61,643
Vallejo	113,842	(439,040)	684,426	273,513	632,741	148,623	134,986	916,350
VTA	13,556	(9,430,410)	15,268,642	6,101,718	11,953,505	3,315,580	3,011,359	18,280,444
VTA - Corresponding to ACE	745	(158,745)	262,119	104,749	208,868	56,919	51,696	317,484
WestCAT	98,781	(338,748)	271,022	108,307	139,363	58,852	53,452	251,667
Petaluma	131	(104)	-	-	27	-	-	27
Rio Vista	144	(55)	-	-	89	-	-	89
SUBTOTAL	4,830,982	(33,234,889)	33,386,700	13,342,131	18,324,808	7,249,910	6,584,694	32,159,411
AC Transit	25,031	(6,991,064)	10,782,959	4,309,131	8,126,057	2,341,516	2,126,670	12,594,242
BART	2,662,970	(31,043,568)	30,742,375	12,285,395	14,647,172	6,675,696	6,063,167	27,386,034
Muni	48,164	(46,976,161)	39,226,356	15,675,799	7,974,158	8,517,989	7,736,420	24,228,567
SUBTOTAL	2,736,165	(85,010,793)	80,751,691	32,270,324	30,747,387	17,535,200	15,926,257	64,208,844
GRAND TOTAL	7,567,147	(118,245,682)	114,138,390	45,612,455	49,072,195	24,785,110	22,510,950	96,368,255

1. Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.

3. The FY 2006-07 STA Fund Estimate is based on \$624 million in STA statewide per the Final FY 2006-07 budget, of which \$197 million is adjusted base revenue, \$74 million is FY 2006-07 Prop 42 funds, \$248 million in spillover funds and \$104 million in Prop 42 loan repayment funds.

4. The FY 2007-08 STA Fund Estimate is based on \$184.7 million in STA statewide as proposed in the Governor's FY 2007-08 budget, of which \$87.9 million is Prop 42 funds.

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ATTACHMENT B

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**FY 2007-08 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

*Attachment A
Res No. 3793
Page 12 of 15
February 28, 2007*

FY 2006-07 February Revenue Estimates	42,955,984	FY 2006-07 Projected Carryover	58,256,065					
FY 2006-07 Actual Revenue with Prop 42	60,122,231	FY 2007-08 Base Funds	9,275,793					
FY 2005-06 Revenue Adjustment Due to Prop 42	17,166,247	FY 2007-08 Prop 42 Increment	8,424,692					
		Total Funds Available	75,956,549					
<i>Column</i>	A	B	C	D	E=Sum(A:D)	F	G	H=Sum(E:G)
	6/30/06	FY 2005-07	FY 2007	FY 2007	6/30/07	FY 2008	FY 2008	Total
Apportionment Jurisdictions	Balance¹	Outstanding Commitments²	Revenue Estimate³	Prop 42 Increment^{3,5}	Projected Carryover	Revenue Estimate⁴	Prop 42 Increment^{4,5}	Available For Allocation
Northern Counties								
Marin	1	(1,466,194)	1,528,306	610,748	672,862	330,149	299,856	1,302,867
Napa	183,073	(479,612)	806,836	322,431	832,729	175,205	159,129	1,167,063
Solano (less Vallejo)	676,172	(1,122,860)	1,818,557	726,739	2,098,608	393,234	357,153	2,848,994
Sonoma	408,628	(3,661,355)	2,896,025	1,157,322	800,620	625,435	568,048	1,994,102
SUBTOTAL	1,267,874	(6,730,021)	7,049,725	2,817,240	4,404,818	1,524,023	1,384,186	7,313,027
Small Operators								
CCCTA	432,507	(1,540,459)	3,014,493	1,204,664	3,111,205	635,737	577,405	4,324,347
ECCTA	745,744	(750,740)	1,680,288	671,484	2,346,776	354,362	321,847	3,022,986
LAVTA	-	(618,204)	1,170,109	467,604	1,019,509	250,573	227,582	1,497,664
Union City	153,329	(313,887)	436,837	174,571	450,850	92,735	84,226	627,810
WestCAT	58,387	(211,653)	417,092	166,680	430,507	87,962	79,891	598,360
Vallejo	106,338	(381,671)	749,065	299,345	773,077	157,814	143,334	1,074,225
SUBTOTAL	1,496,305	(3,816,614)	7,467,885	2,984,347	8,131,924	1,579,182	1,434,284	11,145,391
Regional Paratransit								
Alameda	2	(854,694)	854,692	-	(0)	876,059	-	876,058
Contra Costa	(2)	(441,683)	441,685	-	(0)	452,727	-	452,726
Marin	1	(98,678)	98,677	-	(0)	101,144	-	101,143
Napa	8,364	(72,803)	64,440	-	1	66,051	-	66,052
San Francisco	(1)	(674,802)	674,802	-	(1)	691,672	-	691,670
San Mateo	3	(373,640)	373,640	-	3	382,981	-	382,984
Santa Clara	(1)	(774,141)	774,141	-	(1)	793,495	-	793,494
Solano	99,215	(282,000)	183,822	-	1,037	188,418	-	189,455
Sonoma	1	(204,378)	204,376	-	(1)	209,486	-	209,485
SUBTOTAL	107,582	(3,776,819)	3,670,274	-	1,037	3,762,030	-	3,763,067
Regional Express Bus Program	745,215	(935,316)	-	-	(190,101)	-	-	(190,101)
MTC Regional Coordination Program⁶	25,928,248	(16,152,620)	24,768,100	11,364,660	45,908,387	2,410,557	5,606,221	53,925,166
GRAND TOTAL	29,545,224	(31,411,390)	42,955,984	17,166,247	58,256,065	9,275,793	8,424,692	75,956,549

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- Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.
- The FY 2006-07 STA Fund Estimate is based on \$624 million in STA statewide per the Final FY 2006-07 budget, of which \$197 million is adjusted base revenue, \$74 million is FY 2006-07 Prop 42 funds, \$248 million in spillover funds and \$104 million in Prop 42 loan repayment funds.
- The FY 2007-08 STA Fund Estimate is based on \$184.7 million in STA statewide as proposed in the Governor's FY 2007-08 budget, of which \$87.9 million is Prop 42 funds.
- FY 2006-07 Prop 42 funding is proposed to be distributed to Northern Counties and Small Operators based on MTC current policy, and the balance is reserved at the regional level.
- Committed to TransLink® and other MTC Customer Service projects.

ATTACHMENT C

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DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

Background:

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

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

Discussion:

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

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

This year's annual Unmet Transit Needs public hearing for FY 2007-08 was held on December 11th in Fairfield. STA staff worked with MTC and local transit operators to outreach to the public. MTC produced a flyer that announced the public hearing; it was

provided to transit operators to post on their buses and at other locations. Transit operators were encouraged to attend.

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). They were provided at the January TAC and Consortium meetings. This month the Unmet Transit Needs issues are presented in a format that identifies which operators should provide a draft response to the STA as the first step to coordinate the county response (see Attachment B). Interestingly, all the issues this year are in jurisdictions that use 100% of their TDA for transit.

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

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

- A. MTC January 3, 2007 Letter Regarding: FY 2007-08 Unmet Transit Needs
- B. Draft matrix of issues and responses



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

January 30, 2007

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SOLANO TRANSPORTATION
 AUTHORITY

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Federal D. Glover
 Contra Costa County

Scott Haggerty
 Alameda County

Anne W. Halsted
 San Francisco Bay Conservation
 and Development Commission

Steve Kinsey
 Marin County and Cities

Sue Lempert
 Cities of San Mateo County

Bijan Saripati
 State Business, Transportation
 and Housing Agency

James P. Sperring
 Solano County and Cities

Adrienne J. Tissier
 San Mateo County

Pamela Tortiati
 Association of Bay Area Governments

Ken Yeager
 Santa Clara County

Shelia Young
 Cities of Alameda County

Steve Heminger
 Executive Director

Ann Flenner
 Deputy Executive Director, Operations

Andrew Fremier
 Deputy Executive Director,
 Bay Area Toll Authority

Therese W. McMillan
 Deputy Executive Director, Policy

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

Dear Mr. Halls:

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

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

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

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

Preliminary Issues

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

Fairfield, Vallejo, and San Francisco.

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

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

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

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

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

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

Mr. Daryl Halls
January 30, 2007
Page 3

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

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

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

Sincerely,



Alix Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

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

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**Issues raised at the December 2006, Unmet Transit Needs Public Hearing or by Written Comment Received by MTC
for FY 2007-08 TDA Funding**

	Unmet Transit Needs Issues	Transit Operator	Spends 100% of TDA on Transit ⁽¹⁾	Type of Resolution ⁽²⁾	Response
1	Request for more night service between Pleasant Hill, Benicia and Fairfield	Fairfield/Suisun Transit	Yes		
2	Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.	Fairfield/Suisun Transit	Yes		
		Vallejo Transit	Yes		
3	Request for increased service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco.	Fairfield/Suisun Transit	Yes		
		Vallejo Transit	Yes		
4	Request for bus shelter improvements in Benicia and at the Del Norte BART station.	Benicia Breeze	Yes		
5	Request for additional Vallejo bus service, including earlier and later service, keeping the route 80 on a commute schedule until 10:00 am and running the route 3 every 30 minutes during the commute period.	Vallejo Transit	Yes		

Notes:

- 1 The County of Solano, City of Suisun City and City of Vacaville use TDA funds for Streets and Roads purposes
- 2 1. The issue has been addressed through recent changes in service;
2. The issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08
3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards;
4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has been addressed through recent or planned service changes, nor recently studied.

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DATE: February 21, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – February 2007

Background:

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

Discussion:

State Update:

STA staff had productive meetings with staff members of our state legislators and committees in Sacramento on February 13, 2007. The focus for the meetings was on the projects STA submitted as candidates for the Corridor Mobility Improvement Account (CMIA) Proposition 1B state bond funds:

1. I-80/I-680/SR 12 Interchange Second Phase \$150 Million CMIA request
2. SR 12 Jameson Canyon Widening \$102.1 Million CMIA request
3. Cordelia Truck Scales Relocation Phase 1 \$99.6 Million CMIA request (to be resubmitted under the Proposition 1B Trade Corridor account)
4. Programming, Planning and Monitoring (PPM) Work Plan through FY 2010-11 \$2.833 Million

There was universal acknowledgement of the importance of these projects, and staff received positive feedback.

The second focus of these staff legislative update meetings was to provide an overview of STA Board's recent prioritization of safety improvements on the State Route (SR) 12 corridor.

There was high interest and support expressed in STA's effort to improve safety in SR 12. STA staff had met previously with Assemblymember Lois Wolk and her staff in January.

Gus Khouri, Legislative Advocate with STA's state legislative consultant firm, Shaw/Yoder, Inc., arranged and accompanied staff to meetings with the following:

- Art Bauer (Consultant), Senate Transportation Committee
- Janet Dawson (Chief Consultant) and Howard Posner (Consultant), Assembly Transportation Committee
- Anthony Matthews (Senior Consultant), Assemblymember Noreen Evans' office
- Kristin Stauffacher (Legislative Director), Senator Mike Machado's office
- Tara Dias (Legislative Director), Senator Patricia Wiggins' office

Federal Update:

STA staff has submitted Federal Transportation Appropriations Requests for FY 2008, prioritized as follows:

- Vallejo Intermodal Station Ferry Maintenance Facility - \$2.713 Million
- Fairfield/Vacaville Intermodal Station - \$2 Million
- Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million
- I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component) - \$6 Million
- SR 12 Traffic Safety Signage/Education - \$200,000

Mike Miller, legislative consultant with STA's federal legislative consultant firm, The Ferguson Group, is in the process of submitting the official requests through the offices of Representatives George Miller, Ellen Tauscher, Dan Lungren and Mike Thompson, and Senators Dianne Feinstein and Barbara Boxer. Further information can be found in Attachment B, The Ferguson Group Federal Update dated February 7, 2007.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. The Ferguson Group Federal Update, February 7, 2007



Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

February 21, 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			3
AB 60	Nava	Minimum Clearance Requirement for Overtaking a Bicycle			3
AB 112	Wolk	Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80	Sponsor and Support	Support: Cities of Benicia, Fairfield	3
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			4
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)	Co-sponsor and Support	City of Rio Vista: Sponsor/Support	4

State Senate Bills

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

State Senate Bills

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

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			7

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

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

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Bill Summaries

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

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 117 (Beall) Traffic offenses: additional assessment: traffic safety	Provides that, until January 1, 2010, a county may elect to levy an additional assessment in the amount of \$2 for every \$10 (20%) or fraction thereof, upon each base fine (excluding parking violations), for an offense involving the unsafe operation of a motor vehicle upon the highway in violation of the Vehicle Code or a local ordinance adopted pursuant to the Vehicle Code. The bill requires that the collected assessments be deposited in a Traffic Safety Committee Network Fund, and the creation of a countywide community collaboration committee for the purpose of developing recommendations for traffic safety programs. The bill requires moneys in the fund (after deducting administrative costs, not to exceed 10% of the amount of the fund) be allocated in a manner so that 85% be used for local traffic safety programs approved by the county board of supervisors (programs that increase local traffic safety and reduce related personal injuries and fatalities through existing local traffic safety programs or the creation of new local traffic safety programs), and 15% be deposited in the county's Courthouse Construction Fund. Funds could be collected only if the county board of supervisors provides that the increased assessments do not offset or reduce the funding of other local traffic safety programs from other sources, and that these additional revenues result in increased funding to local traffic safety programs and courthouse construction.	Introduced 01/09/07	
ACR 7 (Wolk) Officer David Lamoree Memorial Interchange (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.	Introduced 01/08/07 Sponsored by City of Rio Vista	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	<p>States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B.</p> <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. The act requires the sum of \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. The bill declares that it is to take effect immediately as an urgency statute.</p>	Introduced 12/04/06	
SB 16 (Florez) Rail Grade Crossings: Automatic Gates	<p>Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.</p>	Introduced 12/4/06	

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

Federal Legislation

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

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California Legislature 2007-08 Regular Session Calendar

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

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

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

2008

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

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

**110th United States Congress
2007 Session Calendar**

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

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

To: Solano Transportation Authority Board of Directors
From: Mike Miller
Re: Federal Update
Date: February 7, 2007

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

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

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

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

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

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

Vallejo Intermodal Station Ferry Maintenance Facility - \$2.713 Million

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

Fairfield/Vacaville Intermodal Station - \$2 Million

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

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

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

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

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

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

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

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

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

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

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

Congress begins the FY08 budget process in earnest in March.



DATE: February 23, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner
RE: 2007 Congestion Management Program (CMP) Update Schedule

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. 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 the CMP standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the CMP 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 CMPs for consistency every two years.

The STA Board approved Solano County's current Congestion Management Plan (CMP) the final version in October 2005.

Discussion:

The STA is preparing to update the 2007 CMP with assistance from the STA TAC and the Solanolinks Consortium. The following is a list of proposed dates for the development of the 2007 CMP, with a deadline to submit the final CMP to MTC in October 2007:

- | | |
|-------------------|---|
| February 1, 2007 | Begin drafting the 2007 CMP |
| February 28, 2007 | Issue Request for 2007 LOS calculations and other necessary documentation |
- Begin reviewing CMP elements:
- Capital Improvement Plan
 - Performance Measures (LOS & Transit standards)
 - Land Use element
 - Trip Reduction and Travel Demand element

June 1, 2007	<u>Due to STA:</u> 2007 LOS calculations and other necessary documentation. Comments on CMP elements
June 27, 2007	TAC recommends approval of Draft 2007 CMP
July 11, 2007	STA Board approves Draft of 2007 CMP
Late July	Draft CMP due to MTC
August - September	MTC reviews Draft CMP for consistency with 2007 RTP and makes recommendations for final CMP approval
September 26, 2007	TAC recommends approval of Final 2007 CMP
October 10, 2007	STA Board approves 2007 CMP
Late October	Final CMP due to MTC

STA staff is requesting TAC members to **submit current LOS calculations** for those portions of the CMP network or intersections in their jurisdiction, **by June 1, 2007**. These LOS calculations should be based on traffic counts conducted between March through May 2007.

STA will provide a more detailed list of required documentation and information needed from the STA TAC and SolanoLinks Consortium during the month of April to begin the process of developing the Draft 2007 CMP.

Recommendation:

Informational.

Attachments:

- A. 2005 CMP LOS Inventory of Solano County Congestion Management System
- B. 2005 CMP LOS Report Form

2005 CMP LOS Inventory

2005 CMP System LOS Inventory								
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
STATE ROADWAY								
I-80	0	0.933	Solano County	F	D	D	D	E
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*
I-80	8.004	10.015	Solano County	E	D	D	D	D
I-80	10.015	11.976	Fairfield	E	C	C	D*	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F
I-80	15.57	17.217	Fairfield	F	F	F	E*	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F
I-80	21.043	23.034	Fairfield	F	D	D	D*	E
I-80	23.034	24.08	Vacaville	E	E	E	E	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D
I-80	28.359	32.691	Vacaville	F	C	D	D	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D
I-80	35.547	38.21	Solano County	F	D	D	D	E
I-80	38.21	42.53	Dixon	E	C	C	C*	C*
I-80	42.53	44.72	Solano County	E	D	D	C	D
I-505	0	3.075	Vacaville	E	B	B	D	B
I-505	3.075	10.626	Solano County	E	A	A	A	B
I-680	0	0.679	Solano County	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*
I-680	2.819	8.315	Solano County	E	C	C	C	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D
I-780	0.682	7.186	Benicia	E	C	C	C*	C*
SR 12	0	2.794	Solano County	F	C	C	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**
SR 12	7.7	13.625	Solano County	E	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*
SR 37	0	6.067	Vallejo	F	B	C	C*	C*
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*
SR 84	0.134	13.772	Solano County	E	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B
SR 113	8.04	18.56	Solano County	E	B	B	B	B

* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study
 ** SR 12 MIS 2001
 *** TBD

RED: Roadway at LOS F
 GREEN: LOS is two levels higher than LOS standard

2005 CMP System LOS Inventory (continued)								
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
LOCAL ROADWAY								
SR 113	18.56	19.637	Dixon	F	F	F	F	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C
SR 128	0	0.754	Solano County	E	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C
Military East			Benicia	E	***	***	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	B	***	A
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***
INTERSECTION								
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

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DATE: February 16, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Corridor Studies Status Report:
1.) State Route (SR) 113 Major Investment & Corridor Study
2.) North Connector Transportation for Livable Communities (TLC)
Corridor Concept Plan
3.) Jepson Parkway Concept Plan
4.) I-80/680/780 Corridors Highway Operations Implementation Plan
5.) SR 12 Major Investment and Corridor Study Update

Background:

The STA has completed Major Investment Studies for the I-80/680/780 freeway corridors throughout Solano County and SR 12 highway corridor between I-80 and the Rio Vista Bridge at the Sacramento/Solano County Line. In addition to freeway and highway corridors, the STA has completed a Transportation for Livable Communities (TLC) corridor concept plan for the Jepson Parkway and has recently begun a similar plan for the North Connector Project. These corridor studies/plans were funded through a variety of Federal, State and local fund sources.

Discussion:

The following provides an update to current and planned corridor studies in Solano County:

1.) SR 113 Major Investment & Corridor Study

This study will investigate opportunities for short, medium, and long term improvements (safety and congestion) for the SR 113 corridor between SR 12 and I-80 at the Yolo/Solano County Line. Five distinct segments will be analyzed including a potential relocation segment of SR 113 through the City of Dixon. A toll lane feasibility analysis as funding option for future SR 113 improvements will also be conducted as part of this study. On February 14, 2007, the STA Board approved Kimley Horn and Associates to assist in developing the study. STA staff is currently finalizing a contract agreement with the intention to have an initial meeting with the consultant by late February/early March 2007. A project kickoff meeting is anticipated in late March 2007 with stakeholder staff (i.e. City of Dixon, Solano County, Caltrans and others) and the consultant. This project is funded through a Federal Partnership Planning Grant from Caltrans and local match provided by Solano County, the City of Dixon, and the STA.

2.) North Connector TLC Corridor Concept Plan

This corridor concept plan is related to the I-80/I-680/I-780 Interchange's North Connector Project. The plan area encompasses the planned North Connector roadway segments between Abernathy Road and Jameson Canyon. The primary purpose of this plan is to develop design improvements with Transportation for

Livable Communities (TLC) concepts, which include alternative modes connections to residential, employment 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 are scheduled to meet on March 1st with the North Connector TLC Technical Advisory Committee (TAC) to discuss the project's draft goals and objectives, potential opportunities and constraints, and draft design concepts. Recommendations from the North Connector TLC TAC will be presented to the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8th. A public input event will be scheduled at a location within the project area in late March or early April 2007. This project is funded by TLC planning funds.

3.) *Jepson Parkway Concept Plan*

The original Jepson Parkway Concept Plan was completed in May 2000. The Plan's primary purpose is to improve local traffic and encourage a linkage between transportation/land use between the cities of Fairfield, Suisun City, Vacaville and the County of Solano. Segments along the Jepson Parkway are in different stages of completion. Suisun City's segment (Walter's Road) and portions of Vacaville's segment (Leisure Town Interchange) are complete. The STA is currently the lead for completing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the remainder of the corridor. The Draft EIR/EIS is expected to be circulated for public comment in Summer 2007. STA staff is proposing to include the Jepson Parkway Concept Plan update as part of the STA's overall workplan for FY 2007-08. Funding for the Concept Plan update is unknown at this time; however, TLC planning funds are a possibility.

4.) *I-80/I-680/I-780 Corridors Highway Operations Implementation Plan*

This project is considered as Phase 2 to the original I-80/680/780 Major Investment and Corridor Study completed in July 2004. The primary focus of this study is to develop operational improvements related to Intelligent Transportation Systems (ITS) technology, ramp metering, High Occupancy Vehicle (HOV) lanes and other facility improvements such as landscaping and hardscape designs. STA staff has submitted a grant proposal for Caltrans' Partnership Planning Grant Program. Caltrans is expected to notify successful grant applicants by May 2007. If the STA is successful in obtaining grant funding, STA will begin the project in FY 2007-08.

5.) *SR 12 Major Investment and Corridor Study*

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. In December 2005, the STA followed up with the MIS by completing an operational strategy with a refined prioritization of capital improvement projects. However, Caltrans recommended that a more comprehensive traffic forecasting and operational analysis be conducted before they can concur with the suggested order of improvements identified in this latest effort. Although SR 12 has always been a priority of the STA, more recent tragic events compelled the STA Board to develop immediate strategies to improve the safety of the SR 12 corridor (see Agenda Item VII.D of this TAC Agenda). One strategy identified was to update the 2001 SR 12

MIS. The SR 12 Steering Committee will discuss this update as part of the March 1, 2007 meeting. This update is scheduled to begin at the start of the FY 2007-08 funded with Planning, Programming, and Monitoring (PPM) funds.

Recommendation:
Informational.

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DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Sam Shelton, Assistant Project Manager
RE: Solano Travel Safety Plan and Priorities

Background:

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

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

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

Discussion:

At the meeting, staff will provide an overview of the STA Board's workshop presentation regarding Solano Travel Safety Plan and Priorities:

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

Following the overview, staff will summarize the STA Board feedback on the next three (3) years of planning activities and the priority of the work.

Recommendation:

Informational.

Attachment:

- A. Solano Travel Safety Priorities STA Board February 14, 2007 PowerPoint Presentation

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Solano Travel Safety Priorities

STA Board Workshop
February 14, 2007



- STA Travel Safety Goals & Objectives
- Completed and current safety efforts
- Next 3 years of safety planning
- Direction Questions for the STA Board

*To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, **travel safety**, and economic vitality*



STA adopted safety goals:

- Travel Safety Study, 1998 & 2005 update
 - No specified goals or objectives
- Bicycle and Pedestrian Plans
 - Safety is the number one priority
- Safe Routes to School Program
 - Safety and security are top priorities

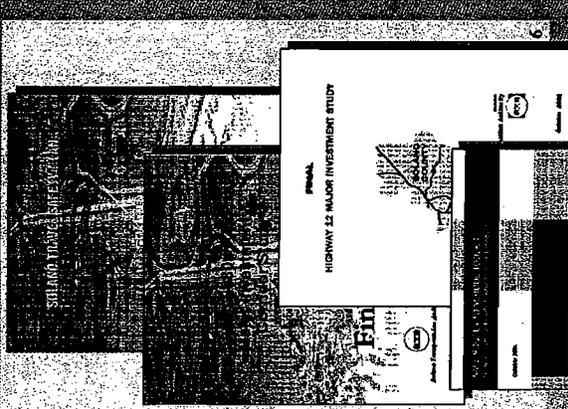


California Strategic Highway Safety Plan

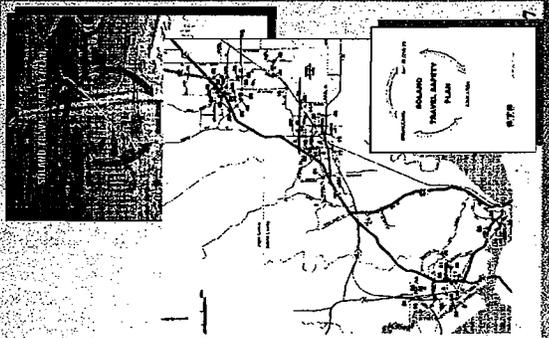
- State safety plan required to receive federal SAFETEA-LU funding.
- 16 specific challenges and goals

Reduce impaired driving related fatalities	Reduce young driver fatalities	Improve commercial vehicle safety
Reduce the occurrence and consequences of leaving the roadway and head-on collisions	Improve intersection and interchange safety for roadway users	Improve motorcycle safety
Ensure drivers are licensed and competent	Minimise weaving and street crossing after	Improve bicycling safety
Increase use of safety belts and child safety seats	Improve safety for older roadway users	Enhance work zone safety
Improve driver decisions about rights of way and turning	Reduce speeding and aggressive driving	Improve post crash survivability
		Improve safety data collection, access, and analysis

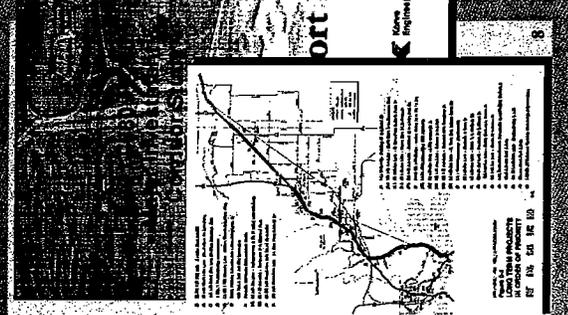
- Solano Travel Safety Study, Phase 1
- Completed Major Investment Studies
- Safe Routes to School Program
- State Route 12 Safety Plan



- 2005 update revised listing of city intersections with highest collision rates.
- Listed general collision information for highway corridors and countywide bicycle and pedestrian collision statistics.
- 1998 Solano Travel Safety Plan recommended "Engineering, Education, and Enforcement" safety improvements and programs.



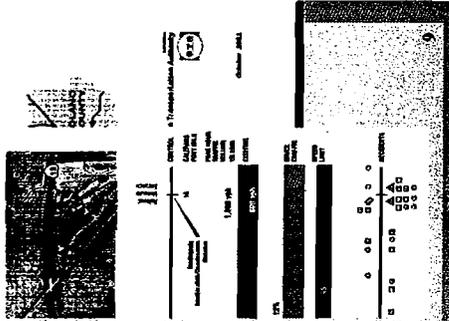
- 2004, I-80/I-680/I-780 Major Investment and Corridor Study
 - Extensive engineering and mobility analysis listing 50 near-term, mid-term and long-term projects.
 - Safety criteria limited to "substandard geometry" corrections.
 - Collision rates listed for corridor segments using 1999-2002 collision data.



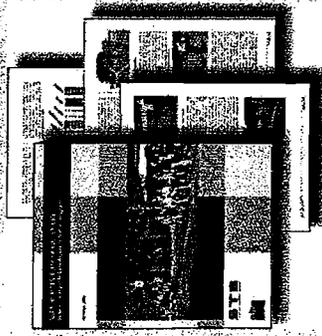
2001, State Route 12 MIS

- Listed near-term and long-term recommendations for
 - Safety Improvements
 - Mobility Improvements
 - Transportation Demand Management programs
- Mapped individual collisions and accident rates using 1995-1999 collision data.

FINAL
HIGHWAY 12 MAJOR INVESTMENT STUDY



- Help increase the safety and popularity of walking and bicycling to school.
- Extensive public input process to build a prioritized countywide SR2S plan from the ground up.
- Countywide study to identify and prioritize "Education, Encouragement, and Engineering" projects and programs.
- Adopt Countywide SR2S Study by December 2007.

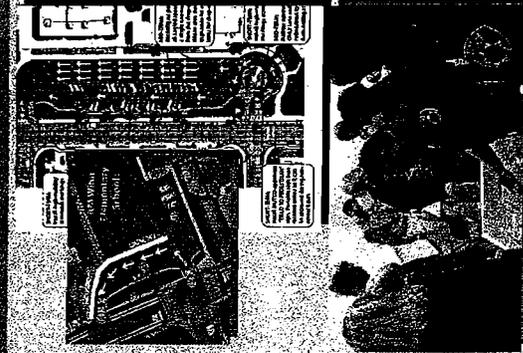


Safe Routes to School Goals:

- "Increase healthy and safe alternatives to driving alone/chauffeured trips to school"
- "Reduce number of driving alone/chauffeured trips and the number of student vs. vehicle accidents along routes to schools"
- "Maximize interagency cooperation in all SR2S efforts"

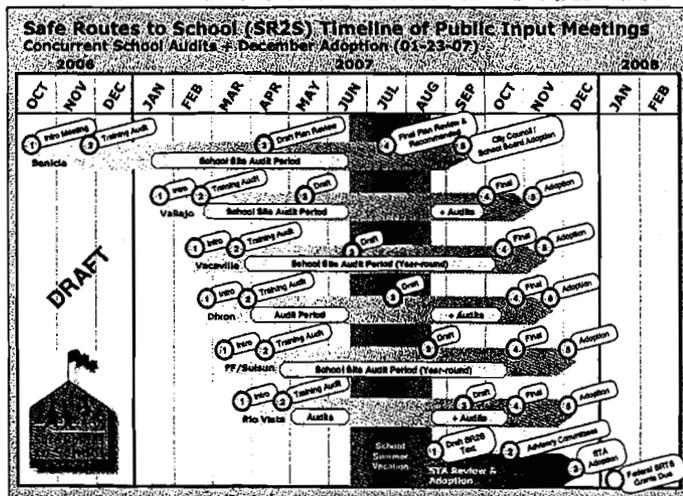


- Community Task Forces
 - Help guide school site walking audits
 - Review and recommend local SR2S Plans for city councils and school districts.
 - Continue cooperation between all stakeholders to implement identified priority projects and programs.



Safe Routes to School, 2007 Timeline

STA



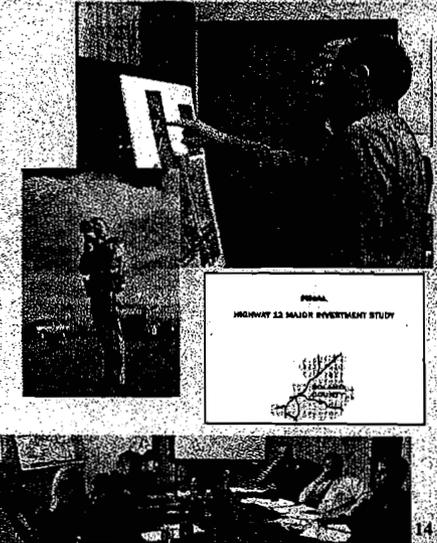
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State Route 12 Safety Efforts

STA

- SR12 Safety Plan in STA Overall Work Program
- Sponsor Double Fine Zone Legislation
- Pursue Office of Traffic Safety (OTS) Grant
- Update SR12 Major Investment Study
- Reconvene SR12 Steering Committee meetings



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Next 3 Years of Safety Efforts

STA

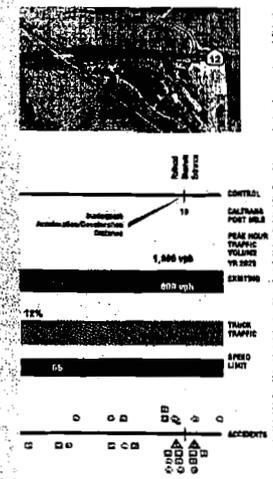
- Include Highway Corridor Safety in Comprehensive Transportation Plan
- Develop a Countywide Rail Corridor Safety Plan
- Develop a Safe Routes to Transit Plan
- Study Emergency Responder Mobility Bottlenecks
- Study Transportation Disaster Prevention and Response
- Local Intersection Safety Improvement Implementation Program
- Safe Routes to School Implementation Program

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Comprehensive Highway Corridor Safety

STA

- Update Major Investment Studies with current collision histories and recommended safety improvements for all corridors
 - 2004 I-80/I-680/I-780 MIS covers mobility and safety from an engineering perspective, not through collision analysis.
 - 2001 SR 12 MIS uses both engineering and collision analysis, but needs updating.
 - SR 113 Corridor Study is underway
- Add MIS updates to the Comprehensive Transportation Plan



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- Create Countywide Rail Corridor Safety Plan
 - Study collision data for comparison of priority safety projects with MIS updates
 - Study crossings in each community to maximize benefit of removal and creation of at-grade rail crossings and grade separated rail crossings.
 - Fairfield/Suisun, Union St/Main St crossing
 - Dixon Transportation Center area crossings
 - Study potential for "quiet zones" to eliminate excess train warning horns.



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- \$20 M Regional Measure 2 funded program "to improve access and safety for bicyclists and pedestrians to and from regional transit stations"
- Create Safe Routes to Transit Plan
 - List competitive bicycle and pedestrian projects from adopted 2004 Bicycle and Pedestrian Plans.
 - Use information from ridership survey to bolster grant applications

18

- Hold scoping meetings to identify emergency responder needs
 - Police (City, county, and CHP)
 - Fire
 - Medical (ambulances)
- Coordinate with MIS updates



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- Flood Protection/Mitigation on Highway system
- Landslides (e.g., Red Top Slide)
- Earthquakes



20

- Develop safety project implementation programs.

- Local Intersections identified in the Solano Travel Safety Study
- Safe Routes to School projects and programs identified in the Countywide Safe Routes to School Plan.



- What should the STA's travel safety goals and objectives be?
- Are these safety planning projects still the priority of the STA?
- Are there other safety priorities that the STA should address?
- Given the large number of safety tasks that are recommended, what are the STA's priorities for completing these plans and studies?
- How should the STA develop implementation programs to help complete these projects?

- How will the STA fund identified safety improvements and implementation programs?
 - Current Funding
 - Highway Safety Improvements
 - Caltrans State Highway Operations Protection Program (SHOPP)
 - State Office of Traffic Safety (OTS) Grants
 - Highway Safety Improvement Program (HSIP)
 - * formerly the Hazard Elimination Safety (HES) Program
 - Safe Routes to School Improvements
 - Federal and State Safe Routes to School Grants
 - Air District Clean Air funding (Programmed in cooperation with STA)
 - Bicycle and Pedestrian Project funding (Federal, State, & STA)
 - Future funding
 - Transportation Sales Tax



DATE: February 16, 2007
 TO: SolanoExpress Intercity Transit Consortium
 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 six project delivery reminders for the Consortium and TAC:

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

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

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

Vacaville	SOL050054	Dobbins St and East Monte Vista Rehabilitation <i>(will submit E-76 request by end of May)</i>
Vallejo	SOL050023	Vallejo Station Pedestrian Links <i>(will submit E-76 request)</i>

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

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

Projects previously extended that require STIP allocation from CTC by April

- Submit allocation request to MTC and Caltrans Local Assistance no later than February 20, 2007 to receive allocations by April 25-26, 2007

Agency	Project	STIP FY 2006-07 Funds
Fairfield	Downtown Pedestrian Project (Allocation Request Submitted)	\$350,000 CON

Projects that require STIP allocation from CTC by June

- Submit allocation request to MTC and Caltrans Local Assistance no later than April 2, 2007 to receive allocations by June 6-7, 2007

Dixon	Dixon Intermodal Facility (Allocation Request Submitted)	\$543,000 PS&E
Vallejo	Ferry Maintenance Facility	\$425,000 CON

3. Inactive Obligations

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

December 2006 Inactive Projects (10/01/06 to 12/31/06)

- Submit an invoice by February 9, 2007 or
- Submit a justification form to Caltrans Local Assistance by March 1, 2007.

Agency	Project	Unexpended Funds
Benicia	WB Route 780 at E. 2 nd St, On/Off Ramps, Install Traffic Signals (Final Report Resubmitted)	\$10,000

Projects that will become inactive by March 2007

Vallejo	Downtown Vallejo Square, Pedestrian Enhancements/Landscape (Final Invoice Resubmitted)	\$586,839
Vacaville	Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path (Final Report to be submitted)	\$111,514

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

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

5. MTC Project Delivery Working Group tasks:
MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. At their next meeting, the PDWG will discuss ways to improve the project delivery process, such as the possibility of tracking project delivery deadlines for each project (allocation, obligation, and inactive project deadlines, etc.). Please forward any additional suggestions to the STA at the February 28th Consortium or TAC meetings for consideration at the next PDWG meeting.
6. Proposed STA Project Delivery Working Group:
Between conversations with individual project managers and programming staff at MTC and Caltrans, the STA intends to create a local Project Delivery Working Group composed of agency project managers. This group will be responsible for guiding the creation of a comprehensive project delivery guidance document (which will include all funding sources and programming steps between being approved in a transportation plan to project close out and subsequent project monitoring). This group will also update STA staff on the status of federal and state funded projects to make sure that funding deadlines are met. STA staff proposes that this group meet quarterly as well as receive "Project Delivery Update" STA staff reports at the same time as the TAC packet release.

The first STA Project Delivery Working Group meeting is proposed to be scheduled on the Monday or Tuesday preceding the TAC. TAC members are asked to nominate agency representatives at the project manager level to attend these meetings. Other project managers with questions are also welcome to attend.

Recommendation:
Informational.

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DATE: February 22, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Employer Outreach Initiative

Background/Discussion:

Solano Napa Commuter Information (SNCI) offers a variety of services to assist and encourage commuters to use alternatives to driving alone to work. Outreach is conducted to the general public and to local employers as well. The wide-range of services to employers and ultimately to their employees include free campaign materials and incentives, ridematching, employee surveying and reporting, employee density maps, commuter information display racks, events and more.

At this time, a new Employer Outreach Initiative is being developed. It will build upon SNCI's current employer outreach program and will create partnerships with business organizations. Historically, the more successful employer programs have strong support from upper management of their organizations. The "Solano Employer Commute Challenge," the cornerstone of the Employer Outreach Initiative, proposes to increase the impact of SNCI's current employer outreach program.

Solano Employer Commute Challenge goals are:

1. To increase and sustain Solano County employees' use of alternative transportation.
2. To increase the public and business community involvement.
3. To maximize complementary promotions and other opportunities, like regional campaigns for Earth Day, Clean Air month (May), Spare the Air, Bike to Work; plus a more proactive outreach approach to interested employers.

A kick-off breakfast would be held in April where employers would be encouraged to register for the Challenge. The goal would be to engage active participation of 10-15 employers in this campaign.

Recommendation:

Informational.

Attachment:

- A. SNCI Employer Outreach Initiative draft

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SNCI 2007
Draft
Employer Outreach Initiative
“Solano Employer Commute Challenge”

Background

For many years, the Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) program has been offering a variety of services to assist and encourage commuters to use alternatives to driving alone to work. All alternative modes are promoted (carpool, vanpool, bus, ferry, train, bicycling, and others) through a variety of means and services. A wide range of vanpool support services are offered as well as vanpool and bicycle incentives. Outreach is conducted to the general public and to local employers as well. A new Emergency Ride Home (ERH) was implemented last year for Solano employers. Promotional campaigns, such as Bike to Work Week and Rideshare Thursday, are designed, coordinated and implemented to motivate the general public and local employers and their employees to try alternative modes.

SNCI has been offering a wide range of services to employers and ultimately to their employees. These include free campaign materials and incentives, employee surveying and reporting, employee density maps, commuter information display racks, events, and more. The purpose is to assist employers help their employees reduce the drive-alone commuting. This may be necessary due to lack of parking, stressful commutes, relocations, lack of reliable transportation, costliness of driving alone, or concern for the environment.

Goals

This new Employer Outreach Initiative proposes to increase the public and business community involvement with these services. This would be accomplished through a specific new employer campaign as well as taking advantage of opportunities that complement the goals of this Initiative.

The proposed new employer campaign is tentatively named the “Solano Employer Commute Challenge.” Through the use of employer and employee incentives, this campaign would challenge participants to regularly use non-drive alone alternatives. Prizes would be awarded to the winning company(ies). More specifically, the goal would be to engage active participation of 10-15 employers in this campaign. The ultimate goal is to increase and sustain employee use of alternative transportation.

To support the Solano Employer Commute Challenge, SNCI staff would maximize complementary promotional and other opportunities. Regional campaigns such as Earth Day, Clean Air Month (May) Spare the Air, Bike to Work, and others offer messages that support the kick-off and on-going message and intent of the Solano Employer Commute Challenge. In addition, more proactive outreach will be targeted at those employers likely to participate. Alternative mode products and services will be directly promoted to employers and tied into

the campaign. The goal will be to deliver a message, service, or product at least monthly to Solano employers that will assist their employees use commute alternatives.

Partners

SolanoEDC, Chambers of Commerce, and other business entities could offer valuable input on the Employer Outreach Initiative. Staff will meet with these entities to solicit their input on the proposed campaign and welcome their insights on prioritizing employers to focus upon. STA would be particularly interested in receiving assistance in engaging top management involvement and support for the Solano Employer Commute Challenge. Historically, the more successful employer programs have strong support from upper management.

Public agency input would be sought through the STA's Consortium, TAC, and Board.

Communications

As the Solano Employer Commute Challenge is targeting primarily Solano employers, communication strategies will directly focus on delivering the message to employers rather than the general public. A breakfast meeting is proposed to kick-off the campaign and encourage early participation and registration at the employer level. Following the kick-off, communication with employers will include direct mailing, email, introductory and follow-up calls, employer events, and employer services website enhancements on the STA website. Existing services and products will be made available to support employers. Collateral materials will be developed for the Solano Employer Commute Challenge campaign. Materials from complimentary campaigns will also be used. Progress and success stories will take advantage of momentum throughout the campaign. Communications through Chamber resources will be discussed in initial meetings.

Solano Employer Commute Challenge Description and Schedule

A kick-off breakfast would be held in April where employers would be encouraged to register by May. Earth Day is in April and May is Clean Air Month. Bike to Work Day is also in May. These provide excellent opportunities for employers to kick-start their employee registration. Incentives may be offered to encourage early employer registration. Employers and employees could continue to register throughout the four-month campaign period. At the end of the campaign, employers and employees would receive rewards reflecting their employees' level of alternative mode usage. This would occur in the September/October period which falls at the end of the summer Spare the Air season.

Evaluation:

At the end of the four-month Solano Employer Commute Campaign, the campaign will be evaluated. A report will be prepared to identify if the goals were and to what degree achieved. The campaign will also be analyzed to determine its strengths and weaknesses. These will be used to determine the value and design of future Solano Employer Commute Campaigns.



DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

1. **Transit Schedules:** Responses were received from the Solano and Napa operators to update the monthly transit schedule matrix. An updated transit matrix will be provided at the meeting.
2. **Marketing/Promotions:** The 2007 Spare the Air/Free Transit Campaign will begin soon with working group meetings beginning in late March. The parameters of the campaign will be that free, all-day transit will be available on participating systems, except for Bart, Caltrain, and ferries where free rides will end at 1:00 pm. Interested systems would need to prepare a ridership data collection and operation plan to show how they would collect/analyze ridership for Spare the Air days and what actions they would take as an agency to execute the free transit promotion. SNCI is continuing plans for the Bike to Work Day (BTWD) spring promotion, which will take place in May 2007. The 2007 official logo has been designed. SNCI has ordered marketing materials like posters, brochures, and entry forms for the promotion.
3. **Events:** SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Recent events include an employer event at Genentech in Vacaville and an employer relocation event in San Francisco for State Compensation Insurance Fund (SCIF). At the Genentech event, Genentech staff conducted a survey to determine interest for a company-sponsored bus from Sacramento or Davis to the Vacaville site. Based on employee interest Genentech will determine the origin of the bus. The SCIF relocation will take place early 2008, transferring over 500 IT workers to the new site. The site will be in Vacaville, coincidentally, very near Genentech. At both events concerns were raised about the lack of connecting public transit to the work site. SNCI staff will work with SCIF employees over the next year to assist them in identifying and selecting a commute alternative.

Recommendation:

Informational.

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**Solano Transportation Authority
Board Meeting/Workshop Highlights
February 14, 2007
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the February 14, 2007 STA Board
Meeting/Workshop

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 14, 2007. If you have any questions regarding specific items, please call me at 424-6008.

BOARD 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
Pete Sanchez	City of Suisun City
Steve Wilkins (Alternate Member)	City of Vacaville
John Silva	County of Solano

BOARD MEMBERS ABSENT:

Len Augustine	City of Vacaville
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ACTION ITEMS: FINANCIAL

**A. 2006 State Transportation Improvement Program (STIP) Augmentation
Recommendation:**

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

Highway Funds (\$11.67 M)	PTA Funds (\$5.33 M)
PPM FY 2007-08 through FY 2010-11 (\$2.833 M)	Dixon Transit Center (\$1.33 M Envir.)
SR 12 Jameson Canyon (\$7 M Design)	Vallejo Ferry Maint. Station (\$2.0 M Construction)
Jepson Pkwy	Fairfield-Vacaville Train Station

(\$1.837 M)

(\$2.0 M Construction)

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

B. Transit Capital Funding Plan

Recommendation:

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

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

ACTION ITEMS – NON-FINANCIAL

A. Legislative Update – February 2007

Jayne Bauer introduced two bills; Assembly Bill (AB) 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zone and ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12).

Recommendation:

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

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

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

BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. Solano Travel Safety Plan and Priorities Workshop

Janet Adams and Sam Shelton provided an overview on STA's travel safety goals and objectives.

B. Introduction – Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level

Robert Guerrero introduced and provided background on the TLC Plan.

CONSENT CALENDAR ITEMS

On a motion by Member Price, and a second by Member Sanchez, consent calendar items A through J were unanimously approved with the exception of VII.G, I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request which was pulled for public comment.

- A. STA Board Minutes of January 10, 2007**
Recommendation:
Approve STA Board Minutes of January 10, 2007.
- B. Review Draft TAC Minutes of January 31, 2007**
Recommendation:
Receive and file.
- C. Updated STA Board Meeting Schedule for Calendar Year 2007**
Recommendation:
Informational.
- D. Route (Rt.) 30 and 90 Services and Funding Agreement**
Recommendation:
Approve the following:
Authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.
- E. Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan**
Recommendation:
Approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.
- F. State Route (SR) 113 Corridor Study Contract**
Recommendation:
Authorize the Executive Director to enter into a contract agreement with Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000.
- G. This item was pulled for public comment.**
- H. Jepson Parkway Project Contract Amendments**
Recommendation:
Authorize the Executive Director to amend the contract with Jones and Stokes for an additional \$25,000 and to amend the PBS&J contract for \$473,815 for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Jepson Parkway Project until December 30, 2008.
- I. Right-of-Way Acquisition Services for the North Connector Project**
Recommendation:
Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.
- J. Solano Transit Consolidation Study Budget Amendment**
Recommendation:
Authorize the Executive Director to enter into a contract with DKS Associates for the countywide Transit Consolidation Study in an amount not-to-exceed \$150,000.

G. I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request

Recommendation:

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

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

UPDATE FROM STAFF:

Caltrans Report

STA's Janet Adams provided report on behalf of Doanh Nguyen, Caltrans District Project Manager, regarding the status of paving and rehabilitation projects on I-80 and State Route (SR) 12.

MTC Report:

MTC Commissioner Spring reported meeting with California Transportation Commission (CTC) Commissioners regarding Proposition 1B CMIA funds for Solano County projects.

STA Report:

1. Environmental Document Overview – Janet Adams
2. State Legislative Update from Shaw/Yoder, Inc. – Gus Khouri

INFORMATIONAL ITEMS

- A. State Route (SR) 12 Safety Update
Informational

NO DISCUSSION

B. Highway Projects Status Report:

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

Informational

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

Informational

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

Informational

- E. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule**
Informational

- F. Safe Routes to School (SR2S) Update**
Informational

- G. Funding Opportunities Summary**
Informational

ADJOURNMENT

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is a meeting/workshop scheduled on **Wednesday, March 14, 2007, 6:00 p.m. at the Suisun City Hall.**

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DATE: February 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2007

Background:

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2007 that may be of interest to the Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2007

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Solano Transportation Authority

**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2007**

February 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 1	9:30 a.m.	SR 12 Steering Committee	Suisun City Hall	Confirmed
March 8	6:30 p.m.	Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 16	12 noon	Paratransit Coordinating Council (PCC)	STA Conference Room	Confirmed
March 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
May 18	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
May 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
July 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
August 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
August 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
September 21	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 14	6:00 p.m.	STA's 10 th Annual Awards	TBD - Vallejo	TBD
November 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
November 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

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DATE: February 1, 2007
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Robert Guerrero, Senior Planner
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
High Risk Rural Roads (HR3) Program	John Brewster Caltrans (510) 286-6485	February 28, 2007
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	March 16, 2007
Safe Routes to Transit (SR2T) Program	Carli Paine TALC (510) 740-3150	April 3, 2007
Caltrans Highway Safety Improvement Program (HSIP)	Muhaned Aljabiry Caltrans (510) 286-5226	April 13, 2007



FUNDING OPPORTUNITY

High Risk Rural Roads (HR3) Program

Due February 28, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner

This summary of the High Risk Rural Roads (HR3) Program is intended to assist the jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: For projects located on city and county roads, the applicant must be a city or a county. For a project that involves multiple jurisdictions, the lead agency should attach letters of support from the other affected agencies. For a project located on a State Highway applications must be submitted from a Caltrans District Traffic Engineer or Safety Engineer.

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

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

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

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

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

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



FUNDING OPPORTUNITY

2007-08 YSAQMD Clean Air Funds (CAF) Program

Due March 16 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner

This summary of the 2007-08 YSAQMD Clean Air Fund Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

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

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

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

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

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

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



FUNDING OPPORTUNITY

Safe Routes to Transit Program (SR2T)

Due April 3, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Due April 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner

This summary of the Highway Safety Improvement Program (HSIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Cities and Counties in California.
- Program Description: This program funds travel safety engineering projects on public roads.
- Funding Available: \$27 million is available in FY 2006/2007. The maximum federal contribution to a project will be \$900,000 at a 90% reimbursement ratio.
- Eligible Projects: A wide variety of safety projects are eligible under this program's interim guidelines. This program will be revised for the next funding cycle. *Almost all types of safety engineering for public roads, bicycle paths, and pedestrian walkways are eligible for funding (for a complete list of categories, please refer to Caltrans local assistance interim HSIP guidelines).*
- Further Details: Additional information regarding the Highway Safety Improvement Program (HSIP) can be found at:
<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>
- Program Contact Person: Muhaned Aljabiry, Caltrans, (510) 286-5226
- STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075
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